

CULVERT REHABILITATION AND FISH PASSAGE PROJECT

Section 4(f) *de minimis* Evaluation



DEL NORTE COUNTY, CALIFORNIA

DISTRICT 1 – DN – 101 — Post Miles M0.0 to 46.5

EA 01-0K690 / EFIS 0120000135

**Prepared by the
State of California Department of Transportation**

The environmental review, consultation, and any other actions required by applicable Federal laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 326.



November 2025



General Information About This Document

What is in this document?

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), has prepared this Section 4(f) *de minimis* Evaluation which examines the potential uses of public resources and impacts of the Culvert Rehabilitation and Fish Passage Project on U.S. Highway 101 in Del Norte County, California.

Caltrans is the lead agency under the National Environmental Policy Act (NEPA). This document tells you why the project is being proposed, how the existing environment could be affected by the project, the potential impacts of the project, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- Technical studies can be made available upon request.
- This document may be downloaded at the following website:
<https://tinyurl.com/dn101culverts>
- We'd like to hear what you think. If you have any comments about the proposed project, please send your written comments to Caltrans by the deadline, **December 12, 2025**.
- Please send comments via U.S. mail to:
California Department of Transportation
North Region Environmental –District 1
Attention: Rachel Conway
1656 Union Street
Eureka, CA 95501
- Send comments via e-mail to: DN101culvertrehab@dot.ca.gov

Alternate Formats

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Myles Cochrane, North Region Environmental-District 1, 1656 Union Street, Eureka, CA 95501; (707) 445-6600 Voice, or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

CULVERT REHABILITATION AND FISH PASSAGE PROJECT

Rehabilitate drainage systems and provide fish passage on U.S.
Highway 101 in Del Norte County between Post Miles M0.0 and 46.5

Section 4(f) *de minimis* Evaluation

Submitted Pursuant to:

49 USC 303

THE STATE OF CALIFORNIA

Department of Transportation

11/10/2025

Date of Approval

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SECTION 1. SECTION 4(F) DE MINIMIS EVALUATION

1.1 Introduction

The Culvert Rehabilitation and Fish Passage Project (EA 01-0K690) is a project proposed by the California Department of Transportation (Caltrans) to rehabilitate culverts and remediate fish passage at multiple locations on U.S. 101 between Post Miles (PMs) M0.0 and 46.5 in Del Norte County.

In support of the project, this analysis was prepared to address Section 4(f) of the U.S. Department of Transportation Act, which requires that proposed transportation use of any land from a significant publicly owned land of a public park, recreation area, wildlife and waterfowl refuge, or public or private historic site that is on or eligible for the National Register of Historic Places (NRHP) be avoided, if avoidance is feasible and prudent. In addition, a full evaluation of measures to minimize harm to that property must be made and documented.

This document identifies Section 4(f) resources in the project study area and describes the nature and extent of the potential effects on and uses of these properties, and discusses avoidance alternatives, measures to minimize harm, and coordination with the officials with jurisdiction.

1.2 Section 4(f) of the Department of Transportation Act

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project "...requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

1. There is no prudent and feasible alternative to using that land; and
2. The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use."

Section 4(f) further requires coordination with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer is also needed.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

1.2.1 Use of Section 4(f) Resources

The term "use"—as it relates to Section 4(f)—is an adverse impact to, or occupancy of, a Section 4(f) resource, and is defined in 23 Code of Federal Regulations (CFR) 774.17. Section 4(f) resources include publicly owned public parks, recreational areas of national, state, or local significance, wildlife or waterfowl refuges, or lands from a historic site of national, state, or local significance. In general, a "use" occurs when there is permanent incorporation, temporary occupancy, or constructive use of a Section 4(f) resource.

Permanent Incorporation

Land is considered permanently incorporated into a transportation project when right of way (ROW) has been acquired, or if sufficient property interests otherwise have been obtained, such as a permanent easement.

Temporary Occupancy

Temporary occupancy is considered a use when a Section 4(f) property is required for project construction-related activities, and the activity is considered to be adverse in terms of the preservation purpose of Section 4(f). If temporary occupancies of properties are minimal, such as temporary construction easements, they may not constitute a use. Under 23 CFR 774.13(d), there is no Section 4(f) use if the following criteria are met:

1. The duration is temporary; i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
2. The scope of the work is minor; i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
3. There are no anticipated permanent adverse physical impacts, nor would there be interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis;
4. The land being used must be fully restored; i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
5. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

Constructive Use

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate or temporarily use a protected resource, but the proximity of the project results in impacts (e.g., noise, vibration, visual, access restrictions, ecological intrusions) that are so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired, even after the incorporation of mitigation (23 CFR 774.15).

1.2.2 *de minimis* Determination

This document discusses *de minimis* impact determinations under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects with only *de minimis* impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the Department of Transportation (Caltrans) pursuant to 23 USC 326 and 327, including *de minimis* impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

1.2.3 Applicability and Findings

The following documentation demonstrates that criteria for the Section 4(f) have been applied and are appropriate for this action.

The impacts of a transportation project on a park, recreation area, or wildlife and waterfowl refuge that qualifies for Section 4(f) protection may be determined to be *de minimis* if:

1. The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);
2. The official(s) with jurisdiction over the property are informed of FHWA's or FTA's intent to make the *de minimis* impact finding based on their written concurrence that the project would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and

3. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

1.3 Proposed Project

1.3.1 Project Location

The project is located on U.S. Highway 101 (US 101) in Del Norte County between Post Miles (PMs) M0.0 and 46.5 (Figures 1 and 2).

1.3.2 Purpose

The purpose of this project is (1) to rehabilitate existing drainage systems to a state of good condition, and (2) to remediate barriers to fish passage.

1.3.2 Need

The project is needed to repair deteriorating or failing drainage systems to prevent erosion and potential roadway embankment failure. Additionally, conditions resulting in barriers to fish passage exist within the project limits. These barriers require remediation per Senate Bill 857 because they prevent fish from accessing habitat that is necessary for survival and spawning during various life stages.

