Live Oak SR99 Streetscape, Safety and Rehabilitation Project
Ad-Hoc Committee Meeting
Agenda

October 12, 2017 – 4:00 pm
Live Oak City Hall

COMMITTEE:	Jason Banks, Mayor Aleksandar Tica, Vice Mayor Diane Hodges, Council Member Alternate Eric Souza, CA Dept. of Transportation Peter Fortune, CA Dept. of Transportation Sung Moon, CA Dept. of Transportation Aaron Eller, Planning Commissioner Malcolm Weston, Planning Commissioner Danielle Coleman, LO Chamber Michael Eastridge, LO Chamber Betty Tica, Business Owner Bob Woten, Business Owner Karen Stam, Business Owner Linda Lang, Business Owner Palmira Nava, Business Owner Reyes Nava, Business Owner	Shane Bridges, Community Member Kathleen Melton, Business Owner Hortensia Alvarado, Business Owner Taisha Thiara, Community Member Mohinderjit Thiara, Community Member Al Kannely, Community Member Craig Berry, Community Member Joe Griffin, Community Member Jackie Griffin, Community Member
STAFF:	Jim Goodwin, City Manager Alison Schmidt, Management Analyst Scott Rolls, City Engineer	

1. **Call Meeting to Order**

2. **Self Introductions**
   - Please sign in

3. **Request from Committee Member Linda Lang to make a presentation to the group**

4. **Caltrans Letter Regarding Scope of Work**
   - Presentation of Caltrans letter, subject: Scope of 99 Live Oak Streetscape, Safety, and Pavement Rehabilitation Project. Letter was reviewed by City Council as part of the Caltrans Cooperative Agreement approval on October 4, 2017.
   - Brief discussion regarding status of reverse angle parking at locations approved by Caltrans. Surveying and property owner meetings in

progress.

5. **November 9 Business Workshop**
    - Discussion regarding upcoming business workshop and meetings with Michele Reeves of CIVILIS Consultants in coordination with SACOG

6. **Updates**
    - Committee members who wish to have photographs, videos or other digital material displayed during the meeting please provide electronic materials to Alison 24 hours before the meeting for preparation.
    - Update on Rule 20A. All credits in place, PG&E has begun their design process
    - Caltrans Cooperative agreement and FHWA agreement approved by Council 10/4 and out for signatures
    - Final Environmental Document distributed to committee per request
    - Rendering of new entry signs distributed per committee request
    - Sample of a recent Landscape Maintenance Agreement distributed per committee request
    - 11/9/17, Business Workshops with Michele Reeves
    - 12/14/17, Review and approval of plant palette and site amenity locations

7. **Committee Recommendations for Topics for Future Meetings**

8. **Adjournment**

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4233
FAX (530) 741-4245
TTY 711
www.dot.ca.gov/dist3

Making Conservation a California Way of Life.

September 21, 2017

City Councilmembers & City Manager
City of Live Oak
9955 Live Oak Blvd
Live Oak, CA 95953

Subject: Scope of SR 99 Live Oak Streetscape, Safety, and Pavement Rehabilitation Project

Dear City Councilmembers and City Manager:

This letter is in response to the City Ad-Hoc Committee's questions on parking and median lane. The scope of the project was defined in the Project Report (July 31, 2017) and the Environmental Document was completed based on this scope. To meet the TIGER Grant requirement, final design must be completed by July 1, 2019. For the success of the project, Caltrans is focused on keeping within the defined scope at this stage of the project.

