CALL TO ORDER: Welcome to the Three Rivers Levee Improvement Authority (TRLIA) meeting. As a courtesy to others, please turn off cell phones, pagers, or other electronic devices which might disrupt the meeting. Thank you.

I ROLL CALL – Directors Atwal, Brown, Griego, Nicoletti, Ritchie

II PUBLIC COMMUNICATIONS: Any person may speak about any subject of concern within the jurisdiction of TRLIA which is not on today’s agenda. The total amount of time allotted shall be limited to a total of 15 minutes and each individual or group will be limited to no more than 5 minutes. Prior to this time, speakers are requested to fill out a “Request to Speak” card and submit it to the secretary.

III CONSENT AGENDA: Matters listed are considered to be routine and can be enacted by one motion.

A. Approve meeting minutes of March 15, 2016.

IV ACTION ITEMS

A. Adopt resolution approving transfer of ownership of Olivehurst Detention Basin to County of Yuba and authorizing Executive Director to execute grant deed.

B. Adopt resolution adopting Western Pacific Interceptor Canal 200-year Standard Project final mitigated negative declaration and mitigation monitoring and reporting program, approving Western Pacific Interceptor Canal 200-year Standard Project, and authorizing Executive Director to execute notice of determination.

C. Approve H&H Trucking proposal in the amount of $80,548 for aggregate base to be installed on existing roads within Feather Setback Area and authorize Executive Director to execute agreement upon review and approval of Counsel.

V BOARD AND STAFF MEMBER REPORTS

VI ADJOURN
THREE RIVERS LEVEE IMPROVEMENT AUTHORITY

MARCH 15, 2016

MINUTES

A meeting of the Board of Directors of the Three Rivers Levee Improvement Authority (TRLIA) was held on the above date, commencing at 2:05 p.m., within the Government Center, Marysville, California, with a quorum being present as follows: Directors Sarbdeep Atwal, Rick Brown, Mary Jane Griego, John Nicoletti, and Edward Ritchie. Also present were Executive Director Paul Brunner, Counsel Andrea Clark, and Secretary/Clerk of the Board of Supervisors Donna Stottlemyer. Chair Griego presided.


II PUBLIC COMMUNICATIONS: None.

III CONSENT AGENDA: Matters listed are considered to be routine and can be enacted by one motion.

MOTION: Move to approve  MOVED: Sarbdeep Atwal  SECOND: Rick Brown
AYES: Sarbdeep Atwal, Rick Brown, Mary Jane Griego, Edward Ritchie
NOES: None  ABSTAIN: None  ABSENT: John Nicoletti

A. Approve minutes of the meeting of February 2, 2016. Approved.

IV ACTION ITEMS

A. Approve Amendment No. 4 in the amount of $75,000 to agreement with ENGEO Inc., for engineering services for Yuba Goldfields Flood Evaluation and authorize Executive Director to execute upon review and approval of Counsel. Executive Director Paul Brunner recapped the agreement, services, funding, and responded to inquiries.

MOTION: Move to approve  MOVED: Sarbdeep Atwal  SECOND: Rick Brown
AYES: Sarbdeep Atwal, Rick Brown, Mary Jane Griego, Edward Ritchie
NOES: None  ABSTAIN: None  ABSENT: John Nicoletti

V BOARD AND STAFF MEMBER REPORTS

Director Griego:
  o Recent storms and drainage systems
  o Cap to Cap April 8 – 13, 2016

Executive Director Paul Brunner:
  o Photos of Yuba Goldfields 100-year Project
  o Approval process for Urban Flood Risk Protection Program
  o Western Pacific Interceptor Canal project
  o Star Bend access to Feather River
  o Agricultural leases regarding land transfers to state
VI CLOSED SESSION: The Board retired into closed session at 2:52 p.m. and returned at 4:12 p.m. There was no report.

A. Conference with Legal Counsel – Existing Litigation, Govt. Code 54956.9(d)(1) – A. Teichert & Son, Inc. v. TRLIA and TRLIA Board of Directors, Yuba County Superior Court No. CVPT 15-0000922


C. Pending litigation pursuant to Government Code §54956.9(a) - TRLIA vs. Latigo Farms LLC, et al., YCSCCVED 14-0000222, APNs 014-360-011 and 014-360-013


VII ADJOURN: 4:12 p.m.