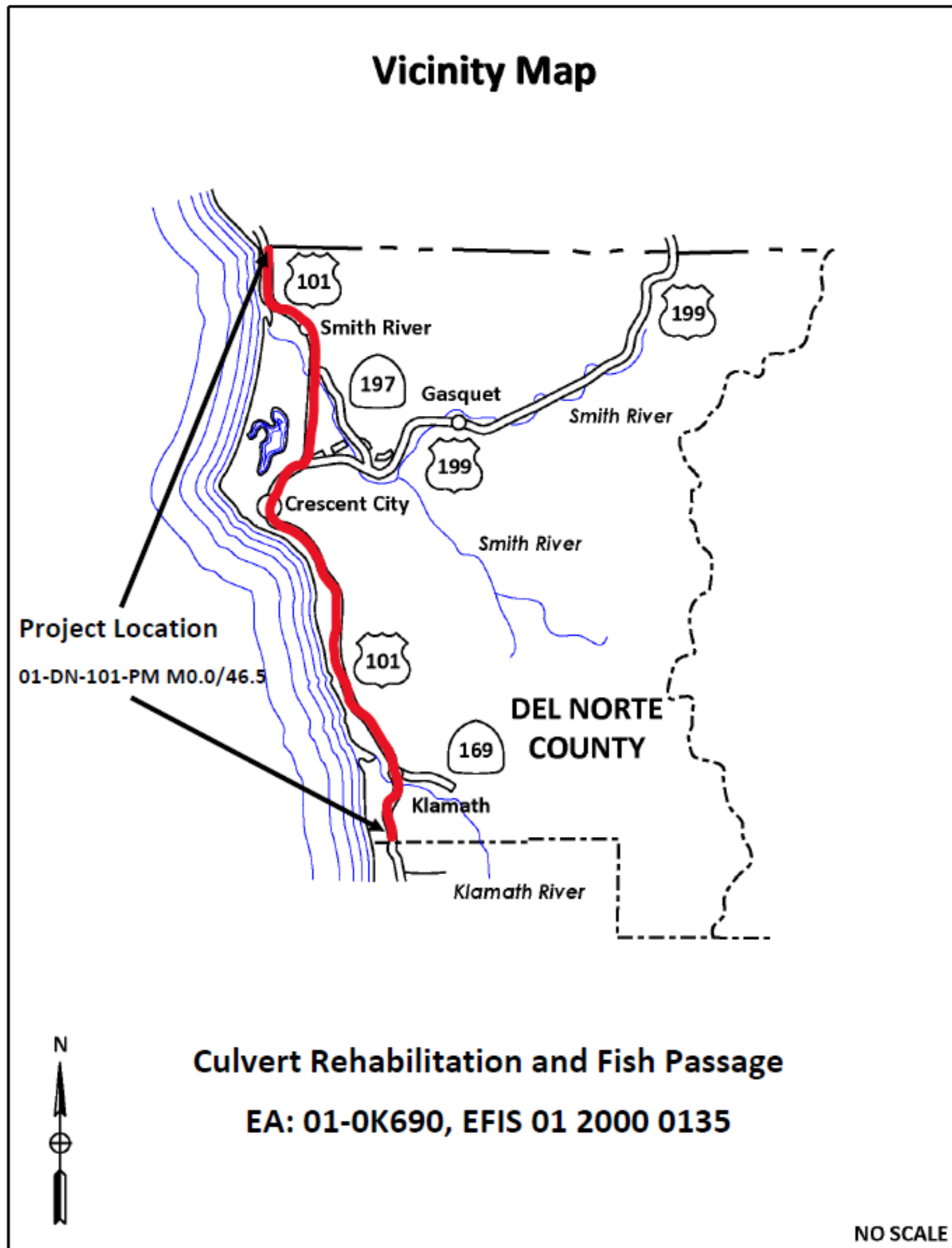


Figure 1. Project Vicinity Map

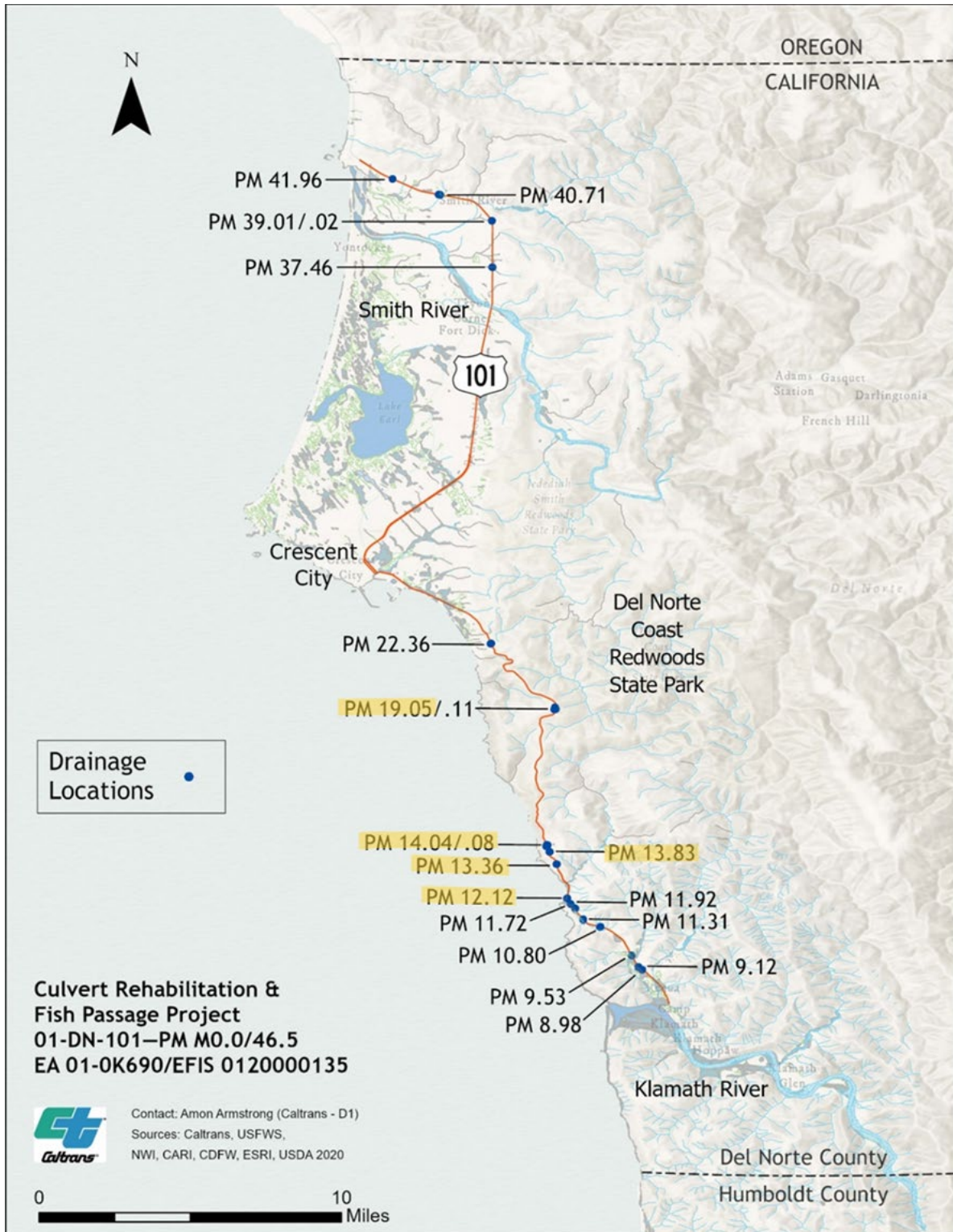


Figure 2. Project Location Map and Drainage Locations, 4(f) Locations Highlighted

1.3.4 Project Description

Caltrans proposes to rehabilitate 19 drainage systems on U.S. Highway 101 (US 101) in Del Norte County from Post Miles (PMs) M0.0 to 46.5 (Figure 2). Most drainage systems would be rehabilitated by replacing culverts using the cut and cover method at depths of up to 20 feet. For deeper systems located at PMs 10.80 and 19.05, a trenchless method would be used for installation. Proposed work would include replacement of culverts, downdrains (DD), drainage inlets (DI), flared end sections (FES), headwalls, end walls, and disturbed pavement. Additionally, guardrail with concrete vegetation control strips, cable railing, rock slope protection (RSP) and rock-lined ditches would be installed. At the proposed bridge location (PM 37.46), shoulder widening would occur, including additional paving and removal of a concrete-lined ditch adjacent to the highway.

Based on hydraulic recommendations, existing culverts would either be replaced in-kind or increased in diameter. At three locations, existing culverts would be replaced with larger reinforced box culverts to better convey flows and improve wildlife crossing. Culverts at multiple locations would be shortened (“daylighted”), increasing runoff filtration through larger infiltration capacity and improving aquatic habitat in some locations (Caltrans 2025b).

Fish passage remediation would occur at two locations:

- (1) at PM 37.46, a priority fish passage location would be remediated by constructing a single-span bridge
- (2) at PM 40.71, a 36-inch-diameter culvert would be replaced with a 12-foot-wide bottomless box culvert

If water is present during construction, dewatering and water diversion would be necessary at several locations. Vegetation clearing and grubbing, branch trimming, and/or removal of trees would be required at some locations for construction access and culvert replacement activities. To replace vegetation removed and to provide soil stabilization and erosion control, revegetation would occur within disturbed soil areas. Examples of revegetation could include erosion control seeding, natural regeneration, and planting. Temporary erosion control would be included to meet water quality requirements. The project would be constructed in conformance with a Stormwater Pollution Prevention Program. Refer to project layout sheets for the scope and limits of proposed work (Attachment A).

To complete work, lane closures would be necessary at multiple locations. Work at these locations would be carried out using half-width construction (a staged construction sequence) and a temporary signal system. Equipment and materials staging would occur within the closed lane and shoulders. Most of the work would occur within the existing State right of way. Some locations would involve work within existing drainage easements. Temporary construction easements (TCE) from adjacent property owners would be required at five locations. Utility relocations would not be needed.

Of the 19 locations, two are within the jurisdiction of the National Park Service and six are within the jurisdiction of California State Parks and are therefore considered 4(f) resources. These locations are evaluated as 4(f) resources for their respective agencies in Section 2 and Section 3 of this document.

Table 1. Drainage System Locations within State and/or National Park Jurisdiction

Location (Post Mile)	California State Parks	National Park Service
12.12	ROW of US 101	---
13.36	ROW of US 101	---
13.83	ROW of US 101	Northbound side of US 101
14.04	Southbound side and ROW of US 101	Northbound side of US 101
14.08	ROW of US 101	---
19.05	Northbound side of US 101	---
TOTAL	6	2

1.3.5 No-Build Alternative

Under the No-Build Alternative, no work would be done on the existing highway; existing conditions would persist, including the continuation of emergency repairs and enhanced maintenance.

1.4 Determining Section 4(f) Resources

For Section 4(f) to apply to a federally funded transportation project, 1) the project must involve a resource that is protected by the provisions of Section 4(f) and 2), there must be a use of that resource.

Protected resources include publicly owned parks, recreational areas of national, state or local significance, wildlife or waterfowl refuges, or lands from a historic site of national, state or local significance.

“Historic sites” includes any prehistoric or historic district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places (NRHP) (23 CFR 774.17). Unlike other Section 4(f) properties, historic sites do not require public ownership to qualify for protection under Section 4(f). Archaeological sites may be exempt for Section 4(f) if the sites do not warrant protection in place (23 CFR 774.13).

1.5 Section 4(f) Resources in the Study Area

The majority of drainage system locations are within Caltrans right of way (ROW), where Caltrans or State Parks own the fee interest. A fee interest refers to the legal possession of both the surface and mineral rights for a property, with legal rights to that property held by whoever has the fee interest. National Park Service (NPS) does not have a fee interest in the Caltrans ROW at any locations, and NPS resources are only at locations where work would extend beyond the existing ROW area. California State Parks (CSP) does have a fee interest in the ROW from Post Miles 12.12 to 14.08; however, per the 1928 easement, Caltrans has “the right to remove all trees, growths, and road building material within said right of way, and use the same in such manner as it may deem proper in construction or maintenance work” (County of Del Norte 1928).

California State Parks does not have a fee interest in the right of way from Post Miles 19.05 to 22.36, per a 1935 Decree of Condemnation (County of Del Norte 1935), and CSP resources are located only at project locations where work would extend beyond the existing ROW within these post miles.