Parking

The existing parking and access to parcels along the Live Oak SR 99 corridor have the following deficiencies:

- Parking spaces located on a combination of public and private land
- Head-in perpendicular parking
- Continuous driveways

The Live Oak Collaborative Highway 99 Streetscape Master Plan, Federal Highways Administration TIGER Grant Application, and Caltrans Project Report describe changing both parking and access to parcels along Live Oak SR 99 corridor to the following:

- On-street parallel parking on public land
- Off-street parking on private land
- Elimination of continuous driveways

The City Ad-Hoc Committee requested an alternative to the on-street parallel parking identified in the planning documents. In addition to on-street parallel parking, Caltrans can offer on-street back-in angle parking at specific locations. Back-in angle parking is safer than head-in angle parking due to better visibility when leaving. Head-in / reverse-out angle parking will not be offered in this project because of the following reasons:

- High Annual Average Daily Traffic (AADT) (19,000 vehicles for SR 99 versus a typical maximum of 4,000 vehicles for such parking)
- Narrow Right of Way
- Restricted sight distance when backing into traffic lanes

Back-in angle parking locations must not impact the project improvements to the highway for pedestrians as well as vehicles, and shall not create scope and cost beyond the original project. The criteria for selecting the locations for back-in angle parking are identified in Attachment A and Attachment B shows the steps needed to examine this parking strategy.

Median Lane

The SR 99 median lane is 12 feet wide between Ash Street and Ramsdell Drive. The median lane will be a left-turn lane near local road intersections. U-Turns will not be allowed because there is not sufficient roadway width to make U-turns due to the bulbouts at the intersections. The median lane will be a two-way left-turn lane allowing left turn movements into and out of businesses and residences between intersections. Landscaping will not be allowed in the median to reduce maintenance worker exposure to traffic and to minimize traffic interruptions from lane closures.

The attached project map identifies locations of the following:

- Possible on-street back-in angle parking
- City owned (or planned) off-street public parking
- Median raised curb islands
- Median left-turn pockets
- Two-way left turn lane in the median.

Sincerely,

THOMAS L. BRANNON
Deputy District Director of Program and Project Management

ANDREW BRANDT
Deputy District Director of Maintenance and Traffic Operations

c: Sung Moon, Project Manager

Attachment A

The following are criteria for on-street parking:

1. The minimum width of sidewalk at back-in angle parking will be 6 feet. If the sidewalk at back-in angle parking is directly adjacent to a building face, the minimum width of the sidewalk will be 8 feet.

2. Back-in angle parking will be considered in locations where a minimum of three parking spaces can be placed while meeting the required 20 feet distance from the intersections.

3. As long as back-in angle parking does not impact existing structures (off-street parking lot, fence, or buildings) similar to parallel parking, back-in angle parking will be considered.

4. If back-in angle parking significantly impacts established landscaping in the Live Oak SR 99 Corridor and parallel parking does not, back-in angle parking can be declined by determination of the Caltrans Landscape Architect.

5. As long as back-in angle parking creates an elevation difference less than one foot between the back of sidewalk and the original ground, back-in angle parking will be considered since it will not negatively impact pedestrian accessibility.

6. On-street parking shall contribute to parking continuity in the corridor. When land adjacent to SR 99 frontage is under the ownership of multiple owners, the property owners must agree unanimously on back-in angle parking. If not, parallel parking will be the preferred option.

7. If off-street parking is available nearby or the city is planning to provide source, back-in angle parking is not recommended.

Attachment B

Next steps needed:

1. The City shall contact property owners to determine if there is interest in back-in angle parking.

2. In order to accommodate such interest, the property owners must deed by donation between six to eight feet of width of frontage property along SR 99 to the City.

3. A sidewalk will be constructed on the deeded property and will be maintained by the City.

4. The City shall arrange and attend meetings between Caltrans and the property owners.

5. Prior to the meetings, Caltrans Surveys will mark on the ground the current Right of Way and the limits of the property needed for parking.

6. At the meeting, Caltrans will provide conceptual drawings of the back-in angle parking. To meet final design schedule, this process should be completed by October 31, 2017.