Chair

ATTEST: DONNA STOTTERMeyer
CLERK OF THE BOARD OF SUPERVISORS
AND SECRETARY OF THE PUBLIC AUTHORITY

Approved:

03/15/2016 – TRLIA
THREE RIVERS LEVEE IMPROVEMENT AUTHORITY
1114 Yuba Street, Suite 218
Marysville, CA 95901
Office (530) 749-7841 Fax (530) 749-6990

April 5, 2016

TO: Three Rivers Levee Improvement Authority Board
FROM: Paul Brunner, Executive Director
       Kelly Pope, Legal Counsel
SUBJECT: Authorize Transfer of Ownership of the Olivehurst Detention Basin to Yuba County

Recommended Action

That the Board authorize the Executive Director to sign a grant deed transferring ownership of the Olivehurst Detention Basin from the Three Rivers Levee Improvement Authority ("TRLIA") to the County of Yuba.

Background

The South Olivehurst Detention Basin Project (the "Olivehurst Detention Basin") was constructed on approximately 27.53 acres of property that was previously owned by Mark Vespoli and Byron Younger (the "Property"). TRLIA constructed the Olivehurst Detention Basin as part of the WPIC construction project in 2005, and also negotiated with Mr. Vespoli to purchase the Property. However, the money to purchase the Property for the Olivehurst Detention Basin came from a FEMA grant to the County of Yuba. Upon completion of construction, the County took over operation and maintenance of the Olivehurst Detention Basin.

Discussion

This is a cleanup item to transfer ownership of the Olivehurst Detention Basin from TRLIA to the County of Yuba, where it belongs. The Property consists of approximately 27.53 acres making up the Olivehurst Detention Basin. The County already operates and maintains the Detention Basin.

Fiscal Impact

None.

Attachment:
Resolution
RESOLUTION NO. 2016—____

A RESOLUTION BY THE BOARD OF DIRECTORS OF THREE RIVERS LEVEE IMPROVEMENT AUTHORITY
APPROVING THE TRANSFER OF THE OLIVEHURST DETENTION BASIN TO THE COUNTY OF YUBA, AND DELEGATING AUTHORITY TO EXECUTIVE DIRECTOR TO EXECUTE A GRANT DEED

WHEREAS, Three Rivers Levee Improvement Authority (“TRLIA”) is the owner of approximately 27.53 acres of real property identified as Assessor’s Parcel No. 014-270-108 (the “Property”). The Property is more particularly described and depicted Exhibits A and B attached hereto and incorporated herein by reference; and

WHEREAS, TRLIA acquired the Property for the purpose of constructing, operating and maintaining the South Olivehurst Detention Basin Project (the “Olivehurst Detention Basin”); and

WHEREAS, the money used to purchase the Property came from a FEMA grant to the County of Yuba; and

WHEREAS, upon completion of construction, the County took over operation and maintenance of the Olivehurst Detention Basin; and

WHEREAS, the Board of Directors has determined it is in the best interest of TRLIA and the County of Yuba for the County to own the Property.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Board of Directors of the Three Rivers Levee Improvement Authority hereby approves the transfer of the Property described and depicted in Exhibits A and B hereto from TRLIA to the County of Yuba.

2. The Board hereby authorizes and directs the Executive Director to execute a grant deed transferring the Property described and depicted in Exhibits A and B hereto from TRLIA to the County of Yuba.

PASSED AND ADOPTED this ______ day of ________, 2016, by the Board of Directors of Three Rivers Levee Improvement Authority by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:
Chairperson

ATTEST: DONNA STOTTLEMEYER,
CLERK OF THE BOARD

APPROVED AS TO FORM: GENERAL COUNSEL
ANDREA CLARK
EXHIBIT A

Legal Description

A portion of Lots 32 and 33 as shown on the Map entitled "Ostrum Tract" on file in Book 1 of Maps at Page 22 Yuba County Records, Yuba County, and State of California.

Beginning at a 3/4" iron pipe marked LS 3972 set for the intersection of the North line of that certain parcel of land conveyed to C. W. Bailey in Book 868 Page 377 Official Records of Yuba County and the west line of California State Highway #70 as conveyed in Deed to the State of California recorded in Book 340 at Page 75, Official Records of Yuba County.

Said 3/4" iron pipe and said intersection of lines are delineated on Record of Survey No. 91-08 recorded June 7, 1991 on file in Book S6 of Maps at Page 46, Yuba County records.