Two (2) drainage systems (PMs 13.38 and 14.04) would involve project activities performed within existing or proposed drainage easements and/or TCEs on National Park Service property; these two locations would involve both NPS and CSP. Six (6) drainage systems would involve project activities performed within existing or proposed drainage easements and/or TCEs within the North Coast Redwoods District on California State Parks property. These locations are described further in Section 2 and Section 3; and summarized in Table 1. There are no known archaeological or historic sites within these locations.

The proposed work presented here is based on preliminary designs that would continue to be refined until project plans are completed at the “Ready to List” phase scheduled for winter 2028. Environmental permits would be required at many locations. Table 2 below indicates the permits, licenses, agreements, and certifications that are required for project construction.

Table 2. Agency, Permit/Approval Needed and Status

Agency	Permit/Approval	Status
California Department of Fish and Wildlife (CDFW)	1602 Lake and Streambed Alteration Agreement	Obtain after Final Environmental Document (FED) approval
CDFW	California Endangered Species Act Consistency Determination or Incidental Take Permit	Obtain after FED approval, if warranted by final project design
National Marine Fisheries Service (NMFS)	Individual Section 7 Consultation	Initiate after Draft Environmental Document (DED) circulation
Regional Water Quality Control Board (RWQCB)	Clean Water Act Section 401 Water Quality Certification	Obtain after FED approval
U.S. Army Corps of Engineers (USACE)	Section 404 authorization (Nationwide permit) for work in Waters of the United States	Obtain after FED approval
U.S. Fish and Wildlife Service (USFWS)	USFWS 2022 Programmatic Letter of Concurrence (PLOC)	Initiate consultation after DED circulation
California Coastal Commission (CCC) or Local Jurisdiction	Coastal Development Permit	Obtain after FED approval
National Park Service	Section 4(f) Determination	Obtain before FED circulation
California Department of State Parks	Section 4(f) Determination	Obtain before FED circulation
California Department of State Parks	Right of Entry Permit	Obtain after FED approval
California Department of State Parks	Transfer of Jurisdiction	Obtain after FED approval

Section 2. National Parks Resources

The following is a discussion of the 4(f) resource, environmental setting, scope of work, uses, and analysis for each of the locations under the jurisdiction of the National Park Service.

PM 13.83

Environmental Setting

Work at the drainage system at PM 13.83 extends beyond the Caltrans right of way on the northbound side of US 101 within National Parks jurisdiction (APN 127-050-008). This location is also within the Coastal Zone. This drainage system and inlet are dominated by red alder forest and red alder/salmonberry-red elderberry forest on moderately sloping terrain (Caltrans 2025a). There are no known trails at or adjacent to the site. The system provides passage for ephemeral flows under the highway from east to west. These flows continue to the Pacific Ocean, approximately 1,400 feet west.

Scope of Work

The scope of work would include removal of a flared end section (FES), removal of two headwalls and an 18"-diameter x 40.9'-long culvert, removal of a 24" diameter x 68'-long culvert, and removal of a 24" diameter x 53.6' long downdrain. A rock-lined ditch would be installed to replace the 18"-diameter x 40.9'-long culvert, a new flared end section would be installed, the 24"-diameter x 68'-long culvert would be upsized to a 30"-diameter x 79.4'-long culvert under the roadway, and a 30"-diameter x 42.5'-long downdrain would be installed with anchor assembly.

The portion of work that would occur within National Parks jurisdiction would include:

- Removal of two headwalls and the 18"-diameter x 40.9'-long culvert
- Clear water diversion at inlet
- Installation of a rock-lined ditch above the inlet
- Minor vegetation removal (red alder forest) at the inlet

- Implementation of a Revegetation Plan would address invasive ivy present at the inlet where the rock-lined ditch would be installed. This plan would be prepared after the Final Environmental Document is approved.

Work for this location is expected to take approximately six (6) working days.

Use

Uses at this location would include:

- Establishment of a new permanent drainage easement, without a transfer of jurisdiction: 697.18 square feet
- Temporary access during construction (TCE): 11,126.42 square feet

The total permanent area of use on National Parks land would be approximately 175 square feet, due to the rock-lined ditch replacing an existing culvert.

The uses at this location would not adversely affect the activities, features, and attributes of the National Park resource because the activities are temporary, of short duration, and would improve the drainage system that transports flows through the Park, reducing negative downstream effects. The site is not adjacent to a known trail, campground, or other Park facilities; access to Park facilities would not be impacted. For these reasons, the *de minimis* finding can be made.

PM 14.04

Environmental Setting

Work at the drainage system at PM 14.04 extends beyond the Caltrans right of way on the northbound side of US 101 within National Parks jurisdiction (APN 127-050-008). This location is also within the Coastal Zone. This drainage system and inlet are dominated by red alder forest and red alder/salmonberry-red elderberry forest on moderately sloping terrain (Caltrans 2025a). There are no known trails at or adjacent to the site. The system provides passage for ephemeral flows under the highway from east to west. These flows continue to the Pacific Ocean, approximately 1,600 feet west.

Scope of Work

The portion of work that would occur within National Parks jurisdiction would include:

- Removal of a headwall, a 24"-diameter x 61.2'-long corrugated steel pipe culvert, and removal of an inlet
- Installation of a 58'-long, 6'-wide, and 2.7'-deep rock-lined ditch
- Installation of a G1 drainage inlet for the new inlet
- Minor vegetation removal (red alder forest)

Work for this location is expected to take approximately six (6) working days.

Use

Uses at this location would include:

- Temporary access during construction (TCE): 4,564.17 square feet

The total permanent area of use on National Parks land would be approximately 240 square feet due to the rock-lined ditch replacing an existing culvert.

The uses at this location would not adversely affect the activities, features, and attributes of the National Park resource because the activities are temporary, of short duration, and would improve the drainage system that transports flows through the Park, reducing negative downstream effects. The site is not adjacent to a known trail, campground, or other Park facilities; access to Park facilities would not be impacted. For these reasons, the *de minimis* finding can be made.

Section 3. State Parks Resources

The following is a discussion of the 4(f) resource, environmental setting, scope of work, uses, and analysis for each of the locations within State Parks jurisdiction.

PM 12.12

Environmental Setting

Work at the drainage system at PM 12.12 is entirely within the Caltrans right of way on both the northbound and southbound sides of the highway. This location is within the Coastal Zone. The fee interest in the right of way area at this location is held by California State Parks; all work at this location is described below. This location outlets onto a sandy beach, and the inlet is dominated by Sitka spruce forest and woodland with adjacent Sitka willow thickets (Caltrans 2025a). There are no known trails at or adjacent to the site that would be impacted by work at this location. The system provides passage for ephemeral flows under the highway from east to west. These flows continue to the Pacific Ocean, approximately 50 feet west.

Scope of Work

The scope of work would include removal of impervious surface within the existing pullout on the northbound side of the highway (approximately 750 square feet), installation of 0.10' thick fresh asphalt concrete overlay at the edge of pavement, installation of a new graveled infiltration area (approximately 5,000 square feet), and installation of an earthen berm to contain and direct hillside run-off to an existing vegetated infiltration area. At the culvert, there would be removal of a flared end section, removal of a 36"-diameter x 85.9'-long culvert, minor vegetation removal at the inlet, and installation of a 42"-diameter alternative flared end section and installation of a 42"-diameter x 85.9'-long alternative pipe culvert.

All work at this location would occur within CSP jurisdiction.

Work for this location is expected to take approximately eight (8) working days.

Use

There would be no use of a 4(f) resource at this location per the language of the 1928 easement. While CSP does have a fee interest in the ROW at PM 12.12 per the 1928 easement, Caltrans has “the right to remove all trees, growths, and road building material within said right of way, and use the same in such manner as it may deem proper in construction or maintenance work” (County of Del Norte 1928). Work at this location would involve minor vegetation removal and road building material within the right of way; therefore, would not constitute a use of State Parks 4(f) resources.

A nearby scenic vista and parking lot would not be affected by project construction. The site is not directly adjacent to a known trail, campground, or other Park facilities; access to Park facilities would not be impacted. For these reasons, the *de minimis* finding can be made.

PM 13.36

Environmental Setting

Work at the drainage system at PM 13.36 is entirely within the Caltrans right of way on both the northbound and southbound sides of the highway. This location is also within the Coastal Zone. The fee interest in the right of way at this location is held by State Parks. All work at this location is described below.

Both the inlet and outlet at this location are densely vegetated. This drainage system and outlet are dominated by red alder forest and red alder/salmonberry-red elderberry forest on moderately sloping terrain (Caltrans 2025a). There are no known trails at or adjacent to the site that would be impacted by work at this location. The system provides passage of ephemeral flows under the highway from east to west. These flows continue to the Pacific Ocean, approximately 1,400 feet west.

Scope of Work

The scope of work would include removal of a headwall, removal of a 24"-diameter x 123.2'-long culvert, and minor vegetation removal; installation of a headwall, a 24"-diameter x 123.2'-long alternative pipe culvert, and a 6'-wide x 24'-long gravel pad with refreshed rock slope protection (RSP).

All work at this location would occur within CSP jurisdiction.

Work for this location is expected to take approximately three (3) working days.

Use

There would be no use of a 4(f) resource at this location per the language of the 1928 easement. While California State Parks does have a fee interest in the right of way at PM 13.36, per the 1928 easement, Caltrans has “the right to remove all trees, growths, and road building material within said right of way, and use the same in such manner as it may deem proper in construction or maintenance work” (County of Del Norte 1928). Work at this location would include minor vegetation removal and work on road building material within the right of way; therefore, would not constitute a use of State Parks 4(f) resources.