7. If the City desires to proceed with back-in angle parking, the City must pass an ordinance allowing back-in angle parking and request Caltrans' approval per California Vehicle Code (CVC) 22503.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SUT	99	39.2/41.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

LEGEND

PARKING

- On-Street Reverse Angle Parking Candidate
- Proposed City Owned Off-Street Parking

MEDIAN LANE

- Curb Island
- Left turn lane
- Two-way left-turn lane

[redacted]

LAYOUT

SCALE: 1"=50'

L-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR: ERIC SOUZA

CALCULATED-DESIGNED BY: PETER FORTUNE

CHECKED BY

REVISED BY

DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SUT	99	39.2/41.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LEGEND

PARKING

- On-Street Reverse Angle Parking Candidate
- Proposed City Owned Off-Street Parking

MEDIAN LANE

- Curb Island
- Left turn lane
- Two-way left-turn lane
- Either a Curb Island or a Two-way left-turn lane

LARKIN Rd

LAYOUT

SCALE: 1"=50'

L-4

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: PETER FORTUNE

CHECKED BY:

FUNCTIONAL SUPERVISOR: ERIC SOUZA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

*REQUEST

USERNAME => $USER

RELATIVE PLOTTER SCALE 0 1 2 3

PROJECT NUMBER & PHASE

LAST REVISION DATE PLOTTED => $DATE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SUT	99	39.2/41.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

LEGEND

PARKING

- On-Street Reverse Angle Parking Candidate
- Proposed City Owned Off-Street Parking

MEDIAN LANE

- Curb Island
- Left turn lane
- Two-way left-turn lane

LAYOUT

SCALE: 1"=50'

L-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR ERIC SOUZA

CALCULATED-DESIGNED BY PETER FORTUNE

CHECKED BY

REVISED BY

DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SUT	99	39.2/41.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LEGEND

PARKING

- On-Street Reverse Angle Parking Candidate
- Proposed City Owned Off-Street Parking

MEDIAN LANE

- Curb Island
- Left turn lane
- Two-way left-turn lane

[redacted]

LAYOUT

SCALE: 1"=50'

L-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
Caltrans	ERIC SOUZA	PETER FORTUNE			

LAST REVISION | DATE PLOTTED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SUT	99	39.2/41.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

LEGEND

PARKING

- On-Street Reverse Angle Parking Candidate
- Proposed City Owned Off-Street Parking

MEDIAN LANE

- Curb Island
- Left turn lane
- Two-way left-turn lane

[redacted]

[redacted]

[redacted]

LAYOUT

SCALE: 1"=50'

L-7

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR
Caltrans	ERIC SOUZA

CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
PETER FORTUNE			

LAST REVISION DATE PLOTTED

USERNAME =>$USER

$FREQUEST

Live Oak SR99 Streetscape, Safety and Rehabilitation Project
Ad-Hoc Committee Meeting
Minutes

August 10, 2017 – 4:00 pm
Live Oak City Hall

COMMITTEE:	✓ Jason Banks, Mayor ✓ Aleksandar Tica, Vice Mayor ✓ Eric Souza, CA Department of Transportation ✓ Peter Fortune, CA Department of Transportation ✓ Sung Moon, CA Department of Transportation ✓ Michelle Parkinson, CA Department of Transportation Aaron Eller, Planning Commissioner ✓ Malcolm Weston, Planning Commissioner Danielle Coleman, LO Chamber of Commerce ✓ Michael Eastridge, LO Chamber of Commerce ✓ Betty Tica, Business Owner ✓ Bob Woten, Business Owner ✓ Karen Stam, Business Owner ✓ Linda Lang, Business Owner Palmira Nava, Business Owner ✓ Reyes Nava, Business Owner
STAFF:	✓ Jim Goodwin, City Manager ✓ Alison Schmidt, Management Analyst ✓ Scott Rolls, City Engineer

1. **Call Meeting to Order**
   Meeting began 4:06 pm

2. **Self Introductions**
   Also in attendance Elaine Miles, Kathleen Melton, Hortensia Alvarado, Shane Bridges, Taisha Thiara, Mohinderjit Thiara, Al Kannely, Joe Griffin, Jackie Griffin, Craig Berry

3. **New Business/Discussion Items**
   - Detailed discussion items provided by Caltrans and attached following City minutes
   - Final Environmental Document, Initial Study with Negative Declaration signed
   - Status of Rule 20A, undergrounding of utilities
     a. Council approved credit purchase, Rocklin Council 8/22.
     b. Council approved formation of district.