Thence South 88° 25' 39" West 1120.65 feet along said North line running parallel with and 170 feet north of the south line of said Lots 32 and 33 as delineated on said Record of Survey.

Thence leaving said North line North 01° 13' 58" East 849.80;

Thence North 13° 56' 11" East, 53.02 feet;
Thence North 23° 23' 45" East, 54.85 feet;
Thence North 34° 35' 49" East, 54.85 feet;
Thence North 39° 36' 07" East, 67.66 feet;
Thence North 30° 24' 26" East, 22.86 feet;
Thence South 57° 19' 19" East, 136.31 feet;
Thence North 89° 10' 17" East, 170.00 feet;
Thence North 68° 11' 53" East, 128.51 feet;
Thence North 89° 10' 17" East, 360.00 feet;
Thence South 88° 20' 02" East, 113.06 feet;
Thence South 77° 01' 06" East, 61.32 feet;
Thence North 19° 21' 58" East, 90.25 feet; to a point on a non-tangent curve concave northwesterly.

Thence along said non-tangent curve to the left, an arc length of 41.32 feet, a radius of 46.00 feet, a central angle of 51° 27' 42" subtended by a chord bearing North 83° 38' 07" East, 39.94 feet, to the end of said curve through which a radial line bears North 32° 05' 44" West.

Thence leaving said non-tangent curve, South 70° 56' 41" East, 163.41 feet, to a point on a non-tangent curve to the left, lying on the West line of California State Highway #70, as conveyed in Deed mentioned above, through which a radial line bears South 72° 48' 22" East.

Thence along said West line and along said non-tangent curve to the left, an arc length of 1056.70 feet, a radius of 4090.00 feet, a central angle of 14° 48' 11", subtended by a chord bearing South 09° 47' 32" West 1053.76 feet, to the point of beginning.

Containing 27.53 acres more or less.

The basis for the bearings shown hereon is the same as shown on record survey 91-08 on file in the office of the Yuba County Recorder in Book 55 of Maps Page 46.

See Exhibit "B" attached hereto and incorporated herein by reference.

Prepared by:

[Signature]

WILLIAM E. MITCHELL
E.S. 3475   11-16-2006
April 5, 2016

TO: Three Rivers Levee Improvement Authority Board
FROM: Paul Brunner, Executive Director
        Andrea Clark, TRLIA Counsel
SUBJECT: Western Pacific Interceptor Canal 200-Year Standard Project, Final Initial Study and Mitigated Negative Declaration

Recommended Action

To adopt the attached resolution approving the Western Pacific Interceptor Canal 200-Year Standard Project Final Initial Study and Mitigated Negative Declaration, approving the Mitigation Monitoring and Reporting Program, approving the Western Pacific Interceptor Canal 200-Year Standard Project, and authorizing the filing of a Notice of Determination under the California Environmental Quality Act (CEQA).

Background

TRLIA is proposing to approve the Western Pacific Interceptor Canal 200-Year Standard Project ("Project") to improve the Western Pacific Interceptor Canal (WPIC) West Levee to meet the California Department of Water Resources’ Urban Levee Design Criteria for 200-year flood protection. The proposed project would correct geotechnical deficiencies related to seepage and slope stability along approximately 2 miles of the West Levee and would construct a landslide access road along approximately 3.3 miles of the levee for future operations and maintenance activities. Levee remediation measures proposed for the West Levee include cutoff walls, drained berms, a stability berm, and landslide fill. The project area is located in southern Yuba County, south of the town of Olivehurst and immediately east of State Route 70.

On June 25, 2015, TRLIA and the U.S. Army Corps of Engineers (USACE) (the federal lead agency for purposes of the National Environmental Policy Act) publicly distributed a joint Draft Environmental Assessment/Finding of No Significant Impact and Initial Study/Proposed Mitigated Negative Declaration for the Project (Draft EA/IS). TRLIA received written and verbal comments on the Draft EA/IS during the review period, and all such comments have been considered by TRLIA. Several minor refinements to the Project have been made in response to those comments and as part of the Project design process; these refinements as well as revisions to the IS/MND are detailed in the Preface section of the Final IS/MND.