A nearby scenic vista and paved pull-out area would not be affected by project construction. The site is not directly adjacent to a known trail, campground, or other Park facilities; access to Park facilities would not be impacted. For these reasons, the *de minimis* finding can be made.

PM 13.83

Environmental Setting

Work at the drainage system at PM 13.83 is within the Caltrans right of way on the southbound side of the highway. This location is also within the Coastal Zone. The fee interest in the right of way area at this location is held by California State Parks. All work within the right of way at this location is described below.

This drainage system is dominated by red alder forest and red alder/salmonberry-red elderberry forest on moderately sloping terrain (Caltrans 2025a). There are no known trails at or adjacent to the site. The system provides passage of ephemeral flows under the highway from east to west. These flows continue to the Pacific Ocean, approximately 1,500 feet west.

Scope of Work

For a complete description of all work proposed at this location, please see Section 2, PM 13.83, Scope of Work. The majority of work would occur within State Parks jurisdiction, aside from the bulleted items in Section 2.

Use

There would be no use of a 4(f) resource at this location per the language of the 1928 easement. While CSP does have a fee interest in the ROW at PM 13.83, per the 1928 easement, Caltrans has “the right to remove all trees, growths, and road building material within said right of way, and use the same in such manner as it may deem proper in construction or maintenance work” (County of Del Norte 1928). Work at this location would include minor vegetation removal and work on road building material within the right of way; therefore, would not constitute a use of State Parks 4(f) resources.

The site is not adjacent to a known trail, campground, or other Park facilities; access to Park facilities would not be impacted. For these reasons, the *de minimis* finding can be made.

PM 14.04

Environmental Setting

Work at the drainage system at PM 14.04 extends beyond the Caltrans right of way on the southbound side of US 101 within State Parks jurisdiction (APN 127-050-007). The RSP pad that extends beyond the outlet is partially within the North Coast Redwoods District of California State Parks. This location is also within the Coastal Zone. This drainage system and outlet are dominated by red alder forest and red alder/salmonberry-red elderberry forest on moderately sloping terrain (Caltrans 2025a). There are no known trails at or adjacent to the site. The system provides passage of ephemeral flows under the highway from east to west. These flows continue to the Pacific Ocean, approximately 1,600 feet west.

Scope of Work

For a complete description of all work proposed at this location, please see Section 2, PM 14.04, Scope of Work. The majority of work would occur within State Parks jurisdiction, aside from the bulleted items in Section 2.

Work within CSP jurisdiction outside of the Caltrans right of way would include:

- Installation of an RSP pad, with up to 10'-wide x 10'-long of the pad outside of the Caltrans right of way and within State Parks

Work for this location is expected to take approximately six (6) working days.

Use

The total area of use on State Parks land would be up to 100 square feet for the placement of rock slope protection. Uses at this location would include:

- Right of Entry (ROE) Permit
- Establishment of a permanent drainage easement, with a transfer of jurisdiction (TOJ)
- Temporary access during construction (TCE): 200 square feet

There would be no use of a 4(f) resource within the Caltrans right of way at this location per the language of the 1928 easement. While CSP does have a fee interest in the ROW at PM 14.04, per the 1928 easement, Caltrans has “the right to remove all trees, growths, and road building material within said right of way, and

use the same in such manner as it may deem proper in construction or maintenance work” (County of Del Norte 1928). Work within the Caltrans right of way at this location would include minor vegetation removal and work on road building material within the right of way; therefore, would not constitute a use of State Parks 4(f) resources.

The site is not adjacent to a known trail, campground, or other Park facilities; access to Park facilities would not be impacted. For these reasons, the *de minimis* finding can be made.

PM 14.08

Environmental Setting

Work at the drainage system at PM 14.08 is within the Caltrans right of way. This location is also within the Coastal Zone. This drainage system and inlet are dominated by red alder forest and red alder/salmonberry-red elderberry forest on moderately sloping terrain (Caltrans 2025a). There are no known trails at or adjacent to the site. The system provides passage for ephemeral flows under the highway from east to west. These flows continue to the Pacific Ocean, approximately 1,600 feet west.

Scope of Work

The scope of work at PM 14.08 would include removal of the existing inlet, installation of a G1 drainage inlet, removal of an 18"-diameter x 66'-long alternative pipe culvert, installation of a 24"-diameter x 66'-long alternative pipe culvert, installation of a rock slope protection pad at outlet up to 6'-wide, 14'-long, and 2'-deep.

Work within CSP jurisdiction would include all work at this location.

Work for this location is expected to take approximately three (3) working days.

Use

There would be no use of a 4(f) resource at this location due to the language of the 1928 easement. While CSP does have a fee interest in the ROW at PM 14.08, per the 1928 easement, Caltrans has “the right to remove all trees, growths, and road building material within said right of way, and use the same in such manner as it may deem proper in construction or maintenance work” (County of Del Norte 1928). Work at this location would include tree and minor vegetation removal, along with work on road building material within the right of way; therefore, would not constitute a use of State Parks 4(f) resources.

The site is not adjacent to a known trail, campground, or other Park facilities; access to Park facilities would not be impacted. For these reasons, the *de minimis* finding can be made.

PM 19.05

Environmental Setting

The drainage system at PM 19.05 is within CSP jurisdiction (APN 126-070-001) on the northbound side of the highway. This location is not in the Coastal Zone. The lower part of the drainage system and outlet are on moderately sloping terrain adjacent to the North Coast Redwoods District of California State Parks. A small portion of the rock slope protection pad at the culvert outlet could extend beyond the Caltrans right of way and into CSP jurisdiction. The site is dominated by redwood forest and woodland (Caltrans 2025a). There are no known trails at or adjacent to the site. The system provides passage of perennial flows under the highway from

west to east. These flows continue to West Branch Mill Creek, approximately 0.8 mile east (Caltrans 2025a).

Scope of Work

This location would involve the trenchless installation of a culvert that flows under the highway. A new 42"-diameter x 128.4'-long welded steel pipe culvert would be installed with an attached 42"-diameter x 68.5'-long alternative pipe culvert down drain. Approximately 1,400 square feet of RSP and fill material would be installed at the inlet, with another 288 square feet of RSP for energy dissipation and scour protection installed at the outlet. This location would require construction of temporary roads to access both the inlet and outlet, would require up to a 30'-wide x 50'-long pad for the trenchless installation on the inlet side, and would involve the removal of small trees on both sides. Trees to be removed would remain onsite and would include tan oak, Douglas fir, and coastal redwood. The majority of the existing culvert would be abandoned in place, with a 24"-diameter x 10'-long section removed from the inlet, a 24"-diameter x 20'-long section removed from the outlet, and a 24"-diameter x 186.7'-long corrugated steel pipe culvert abandoned in place.

Work within CSP jurisdiction would include:

- Installation of a 12'-wide x 24'-long x 4'-deep RSP pad at the down drain outlet, with up to 10' of the total length within the jurisdiction of California State Parks

Work for this location is expected to take approximately 48 working days.

Use

The total area of use on CSP land would be up to 120 square feet for the placement of rock slope protection. Uses at this location would include:

- Right of Entry (ROE) permit
- Temporary access during construction (TCE): 399.44 square feet

There would be no use of a 4(f) resource within the Caltrans right of way at this location due to the language of the 1935 deed. CSP does not have a fee interest in the ROW at PM 19.05; as such, all work within the Caltrans right of way would not constitute a use of CSP 4(f) resources.

Work within the Caltrans right of way would not constitute use of a 4(f) resource, Caltrans will continue to coordinate on work within the Caltrans right of way adjacent to CSP properties.

The uses at this location do not adversely affect the activities, features, and attributes of the State Park 4(f) resource because the activities are temporary, of short duration, and would improve the drainage system that transports flows through the Park, reducing negative downstream effects. The site is not adjacent to a known trail, campground, or other Park facilities; access to Park facilities would not be impacted. For these reasons, the *de minimis* finding can be made.

Section 4

4.1 Easements Required

Tables 3 and 4 summarize the approximate size of the area at each location that would be subject to temporary construction easements and permanent easements for both the California State Parks and National Park Service.

Table 3. Permanent Easements and Temporary Construction Easements (TCE) Required on National Parks Land

Location (Post Mile)	Area (square feet)	Assessor Parcel Number	TCE	Permanent Easement
13.83	175	127-050-007	Yes	Yes
14.04	240	127-050-007	Yes	No

Table 4. Permanent Easements and Temporary Construction Easements (TCE) Required on California State Parks Land

Location (Post Mile)	Area (square feet)	Assessor Parcel Number	TCE	Permanent Easement
12.12	0	127-050-008 127-070-004	No	1928 Deed
13.36	0	127-050-008 127-050-007	No	1928 Deed
13.83	0	127-050-008 127-050-007	No	1928 Deed Drainage Easement
14.04	100	127-050-008 127-050-007	Yes	1928 Deed Drainage Easement
14.08	0	127-050-008 127-050-007	No	1928 Deed
19.05	120	126-070-001 126-070-003	Yes	1935 Deed

4.2 Traffic Delays

The project would generate short-term construction traffic and result in temporary lane closures. Construction traffic would be scheduled and routed to reduce congestion. The estimated maximum delay would be 10 minutes during flagging or the use of a temporary signal system and 20 minutes during intermittent closures when culverts are replaced. Bicyclists would be accommodated through the construction area at all times. A Contingency Plan and Emergency Response Access Plan would be required to prepare for and coordinate unanticipated delays and emergencies through the work zones. Emergency response agencies in the project area would be notified of the project construction schedule and would have access to US 101 throughout the construction period.