i. District for PG&E to Council 8/16
ii. Contribution from Sutter County BOS 8/22
iii. Public Hearings to Council 8/16
iv. Added to PG&E project queue 8/17

- Status of Co-Op Agreement with Caltrans
  a. Jim reports agreement to Council 9/20
- Status of FHWA Agreement
  a. Jim reports agreement to Council 9/20
- Parking Discussion

4. Topic for Next Meeting

- Parking

5. Misc. Requests

- Mayor Banks requested 5 year accident history report within the project area.
  - Michelle from Caltrans to prepare report and provide at a later meeting date
- Request to update the project plan simulation with parking changes to date, including reverse angle parking where available
  - Consult with affected owners who may benefit from reverse angle parking prior to next meeting
  - City identify potential off-street and side-street parking in updated plan simulation
- Mayor Banks request for CT to discuss development vs. redevelopment
  - Phase 1 (current project) is re-development, and phases 2 and 3 (future) are new development
- Mayor Banks request list of project requirements including CT, TIGER, and City requirements
  - Memo presented at 8/30/17 meeting with Streetscape Master Plan and TIGER grant application attached
- Mayor Banks request list of items that can and cannot be changed in the project, and reasons why items cannot be changed
  - Memo presented at 8/30/17 meeting with Streetscape Master Plan and TIGER grant application attached
- Mayor Banks request Council discussion to consider a review and update of the Streetscape Master Plan – Presented to Council 8/16/17
- Mayor Banks request Council to authorize an Ordinance to allow 45 degree angle parking – Presented to Council 8/16/17
- Was there an economic impact report prepared as part of this project?
  - Neither Caltrans nor the City prepared an economic impact report.
- Was there a safety study prepared as part of this project?
  - The Project Report studied traffic collisions based on the Traffic Accident Surveillance and Analysis System from October 1, 2011 to September 30, 2014 for the intersections of SR 99 at Pennington Road, Elm Street, and Kola Street. An electronic version of the project report is available from Alison, the file is too large to e-mail.
- Request for a presentation of the current status of the design, Eric reports it's at about 60% right now
- Request for meeting packets a week in advance to allow time for committee member review

6. Adjournment

Meeting adjourned 6:05

Live Oak SR99 Streetscape, Safety and Rehabilitation Project
Ad-Hoc Committee Meeting
Minutes

August 30, 2017 – 4:00 pm
Live Oak City Hall

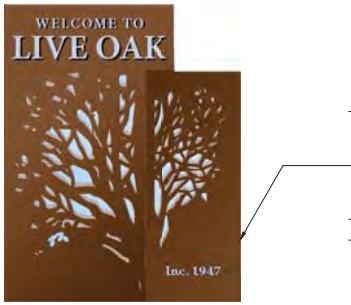
COMMITTEE:	✓ Jason Banks, Mayor ✓ Aleksandar Tica, Vice Mayor ✓ Diane Hodges, Council Member Alternate Eric Souza, CA Dept. of Transportation Peter Fortune, CA Dept. of Transportation ✓ John Ballantyne, CA Dept. of Transportation ✓ Sung Moon, CA Dept. of Transportation Aaron Eller, Planning Commissioner ✓ Malcolm Weston, Planning Commissioner Danielle Coleman, LO Chamber ✓ Michael Eastridge, LO Chamber ✓ Betty Tica, Business Owner ✓ Bob Woten, Business Owner ✓ Karen Stam, Business Owner ✓ Linda Lang, Business Owner Palmira Nava, Business Owner Reyes Nava, Business Owner	✓ Shane Bridges, Community Member ✓ Kathleen Melton, Business Owner Hortensia Alvarado, Business Owner ✓ Taisha Thiara, Community Member ✓ Mohinderjit Thiara, Community Member Al Kannely, Community Member Craig Berry, Community Member Joe Griffin, Community Member Jackie Griffin, Community Member
STAFF:	Jim Goodwin, City Manager Alison Schmidt, Management Analyst Scott Rolls, City Engineer	