Discussion

In accordance with CEQA, the Final IS/MND has been prepared for the Project documenting environmental impacts. The Draft EA/IS was circulated for public review between June 25, 2015 and July 25, 2015.
TRLIA received comments orally or in writing from the following entities: the Central Valley Regional Water Quality Control Board, the Feather River Air Quality Management District (FRAQMD), Yuba County Public Works Department, United Auburn Indian Community, Union Pacific Railroad (UPRR), Pacific Gas and Electric Company (PG&E), Reclamation District 784, and U.S. Army Corps of Engineers (USACE).

Several minor refinements to the proposed project have been made in response to these comments and as part of the project design process. Additional biological and cultural resources fieldwork also has been conducted. Because the mitigated negative declaration has not been adopted, all of the minor refinements to the proposed project and the environmental analysis have been incorporated into the Final IS/MND. None of these refinements trigger requirements in Section 15073.5(a) of the State CEQA Guidelines for public recirculation.

**Project Refinements**

**Reach 2B Haul Route**

The Draft EA/IS indicated Reach 2B would be accessed via the improved route that extends south from Algodon Road, west of the UPRR. In response to the Yuba County Public Works Department comment summarized above, and to further minimize impacts to the existing bike trail, Reach 2B would now be accessed from the south, via the controlled intersection at State Route SR 70 and Feather River Boulevard. Vehicles would initially follow the route designated for access to Reach 1B, along the Bear River North Levee road. To access Reach 2B, vehicles would drop down the ramp near the junction of the Bear River North Levee and the WPIC West Levee to the existing unpaved access road. Vehicles would then continue north along the access road, landside of and parallel to the WPIC West Levee. Improvements necessary to prepare the haul route for use by construction vehicles, and equipment would be limited to minor improvements to the existing ramp landside of the Bear River North Levee and minor grading of the existing access route to flatten ruts and other uneven surfaces.

**Pacific Gas and Electric Utility Line**

Proposed fill placement in Reaches 5B and 5D would worsen an existing issue of inadequate ground clearance for the westernmost of two overhead power lines that are present in the construction limits. There are several options for addressing PG&E concerns regarding this issue, including: 1) installing up to two temporary poles between the existing lattice structures, 2) installing an extension cage on up to three of the existing lattice structures, 3) delaying landslide fill placement in the area of concern and temporarily stockpiling the material elsewhere in the construction limits for placement after the PG&E facilities are modified or replaced, and/or 4) reducing the extent of the landslide fill to provide a 6-foot buffer from the existing structures. In addition, grounding lugs on the eastern line may need to be raised.

**Union Pacific Railroad**

The Reach 1B cutoff wall design has been refined to address UPRR concerns regarding potential fouling of the track ballast. The western construction limit has been moved slightly east to provide a consistent 12-foot offset from the track and the levee degrade elevation has been raised by 2 feet, and the cutoff wall has increased slightly. As a result, there would be a negligible change in the imported materials, because more would be required for the cutoff wall and less...
would be required for the levee reconstruction.

**Other Minor Design Refinements**
Additional minor refinements made in response to the comments received and as part of the engineering design refinement process include:

- The western construction limit for the Reach 1B cutoff wall has been moved slightly east to provide a consistent 12-foot offset from the UPRR track, resulting in raising the degrade elevation by 2 feet and slightly increasing the cutoff wall height. This refinement is not reflected in any changes to the IS.

- Two ramps intended to provide access from Plumas-Arboga Road to the toe access road to have been replaced with two ramps from the toe access road to the levee. These refinements are reflected in minor modification of Exhibit 2-8.

- The construction limits also have been reduced along the southeastern boundary of Reach 3B and the northwestern boundary of Reach 5D. These refinements are reflected in minor modifications of Exhibits 2-6 and 2-12.

- Two ramps have been added, at Stations 259+00 and 278+00, to provide access between the levee crown and the Reach 5B stability berm. This refinement is not reflected in any changes to the IS.

- The Reach 2B fill area has been reduced slightly to maintain a 6-foot clearance zone from the base of the existing PG&E lattice structure. This refinement is reflected in a very minor modification of Exhibit 2-5.

**Initial Study Revisions**
Minor revisions have been made to the IS to respond to written and verbal comments received on the Draft EA/IS and/or account for project refinements. These project refinements would not cause, or contribute to, any environmental impacts not fully disclosed in the Draft EA/IS circulated to the public on June 25, 2015 or trigger any of the requirements in Section 15073.5(a) of the State CEQA Guidelines for public recirculation.