The Transportation Management Plan (TMP) would be tailored to minimize project-related traffic delays by the effective application of project-specific traffic abatement strategies, public and motorist information, demand management, incident management, system management, alternate route strategies, construction strategies, and other strategies. Given that traffic delays would be temporary and the same for all travelers through the project corridor (not disproportionately affecting visitors to California State and National parks), and delays would be minimized with careful planning, the *de minimis* finding can be made.

4.3 Minimization Measures

The scope of work at each location is limited to short-duration construction activities and the establishment of drainage easements, which should not adversely affect park resources. Standard Measures and Best Management Practices identified in Section 1.7 of the CEQA Initial Study with Proposed Negative Declaration (Caltrans 2025b) would be implemented, including:

- Protection of tree roots and the structural root zone of redwoods.
- Implementation of a Revegetation Plan to replace vegetation removed during construction.
- Any planting on State Parks land would comply with the *North Coast Redwoods District Genetic Integrity Guidelines for Revegetation, Seed Collection, and Propagation* dated April 13, 2003, in coordination with State Parks.

- Measures to minimize the spread and transport of invasive plant species.
- Bird protection measures, including limiting vegetation removal to the period outside of the bird breeding season to protect occupied nests and eggs.
- Implementation of a Transportation Management Plan (TMP) to minimize delays during peak travel periods and special events. The TMP would be updated throughout the life of the project to reflect changes in design, event schedules, and field conditions during construction. Every effort would be made to keep traffic flowing through areas of active construction.

To encourage communication between the appropriate Caltrans, California State Park, and National Park personnel prior to the scheduling of construction, the following measures are recommended:

- Caltrans would notify California State Parks and National Park Service after the construction contract has been awarded and the kickoff meeting has been held with the contractor to schedule a construction kickoff meeting with Caltrans, State Parks and National Park Service. At the kickoff meeting, (1) contact information would be exchanged between site personnel (Resident Engineer, Environmental Construction Liaison) and the appropriate California State Parks and National Park Service representatives and (2) discussion of scheduling of work at the locations discussed herein to minimize or avoid delays and inconvenience to the public related to construction activities.
- Caltrans would notify California State Parks and the National Park Service at least 5 working days prior to initiating work at each of the park locations.

4.4 Public Notice Process

Public noticing for this 4(f) evaluation has been conducted as described in the General Information section at the beginning of this document. Following the public review period, comments would be addressed and the Final 4(f) evaluation would be incorporated into the Final Environmental Document, currently anticipated to be complete February 2026.

5.0 Written Concurrence from the Jurisdictional Agency—National Park Service

The National Park Service is the agency with jurisdiction over the locations described in this evaluation (PMs 13.83 and 14.04).

- On June 26, 2023, a virtual meeting was held with National Park Service personnel Saylor Moss and Caltrans personnel Rachel Conway to discuss both agency's projects within the project limits.
- On March 20, 2025, a virtual site visit was presented to National Park Service personnel Chad Anderson, with Caltrans personnel Rachel Conway, Julie Price, and Tim Nelson present to discuss potential issues at each of the locations.
- On July 22, 2025, an in-person site visit was conducted with National Park Service personnel Chad Anderson, Stassia Samuels, Sarah Conway, and Caltrans staff Rachel Conway, Tim Nelson, Gabriel Adame, Jeffery Barrett, and Clayton Malmberg.

Feedback received has been incorporated into this evaluation. Written concurrence from National Park Service Sections 1, 2, and 4 of this Section 4(f) determination will be requested after the public notice period and after the public has had a chance to comment on the *de minimis* impact finding.

Name

Title

Signature

Date

6.0 Written Concurrence from the Jurisdictional Agency—California State Parks

The California State Parks is the agency with jurisdiction over the locations described in this evaluation (PMs 12.12, 13.36, 13.83, 14.04, 14.08, 19.05).

- On September 3, 2024, a virtual meeting was held with CSP personnel Rosalind Litzky and Caltrans personnel Tim Nelson, Rachel Conway, Julie Price, and Julie East to discuss an overview of the project.
- On December 3, 2024, a virtual meeting was held with CSP personnel Rosalind Litzky and Caltrans personnel Tim Nelson, Rachel Conway, Julie Price, Gabriel Adame, Thorin Lynn, and Halley Aycock-Rizzo to discuss project designs at the various locations and coordinate an in-person site visit.
- On December 20, 2024, a virtual site visit was conducted with CSP personnel Mae McLean and Caltrans personnel Tim Nelson, Rachel Conway, and Julie Price to review and discuss each of the locations.
- On August 18, 2025, an in-person site visit was conducted with CSP personnel Rosalind Litzky, Mae Mclean, Timothy Masters and Caltrans personnel Tim Nelson, Rachel Conway, Gabriel Adame, and Jeffery Barrett.
- On September 24, 2025, an in-person site visit was conducted with CSP personnel Mae Mclean, Brian Hirt, Dalton Olson, Chelsea Osa and Caltrans personnel Wendell Bedell, Rachel Conway, and Amon Armstrong.

Feedback received has been incorporated into this evaluation. Written concurrence from California State Parks on Sections 1, 3, and 4 of this Section 4(f) determination will be requested after the public noticing period and after the public has had a chance to comment on the *de minimis* impact finding.

Victor Bjelajac

Name

Signature

District Superintendent

Title

Date

7.0 References

California Department of Transportation. 2025a. Natural Environment Study (NES). February 2025. Accessed October 9, 2025.

_____. 2025b. DN 101 Culvert Rehabilitation and Fish Passage Project Draft Initial Study with Proposed Negative Declaration. May 2025.
<https://tinyurl.com/dn101culverts>. Accessed October 9, 2025.

County of Del Norte, Recorder's Office. Book of Deeds. 1928. Volume 41 of Deeds, page 476 DeMartin, DeMartin, Sweeney, DeMartin DeMartin, DeMartin, DeMartin, DeMartin, Gardner, and Moore & the State of California. July 12, 1928.

County of Del Norte, Recorder's Office. Book of Deeds. 1935. Volume 54 of Deeds, pages 89-91. Hobbs, Wall, and Company & the State of California. August 20, 1935.

Appendix A. Project Layouts at 4(f) Locations





#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO. TOTAL SHEETS
1	DN	101	0.0/46.5	1/1

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

E. S. CHAN, CHIEF ENGINEER FOR ITS OFFICERS
 E. S. CHAN SHALL BE RESPONSIBLE FOR THE
 ACCURACY AND COMPLETENESS OF SCANNED
 COPIES OF THE PLAN SHEET.

PRELIMINARY DESIGN FOR REVIEW ONLY

REGISTERED PROFESSIONAL ENGINEER
 No. _____
 Exp. _____
 CIVIL
 STATE OF CALIFORNIA

PLAN



SECTION A

(LOCATION 8)

D - 8

NOTE:
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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
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Dist