1. **Call Meeting to Order**
   4:07 pm
2. **Self Introductions**
   Also in attendance Richard Campbell, Mary Jane Griego, Lisa Van De Hey, Kim Lim
3. **Updates**

4. **New Business/Discussion Items**
   - Discussion regarding clarification of required project elements
     - Project Memo to Ad-Hoc Committee
     - 2011 Collaborative Streetscape Master Plan attached
     - 2016 TIGER Funding Application attached

5. **Topic for Next Meeting**
   - Next meeting 9/14

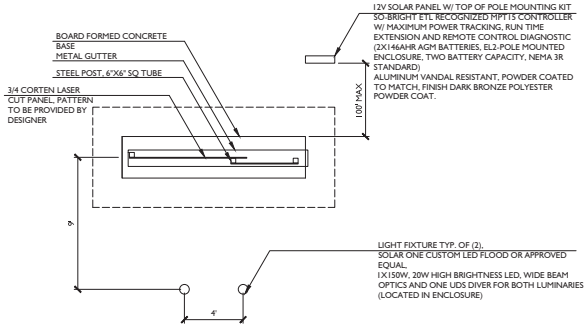
6. **Misc. Requests**
   - Why is a U-turn not allowed within the project?
   - Will special lighting be addressed at crosswalks?
     - This will be discussed at a future Ad-Hoc meeting as part of a focused discussion on lighting and/or pedestrian safety features
   - What are the required dimensions for Handicap Accessible on-street parallel parking
   - Please provide a dimensioned representation of HWY 20 in Marysville for comparison with our project
   - When did the State Right of Way increase to its current 100' width and location?
   - The Highway 101 Westside Improvements project in Solana Beach allowed head-in angle parking. How is this project different that head-in angle parking would not be allowed? What dimensions are required to allow head-in angle parking?
   - Discuss possibility of undergrounding utility vaults.
   - Please distribute the Final Environmental Document to the Committee.
   - According to the Environmental experts, how much change, and what types of change would be allowed to the project that could be considered an update before a complete re-circulation would be required?
   - When the project team is ready to meet with owners to discuss unique design issued, please bring concept plans of available options.
   - Please distribute a copy of a draft landscape maintenance agreement.
   - Please distribute renderings of the new entry signs being installed.
7. **Adjournment**
   6:40 pm

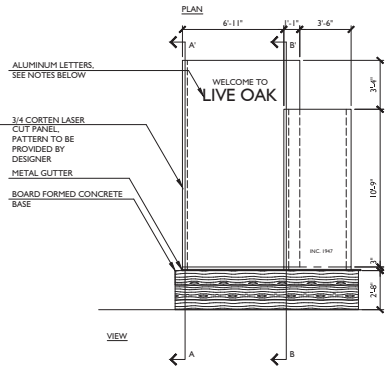


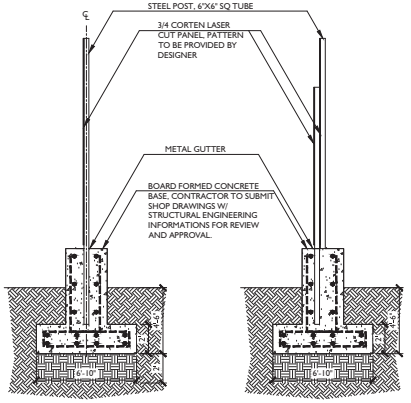
CORTEN PANEL PATTERN
NOTE: GRAPHIC WILL BE PROVIDED BY DESIGNER IN ELECTRONIC VERSION FOR LASER CUT

LIGHT FIXTURE DETAIL
LIGHT FIXTURE TYP. OF (2),
SOLAR ONE CUSTOM LED FLOOD OR APPROVED EQUAL.
1X150W, 20W HIGH BRIGHTNESS LED, WIDE BEAM OPTICS AND ONE UDS DIVER FOR BOTH LUMINARIES (LOCATED IN ENCLOSURE)