**Proposed Action**
The following revisions have been made to Section 2.2.2, “Proposed Action,” to account for project refinements that affect items discussed and/or shown in the section:

- Page 2-7 “Utilities and Other Considerations” – Text has been added to describe options for addressing PG&E utility line ground clearance issue.

- Page 2-8 “Construction-Related Traffic” – Text has been revised to indicate access to Reach 2B would be from the southern end of the project area.

- Page 2-9 “Construction Phases and Project Schedule” – Text has been revised to indicate construction would occur in 2016 and/or 2017.
Air Quality
The following revisions have been made to Section 3.4 “Air Quality,” in response to FRAQMD comments on the Draft EA/IS and the Reach 2B haul route change:

- Page 3-11, “Proposed Action” – Text has been added to justify the model used to estimate air quality impact of mobile sources.

- Page 3-12, “Proposed Action” – Table 3.4-1 has been updated to reflect revised emissions estimates, which include paved roads and the new Reach 2B haul route. Although the estimated emissions are greater than what was reported in the Draft EA/IS, the increase is minor and the impact conclusion has not changed.

- Page 3-21 “Residual Impact after Mitigation Measures” – Table 3.4-2 has been updated to reflect the change in estimated emissions following implementation of Mitigation Measures AQ-1, AQ-2, and AQ-3. The minor increase in these post-mitigation emissions is a result of the minor increase in the overall emissions resulting from including paved roads and changing the Reach 2B haul route. Consistent with the Draft EA/IS, Mitigation Measure AQ-4 would be implemented to monitor construction activities, document the actual post-mitigation emissions, and determine the appropriate amount to contribute to the FRAQMD Off-Site Mitigation Program.

Biological Resources
The following revisions have been made to Section 3.5 “Biological Resources,” to account for the Reach 2B haul route change and coordination with USACE regarding the wetland delineation and incorporate results of additional field surveys:

- Pages 3-34 through 3-36 “Invertebrates” – Text on page 3-34 has been augmented to address the presence of several elderberry shrubs along the new Reach 2B haul route and two additional elderberry shrubs that were found in Reach 2B. Exhibit 3.5-3b has been added to show the location of the shrubs in Reach 2B.

- Page 3-38, “Other Habitats Protected under Federal and State Regulations” – Text has been revised to reflect the minor increase in seasonal wetland acreage resulting from U.S. Army Corps of Engineers (USACE) review of the preliminary wetland delineation and USACE verification of the revised delineation.

- Page 3-40, “Valley Elderberry Longhorn Beetle” – Text has been revised to account for impact on elderberry shrubs in Reach 2B. Although more shrubs could be affected by the proposed project, the impact conclusion has not changed, because mitigation would be implemented to reduce the potential impact to less than significant.
Pages 3-43 and 3-44, “Proposed Action” – Text has been revised to reflect the minor increase in seasonal wetland acreage that would be filled, but the impact conclusions have not changed.

Cultural Resources

The following revisions have been made to Section 3.6 “Cultural Resources,” in response to comments received by the United Auburn Indian Community on the Draft EA/IS and additional archaeological and historical investigations, including a pedestrian survey, Native American consultation, a geoarchaeological sensitivity analysis, and geoarchaeological trench excavation.

Pages 3-59 through 3-63 “Cultural Resources” – Text on these pages has been augmented to describe the additional investigation work performed by TRLIA consultants.

Page 3-65, “Proposed Action” – Text has been revised to reflect the additional investigation work performed by TRLIA consultants.

Page 3-67 through 3-73, “Mitigation” – Text has been revised to incorporate additional detail into existing mitigation measures related to the involvement of Native American Tribes in avoiding effects on undiscovered archaeological resources and undiscovered burials.

Copies of the Final IS/MND, the Mitigation Monitoring and Reporting Program, and the Draft EA/IS have been distributed to the TRLIA Board Members and have been made available to the public.

Fiscal Impact

There is no fiscal impact of this action. The project will be funded through the Upper Yuba Levee Improvement Project Early Implementation Project (EIP) funding agreement with the State.