COUNTY

ROUTE

POST MILES
TOTAL PROJECT

SHEET TOTAL
SHEETS

01

DN

101

0.0/46.5

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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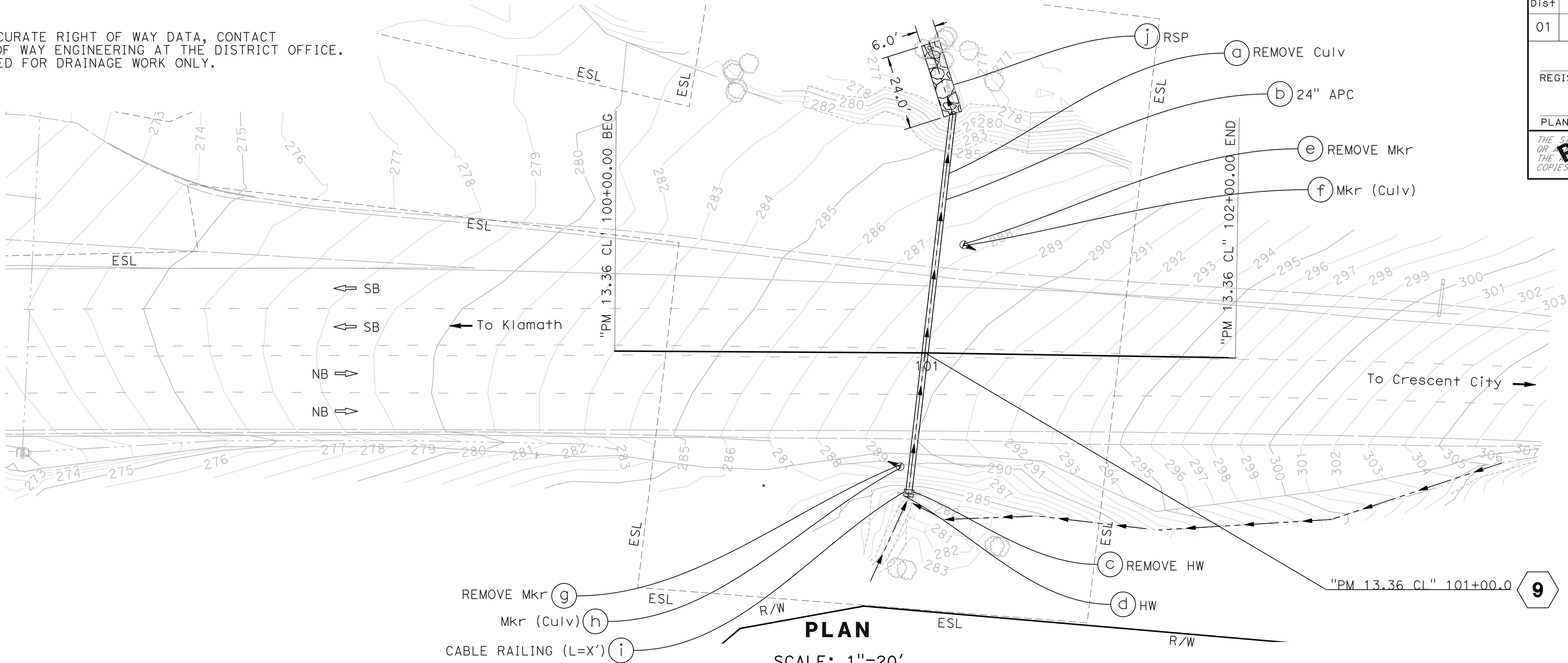
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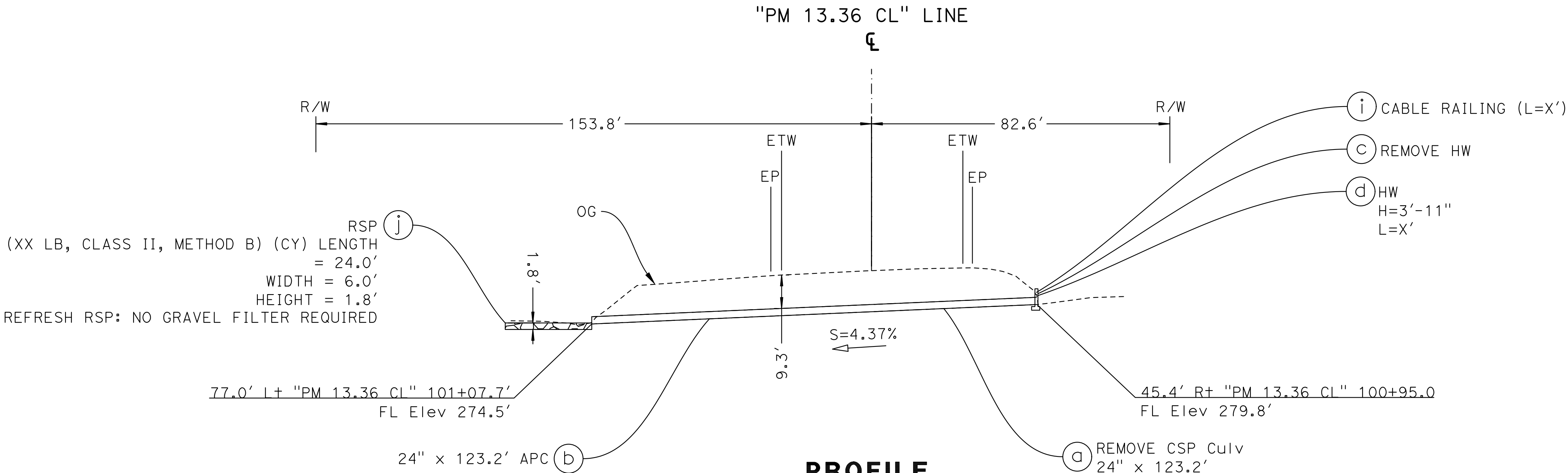
Exp.

CIVIL

STATE OF CALIFORNIA



PLAN
SCALE: 1"=20'



PROFILE
DRAINAGE SYSTEM No. 9

"PM 13.36 CL" 101+00.0
6.301° SKEW R+
PM 13.36

DRAINAGE PLAN AND PROFILE

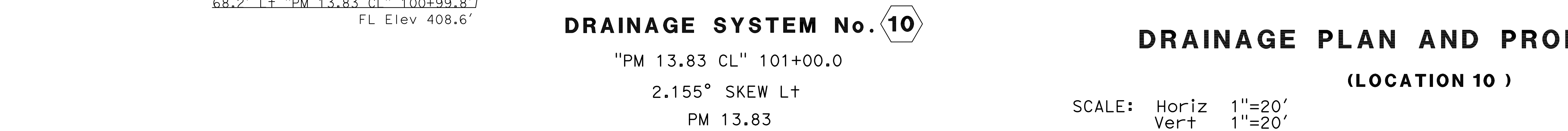
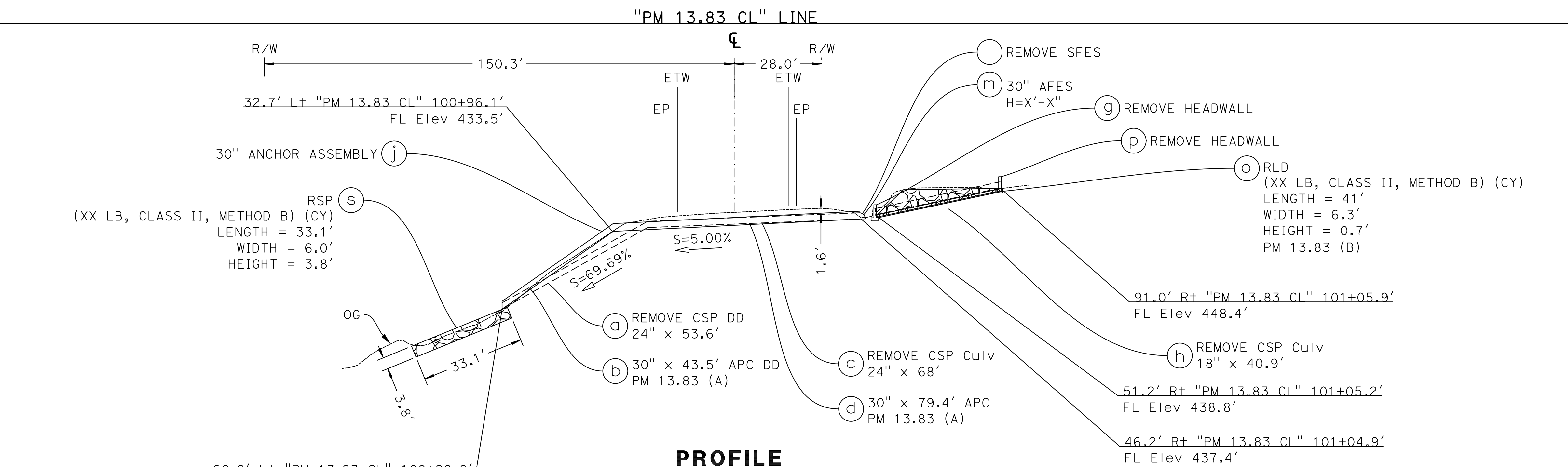
(LOCATION 9)

D-9

SCALE: Horiz 1"=20'
Vert 1"=20'