SOLAR PANEL DETAIL
12V SOLAR PANEL W/ TOP OF POLE MOUNTING KIT SO-BRIGHT ETL RECOGNIZED MPT15 CONTROLLER W/ MAXIMUM POWER TRACKING, RUN TIME EXTENSION AND REMOTE CONTROL DIAGNOSTIC (2X146AHR AGM BATTERIES, EL2-POLE MOUNTED ENCLOSURE, TWO BATTERY CAPACITY, NEMA 3R STANDARD)
ALUMINUM VANDAL RESISTANT, POWDER COATED TO MATCH, FINISH DARK BRONZE POLYESTER POWDER COAT.







SECTION A-A'

SECTION B-B'

NOTES:
1. CONTRACTOR TO PROVIDE SHOP DRAWINGS AND STRUCTURAL CALCULATIONS FOR APPROVAL
2. LETTERS: 'LIVE OAK' - ALUMINUM, 2" THICK. 13 3/8"-TALL. BRUSHED ALUMINUM FACE. DRILL STAINLESS STEEL MOUNTING STUDS 1/2" INTO ¼"-THICK CORTEN WITH A ¼" STAINLESS STEEL SPACER. EPOXY. NON-ILLUMINATED. FONT: MINION PRO.
LETTERS: 'WELCOME TO' - ALUMINUM, 1 1/2" THICK. 5 3/8"-TALL. BRUSHED ALUMINUM FACE. DRILL STAINLESS STEEL MOUNTING STUDS 1/2" INTO ¼"-THICK CORTEN WITH A ¼" STAINLESS STEEL SPACER. EPOXY. NON-ILLUMINATED. FONT: MINION PRO.
LETTERS: 'INC. 1947 ALUMINUM, 1" THICK. 5 1/8"-TALL. BRUSHED ALUMINUM FACE. DRILL STAINLESS STEEL MOUNTING STUDS 1/2" INTO ¼"-THICK CORTEN WITH A ¼" STAINLESS STEEL SPACER. EPOXY. NON-ILLUMINATED. FONT: MINION PRO.

1 SIGN
SCALE: 1/4" = 1'-0"

GATES
+ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING + URBAN DESIGN
2671 CROW CANYON RD. SAN RAMON, CA 94583
T 925.736.8176 www.dgates.com

LIVE OAK ENTRY SIGNS

LIVE OAK, CA

ISSUE:	DESCRIPTION:	DATE:
ISSUE 1	SUBMITTAL	12/03/15
ISSUE 2	2 SUBMITTAL	02/17/16
ISSUE 3	3 SUBMITTAL	03/01/16
ISSUE 4	4TH SUBMITTAL	04/20/15
ISSUE 5	FINAL SUBMITTAL	08/09/15

REGISTERED LANDSCAPE ARCHITECT
08/09/2016
STATE OF CALIFORNIA

PROJECT NUMBER:	4718
DRAWN:	DRAWN BY: MM
CHECK:	CHECKED BY: AD/TY
DATE:	08/09/2016
SCALE:	

0

DETAILS

L2.1

LANDSCAPE MAINTENANCE AGREEMENT WITHIN STATE HIGHWAY RIGHT OF WAY ON ROUTE 99 WITHIN THE CITY OF LIVE OAK

THIS AGREEMENT is made effective this _____ day of _____, 20_____, by and between the State of California, acting by and through the Department of Transportation, hereinafter referred to as "STATE" and the City of Live Oak; hereinafter referred to as "CITY" and collectively referred to as "PARTIES".

SECTION I

RECITALS

1. PARTIES desire to work together to allocate their respective obligations relative to newly constructed or revised improvements within STATE's right of way by Permit Number 0312-6CS0931.

2. This Agreement addresses CITY responsibility for the concrete sidewalk, driveway, landscape, and irrigation systems, (collectively the "LANDSCAPING") placed within State Highway right of way on State Route 99, as shown on Exhibit A, attached to and made a part of this Agreement.