Attachments

1. Resolution Approving the Western Pacific Interceptor Canal 200-Year Standard Project, Approving a Mitigation Monitoring and Reporting Program, Approving the Project, and Authorizing Filing of a Notice of Determination

2. Final IS/MND is available at: http://www.trlia.org/WPIC%20Final%20IS-MND%2003312016%20reduced.pdf


4. Proposed Notice of Determination
RESOLUTION NO. 2016-____

RESOLUTION BY THE BOARD OF DIRECTORS OF THE
THREE RIVERS LEVEE IMPROVEMENT AUTHORITY
ADOPTING THE WESTERN PACIFIC INTERCEPTOR CANAL 200-YEAR
STANDARD PROJECT FINAL MITIGATED NEGATIVE DECLARATION AND
MITIGATION MONITORING AND REPORTING PROGRAM,
AND APPROVING THE WESTERN PACIFIC INTERCEPTOR CANAL 200-YEAR
STANDARD PROJECT

WHEREAS, the Three Rivers Levee Improvement Authority ("TRLIA") proposes the Western Pacific Interceptor Canal 200-Year Standard Project ("Project") to improve the Western Pacific Interceptor Canal West Levee to meet the Department of Water Resources' Urban Levee Design Criteria for 200-year flood protection; and

WHEREAS, TRLIA is serving as the lead agency for the Project because it is the public agency that will carry out the Project; and

WHEREAS, pursuant to CEQA and CEQA Guidelines Section 15063, TRLIA, as the lead agency for the Project, conducted an initial evaluation of the potential effects of the Project on the environment (the "Initial Study"); and

WHEREAS, based on the Initial Study, TRLIA determined that the Project would have potentially significant or significant impacts on air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions (GHG), hazards and hazardous materials, hydrology and water quality, noise, and transportation and circulation, but mitigation measures are proposed to reduce these effects to less-than-significant levels; and

WHEREAS, pursuant to CEQA Guidelines Section 15097, TRLIA has prepared a Mitigation Monitoring and Reporting Program (MMRP) for the Project; and

WHEREAS, based on the Initial Study, TRLIA determined that there is no substantial evidence, in light of the whole record before the agency, that the Project, as mitigated, may have a significant effect on the environment; and

WHEREAS, pursuant to CEQA Guidelines Sections 15072 and 15105, TRLIA provided a public review period for the Initial Study and proposed Mitigated Negative Declaration (IS/MND) that ran from June 25, 2015 to July 25, 2015; and

WHEREAS, TRLIA received and considered comments on the IS/MND, and has incorporated into the Final IS/MND minor refinements and revisions based on such comments, none of which trigger requirements in CEQA Guidelines section 15073.5(a) for public recirculation; and

WHEREAS, pursuant to CEQA Guidelines Section 15074, TRLIA has considered the Final IS/MND, and public comments, and finds on the basis of the record before it that there is no substantial evidence that the Project, as mitigated, will have a significant effect on the environment and the Final IS/MND reflects TRLIA’s independent judgment and analysis.
NOW, THEREFORE, BE IT RESOLVED THAT:

The Board of Directors of the Three Rivers Levee Improvement Authority hereby adopts the Final Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program prepared for the Project and approves the Project.

The documents which constitute the record of proceedings upon which TRLIA's decision is based are located at the TRLIA's main office at 1114 Yuba Street Suite 218, Marysville, California, and TRLIA's Executive Director is the custodian of such documents; and

TRLIA's Executive Director is hereby instructed to execute the Notice of Determination, a copy of which is attached hereto, and is directed to file it promptly, in accordance with applicable law.

Approved this 5th day of April, 2016.

Ayes: ____________________________

Noes: ____________________________

Absent: ____________________________

Mary Jane Griego, Chair

Certification

I, ____________________________, hereby certify that I am and at all times mentioned herein was duly elected, qualified and acting Secretary of the Three Rivers Levee Improvement Authority organized and existing under and by virtue of the laws of the State of California, that the foregoing is a full, true and correct copy of a Resolution duly and regularly adopted at a meeting of TRLIA’s Board of Directors duly held on April 5, 2016, a majority and quorum of the members of said Board of Directors being present and voting in favor of said Resolution; and that said Resolution has not been modified, rescinded, altered or amended and is now in full force and effect.