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL OF SHEETS
01	DN	101	0.0/46.5	
REGISTERED CIVIL ENGINEER DATE				
PLANS APPROVAL DATE				
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET OF SHEETS	TOTAL SHEETS
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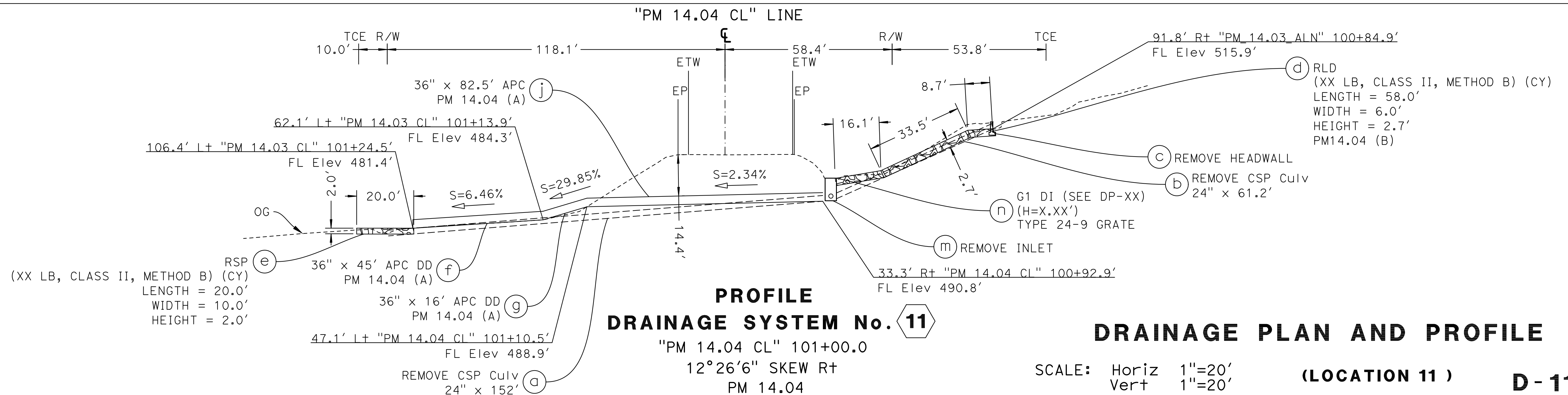
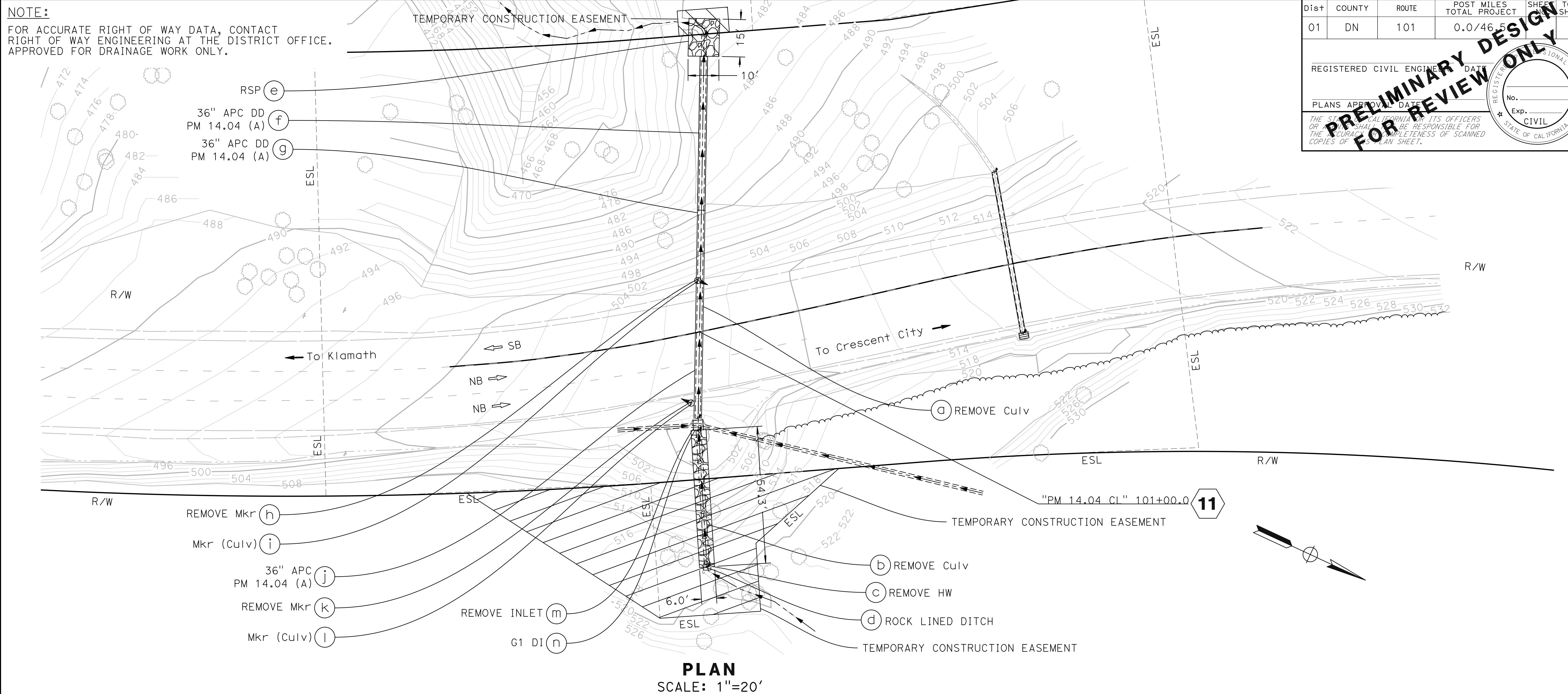
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FOR REVIEW ONLY

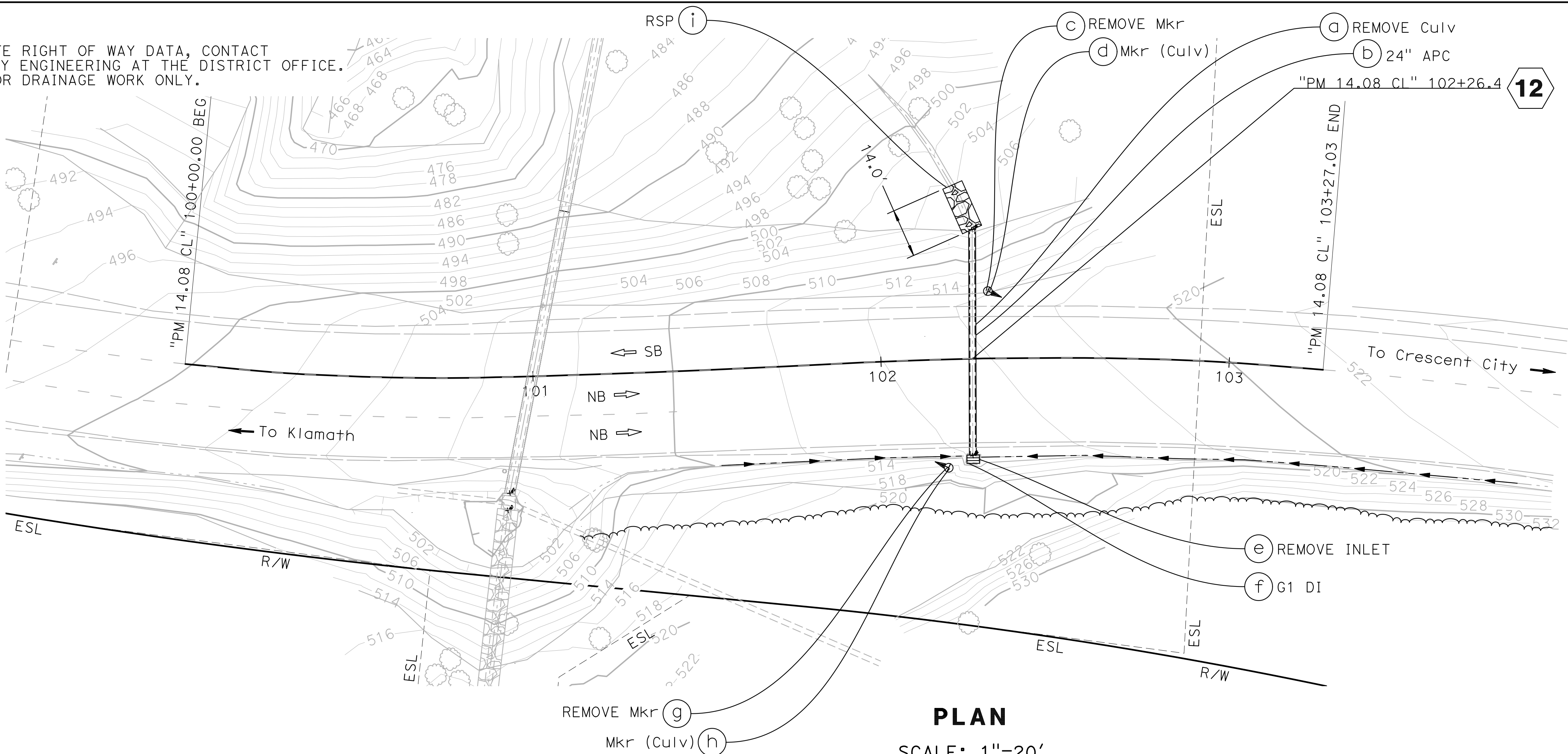
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
01	DN	101	0.0/46.5	

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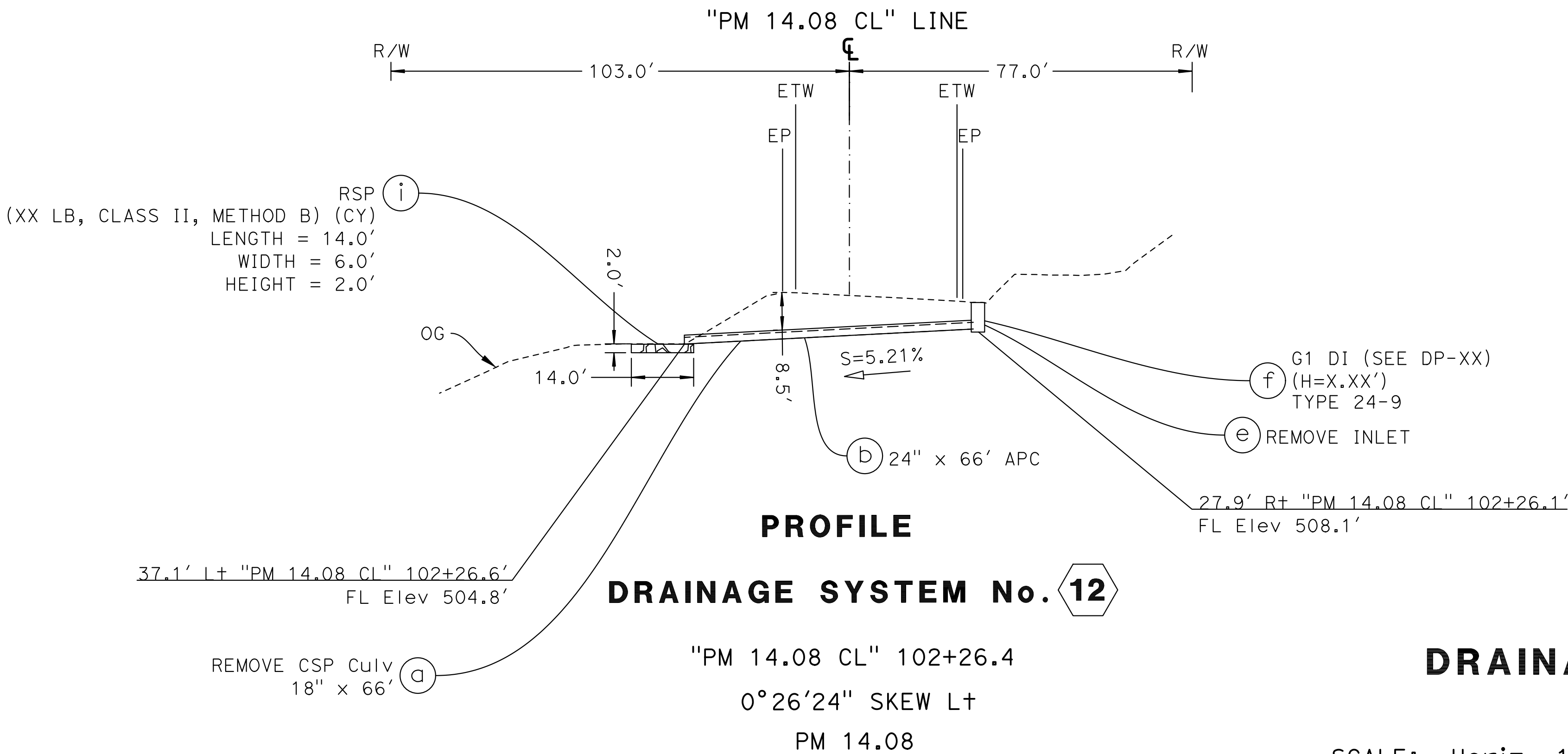
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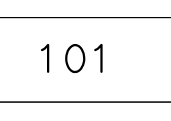
DRAINAGE PLAN AND PROFILE