NOW THEREFORE, IT IS AGREED AS FOLLOWS:

SECTION II

AGREEMENT

3. In consideration of the mutual covenants and promises herein contained, CITY and STATE agree as follows:

   3.1. PARTIES have agreed to an allocation of maintenance responsibilities that includes, but is not limited to, inspection, providing emergency repair, replacement, and maintenance, (collectively hereinafter "MAINTAIN/MAINTENANCE") of LANDSCAPING as shown on said Exhibit A.

   3.2. When a planned future improvement is constructed and/or a minor revision has been effected with STATE's consent or initiation within the limits of the STATE's right of way herein described which affects PARTIES' Division of Maintenance's responsibility as described herein, PARTIES will agree upon and execute a new dated and revised Exhibit A which will be made a part hereof and will thereafter supersede the attached original Exhibit A to thereafter become a part of this Agreement. The new exhibit can be executed only upon written consent of the PARTIES hereto acting by

and through their authorized representatives. No formal amendment to this Agreement will be required.

4. CITY agrees, at CITY expense, to do the following:

4.1. CITY may install, or contract, authorizing a licensed contractor with appropriate class of license in the State of California, to install and thereafter will MAINTAIN (Section 27 of the Streets and Highways Code) LANDSCAPING conforming to those plans and specifications (PS&E) pre-approved by STATE.

4.2. CITY will submit the final form of the PS&E, prepared, stamped and signed by a licensed landscape architect, for LANDSCAPING to STATE's District Permit Engineer for review and approval and will obtain and have in place a valid necessary encroachment permit prior to the start of any work within STATE'S right of way. All proposed LANDSCAPING must meet STATE's applicable standards.

4.3. CITY shall ensure that LANDSCAPED areas designated on Exhibit A are provided with adequate scheduled routine MAINTENANCE necessary to MAINTAIN a neat and attractive appearance.

4.4. An Encroachment Permit rider may be required for any changes to the scope of work allowed by this Agreement prior to the start of any work within STATE's right of way.

4.5. CITY contractors will be required to obtain an Encroachment Permit prior to the start of any work within STATE's right of way.

4.6. To furnish electricity for irrigation system controls, water, and fertilizer necessary to sustain healthy plant growth during the entire life of this Agreement.

4.7. To replace unhealthy or dead plantings when observed or within 30 days when notified in writing by STATE that plant replacement is required.

4.8. To prune shrubs, tree plantings, and trees to control extraneous growth and ensure STATE standard lines of sight to signs and corner sight distances are always maintained for the safety of the public.

4.9. To MAINTAIN, repair and operate the irrigation systems in a manner that prevents water from flooding or spraying onto STATE highway, spraying parked and moving automobiles, spraying pedestrians on public sidewalks/bike paths, or leaving surface water that becomes a hazard to vehicular or pedestrian/bicyclist travel.

4.10. To control weeds at a level acceptable to the STATE. Any weed control performed by chemical weed sprays (herbicides) shall comply with all laws, rules, and regulations established by the California Department of Food and Agriculture. All chemical spray operations shall be reported quarterly (Form LA17) to the STATE to: District 3 Maintenance at 703 B Street, Marysville, CA 95901.

4.11. To remove LANDSCAPING and appurtenances and restore STATE owned areas to a safe and attractive condition acceptable to STATE in the event this Agreement is terminated as set forth herein.

4.12. To inspect LANDSCAPING on a regular monthly or weekly basis to ensure the safe operation and condition of the LANDSCAPING.

4.13. To expeditiously MAINTAIN, replace, repair or remove from service any LANDSCAPING system component that has become unsafe or unsightly.

4.14. To MAINTAIN sidewalk within the Agreement limits of the STATE highway right of way, as shown on Exhibit A, at CITY expense. MAINTENANCE includes, but is not limited to, concrete repair, replacement and to grind or patch vertical variations in elevation of sidewalks for an acceptable walking and riding surface, and the removal of dirt, debris, graffiti, weeds, and any deleterious item or material on or about sidewalk or the LANDSCAPING in an expeditious manner.