TRLIA Secretary
**Notice of Determination**

**To:**
- Office of Planning and Research
  - U.S. Mail: P.O. Box 3044, 1400 Tenth St., Rm 113, Sacramento, CA 95812-3044
  - Sacramento, CA 95814
- County Clerk
  - County of: Yuba
  - Address: 915 8th Street, Suite 107, Marysville, CA 95901

**From:**
- Public Agency: TRLIA
  - Address: 1114 Yuba Street, Suite 218, Marysville, CA 95901
  - Contact: Paul Brunner, Executive Director
  - Phone: 530/749-7841

**SUBJECT:** Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2015062074

Project Title: Western Pacific Interceptor Canal 200-Year Standard Project

Project Applicant: Three Rivers Levee Improvement Authority (TRLIA)

Project Location (include county): Yuba County

Project Description:
TRLIA is proposing to improve the Western Pacific Interceptor Canal West Levee to meet the California Department of Water Resources Urban Levee Design Criteria for 200-year flood protection. The project would use cutoff walls, drained berms, a stability berm, and landside fill to correct geotechnical deficiencies related to seepage and slope stability along approximately 2 miles of the West Levee. A landside access road would also be constructed along approximately 3.3 miles of the levee for future operations and maintenance activities. The project area is located in southern Yuba County, south of the town of Olivehurst and immediately east of State Route 70.

This is to advise that the Three Rivers Levee Improvement Authority has approved the above described project on April 5, 2016 and has made the following determinations regarding the above described project.

1. The project [x] will not [ ] have a significant effect on the environment.
2. [ ] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   - [x] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [x] were [ ] not made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [x] was [ ] not adopted for this project.
5. A statement of Overriding Considerations [ ] was [x] not adopted for this project.
6. Findings [x] were [ ] not made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
Yuba County Library, 303 Second Street, Marysville, CA 95901

Signature (Public Agency): ____________________________________________ Title: Executive Director, TRLIA

Date: __________________________ Date Received for filing at OPR: __________________________

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.
RESOLUTION NO. 2016-_____  

RESOLUTION BY THE BOARD OF DIRECTORS OF THE THREE RIVERS LEVEE IMPROVEMENT AUTHORITY ADOPTING THE WESTERN PACIFIC INTERCEPTOR CANAL 200-YEAR STANDARD PROJECT FINAL MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM, AND APPROVING THE WESTERN PACIFIC INTERCEPTOR CANAL 200-YEAR STANDARD PROJECT

WHEREAS, the Three Rivers Levee Improvement Authority ("TRLIA") proposes the Western Pacific Interceptor Canal 200-Year Standard Project ("Project") to improve the Western Pacific Interceptor Canal West Levee to meet the Department of Water Resources’ Urban Levee Design Criteria for 200-year flood protection; and

WHEREAS, TRLIA is serving as the lead agency for the Project because it is the public agency that will carry out the Project; and

WHEREAS, pursuant to CEQA and CEQA Guidelines Section 15063, TRLIA, as the lead agency for the Project, conducted an initial evaluation of the potential effects of the Project on the environment (the “Initial Study”); and

WHEREAS, based on the Initial Study, TRLIA determined that the Project would have potentially significant or significant impacts on air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions (GHG), hazards and hazardous materials, hydrology and water quality, noise, and transportation and circulation, but mitigation measures are proposed to reduce these effects to less-than-significant levels; and

WHEREAS, pursuant to CEQA Guidelines Section 15097, TRLIA has prepared a Mitigation Monitoring and Reporting Program (MMRP) for the Project; and

WHEREAS, based on the Initial Study, TRLIA determined that there is no substantial evidence, in light of the whole record before the agency, that the Project, as mitigated, may have a significant effect on the environment; and

WHEREAS, pursuant to CEQA Guidelines Sections 15072 and 15105, TRLIA provided a public review period for the Initial Study and proposed Mitigated Negative Declaration (IS/MND) that ran from June 25, 2015 to July 25, 2015; and

WHEREAS, TRLIA received and considered comments on the IS/MND, and has incorporated into the Final IS/MND minor refinements and revisions based on such comments, none of which trigger requirements in CEQA Guidelines section 15073.5(a) for public recirculation; and

WHEREAS, pursuant to CEQA Guidelines Section 15074, TRLIA has considered the Final IS/MND, and public comments, and finds on the basis of the record before it that there is no substantial evidence that the Project, as mitigated, will have a significant effect on the environment and the Final IS/MND reflects TRLIA’s independent judgment and analysis.
NOW, THEREFORE, BE IT RESOLVED THAT:

The Board of Directors of the Three Rivers Levee Improvement Authority hereby adopts the Final Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program prepared for the Project and approves the Project.