(LOCATION 13)

D-12

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
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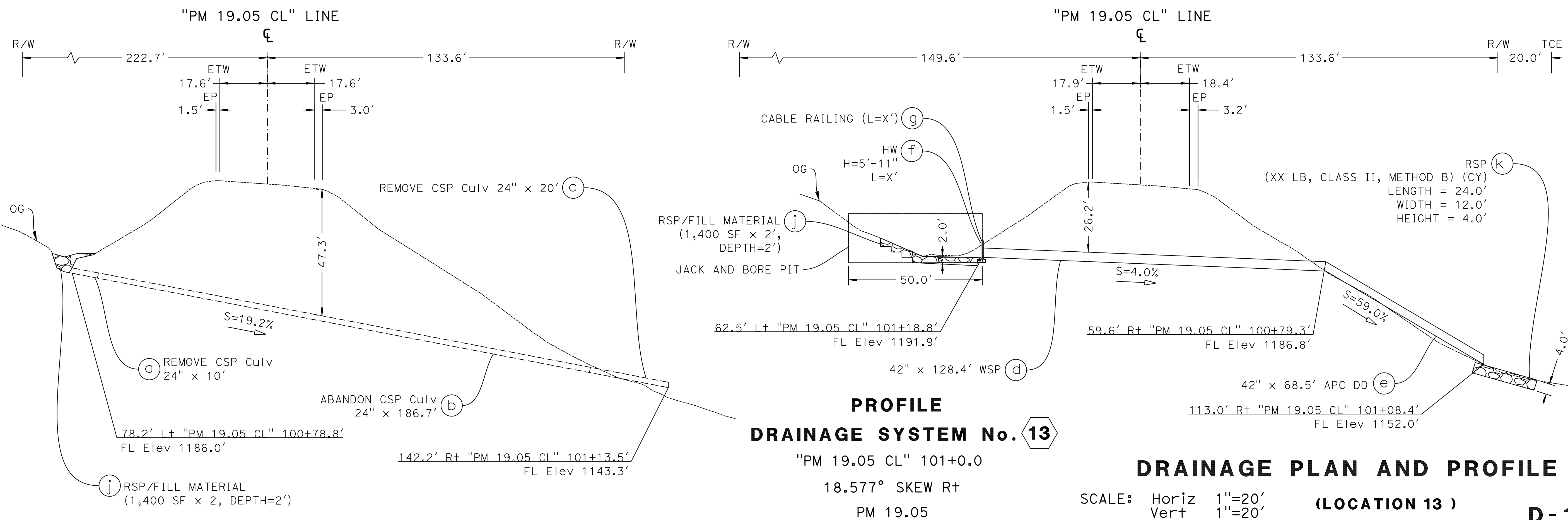
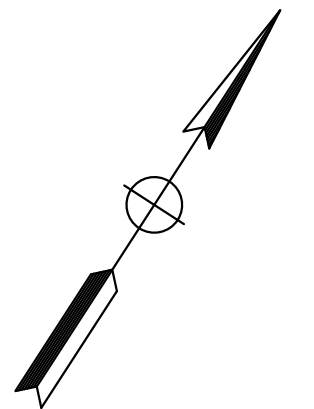
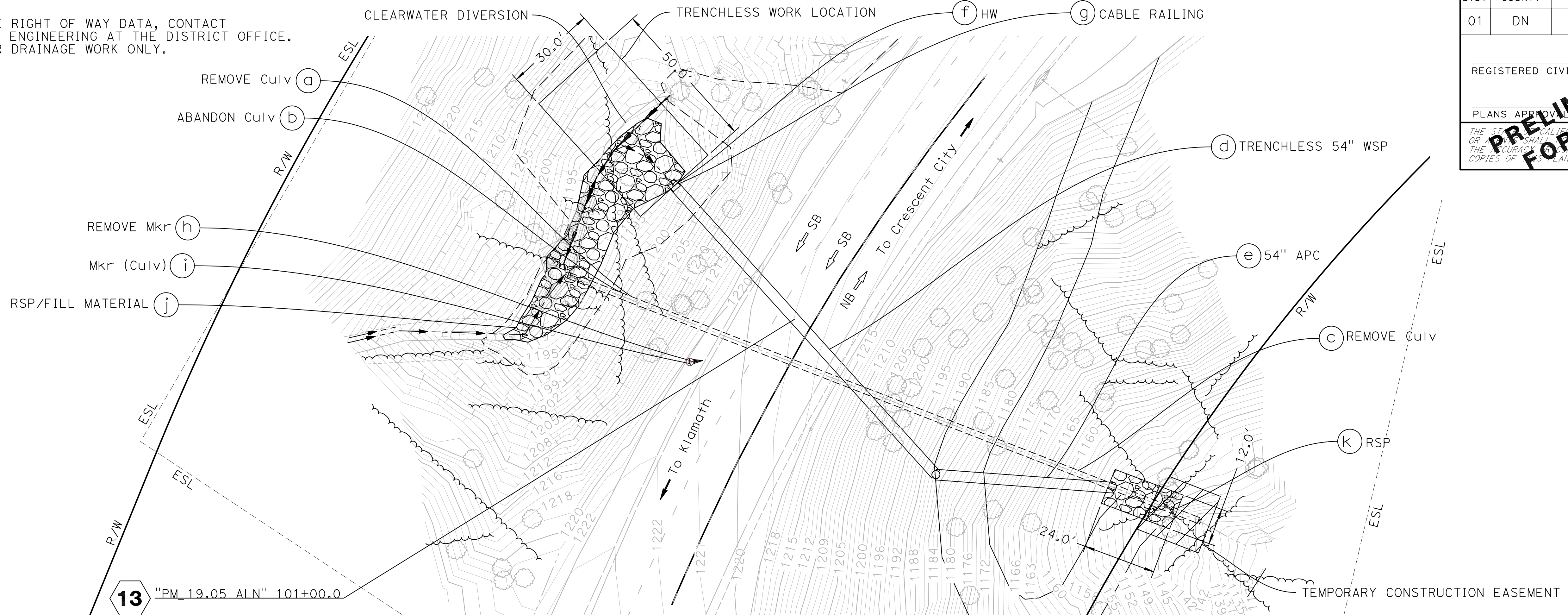


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DRAINAGE PLAN AND PROFILE

(LOCATION 13)

D - 13

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STATE OF CALIFORNIA

Subaru

DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR

ANDRE GUIMARAES

DESIGN

CALCULATED-
DESIGNED BY

GABRIEL ADAME

770

REVISÉD BY

DATE REVISED

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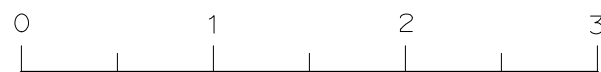
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UNIT 0313

PROJECT NUMBER & PHASE

0120000135

DATE PLOTTED =>	TIME PLOTTED =>
02-15-24	

Appendix B. Title VI–Non-Discrimination Policy Statement



California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
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September 2024

TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Related non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. Caltrans will make every effort to ensure nondiscrimination in all of its services, programs, and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

The overall responsibility for this policy is assigned to the Caltrans Director. The Caltrans Title VI Coordinator is assigned to the Caltrans Office of Civil Rights Deputy Director, who then delegates sufficient responsibility and authority to the Office of Civil Rights' managers, including the Title VI Branch Manager, to effectively implement the Caltrans Title VI Program. Individuals with questions or requiring additional information relating to the policy or the implementation of the Caltrans Title VI Program should contact the Title VI Branch Manager at title.vi@dot.ca.gov or at (916) 639-6392, or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

A handwritten signature in black ink, appearing to read 'Tony Tavares'.

TONY TAVARES
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment"