The documents which constitute the record of proceedings upon which TRLIA's decision is based are located at the TRLIA's main office at 1114 Yuba Street Suite 218, Marysville, California, and TRLIA's Executive Director is the custodian of such documents; and

TRLIA's Executive Director is hereby instructed to execute the Notice of Determination, a copy of which is attached hereto, and is directed to file it promptly, in accordance with applicable law.

Approved this 5th day of April, 2016.

Ayes: __________________

Noes: __________________

Absent: __________________

_____________________
Mary Jane Griego, Chair

Certification

I, ________________, hereby certify that I am and at all times mentioned herein was duly elected, qualified and acting Secretary of the Three Rivers Levee Improvement Authority organized and existing under and by virtue of the laws of the State of California, that the foregoing is a full, true and correct copy of a Resolution duly and regularly adopted at a meeting of TRLIA's Board of Directors duly held on April 5, 2016, a majority and quorum of the members of said Board of Directors being present and voting in favor of said Resolution; and that said Resolution has not been modified, rescinded, altered or amended and is now in full force and effect.

_____________________
TRLIA Secretary
Date: April 5, 2016  
From: Doug Handen, Construction Manager  
To: Paul Brunner, Executive Director  
Re: Approve Proposal with H&H Trucking for Aggregate Base for FRSB Access Road At Star Bend

Recommendation:
Staff recommends the approval of the H&H Trucking proposal and for the delegation to the Executive Director to sign a contract with H&H Trucking in the amount of $80,548. This proposal is for aggregate base to be installed on existing roads within the Feather Setback area for all-weather levee maintenance and all-weather access to TRLIA-owned and leased ag properties. Once General Counsel has reviewed and approved the contract, the Executive Director will sign and execute.

Background:
Public access to the Feather River Setback Area is currently allowed seasonally from the Star Bend Boat Ramp parking area in Yuba County. Access is typically blocked during winter months as there is no all weather connection between Star Bend and the previously constructed access roads, constructed during the Feather River Setback Levee Project, that are surfaced with aggregate base rock at Country Club Road. The lack of an all-weather access road from Star Bend impacts TRLIA’s ability to manage the Setback Area leased Ag properties; levee maintenance due to restricted access along the waterside levee embankment; and public access. TRLIA has previously engaged the services of H&H Trucking with positive results. H&H’s use of local materials that meet Caltrans class II specifications (and are also satisfactory to RD 784) make their pricing less costly than prior installations. The prior FRSB contract pricing was $61/CY, = ~ $33/ton for aggregate base use for patrol and access roads. The H&H patrol road price of $75,548 ($17/ton)seems reasonable and the contractor is prepared to perform the work with reasonable notice and subject to weather/site conditions. TRLIA should consider this option as a viable means to provide all weather access to connect to existing roads within the Setback Area.

Discussion:
H&H Trucking has provided a proposal to provide the following services to connect the Star Bend Boat Ramp Parking lot to Country Club:

- Surface grade two miles of the Feather River Setback Levee (FRSB) waterside access corridor subgrade to create an even, draining surface
- Install Class II aggregate base for a distance of two miles, at a depth of 6 inches and a width of 12 feet
- Approximately 4,444 tons
• Alignment of the road to be between the waterside toe of the levee and 50’ from the toe of the levee
• Relocate concrete blocks/clean adjacent Star Bend parking area
• Install stabilized entry adjacent to Star Bend parking area
• Labor at prevailing wage rates
• **Proposed Cost = $80,548** ( $17/ton for access road + $ 5,000 for stabilized entry)

**Fiscal Impact:**
The work is eligible to be cost shared with state as part of the Feather River EIP funding agreement. Under the funding agreement DWR would pay $69,110 and TRLIA would pay $11,438 from local funds. Local funds are available to do this work.

**Attachment:**
H&H Proposal
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<th>Date</th>
<th>Description</th>
<th>Hours</th>
<th>Rate</th>
<th>Amount</th>
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<tr>
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<td>Stabilized entry</td>
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<tr>
<td></td>
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<td>4444.00</td>
<td>$17.00</td>
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SubTotal $80,548.00

0.00% on $0.00 $0.00

0.00% on $0.00 $0.00