4.15. To MAINTAIN all parking or use restrictions signs encompassed within the area of the LANDSCAPING.

4.16. To allow random inspection of LANDSCAPING, sidewalk, and signs by a STATE representative.

4.17. To keep the entire landscaped area policed and free of litter and deleterious material.

4.18. All work by or on behalf of CITY will be done at no cost to STATE.

5. STATE agrees to do the following:

5.1. May provide CITY with timely written notice of unsatisfactory conditions that require correction by the CITY. However, the non-receipt of notice does not excuse CITY from maintenance responsibilities assumed under this Agreement.

5.2. Issue encroachment permits to CITY and CITY contractors at no cost to them.

6. LEGAL RELATIONS AND RESPONSIBILITIES:

6.1. Nothing within the provisions of this Agreement is intended to create duties or obligations to or rights in third PARTIES not PARTIES to this Agreement, or affect the legal liability of either PARTY to this Agreement by imposing any standard of care respecting the design, construction and maintenance of these STATE highway improvements or CITY facilities different from the standard of care imposed by law.

6.2. If during the term of this Agreement, CITY should cease to MAINTAIN the LANDSCAPING to the satisfaction of STATE as provided by this Agreement,

STATE may either undertake to perform that MAINTENANCE on behalf of CITY at CITY's expense or direct CITY to remove or itself remove LANDSCAPING at CITY's sole expense and restore STATE's right of way to its prior or a safe operable condition. CITY hereby agrees to pay said STATE expenses, within thirty (30) days of receipt of billing by STATE. However, prior to STATE performing any MAINTENANCE or removing LANDSCAPING, STATE will provide written notice to CITY to cure the default and CITY will have thirty (30) days within which to affect that cure.

6.3. Neither CITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction arising under this Agreement. It is understood and agreed that STATE shall fully defend, indemnify and save harmless CITY and all of its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation and other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE under this Agreement with the exception of those actions of STATE necessary to cure a noticed default on the part of CITY.

6.4. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction arising under this Agreement. It is understood and agreed that CITY shall fully defend, indemnify and save harmless STATE and all of its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CITY under this Agreement.

7. PREVAILING WAGES:

7.1. Labor Code Compliance- If the work performed on this Project is done under contract and falls within the Labor Code section 1720(a)(1) definition of a "public work" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code section 1771. CITY must conform to the provisions of Labor Code sections 1720 through 1815, and all applicable provisions of California Code of Regulations found in Title 8, Chapter 8, Subchapter 3, Articles 1-7. CITY agrees to include prevailing wage requirements in its contracts for public work. Work performed by CITY'S own forces is exempt from the Labor Code's Prevailing Wage requirements.

7.2. Requirements in Subcontracts - CITY shall require its contractors to include prevailing wage requirements in all subcontracts funded by this Agreement when the work to be performed by the subcontractor is a "public work" as defined in Labor Code Section

1720(a)(1) and Labor Code Section 1771. Subcontracts shall include all prevailing wage requirements set forth in CITY's contracts.

8. INSURANCE -

   8.1. SELF-INSURED - CITY is self-insured. CITY agrees to deliver evidence of self-insured coverage in a form satisfactory to STATE, along with a signed copy of the Agreement.

   8.2. SELF-INSURED using Contractor - If the work performed on this Project is done under contract CITY shall require its contractors to maintain in force, during the term of this agreement, a policy of general liability insurance, including coverage of bodily injury liability and property damage liability, naming the STATE, its officers, agents and employees as the additional insured in an amount of $2 million per occurrence and $2 million in aggregate and $5 million in excess liability. Coverage shall be evidenced by a certificate of insurance in a form satisfactory to the STATE that shall be delivered to the STATE with a signed copy of this Agreement.

9. TERMINATION - This Agreement may be terminated by timely mutual written consent by PARTIES, and CITY's failure to comply with the provisions of this Agreement may be grounds for a Notice of Termination by STATE.

10. TERM OF AGREEMENT -This Agreement shall become effective on the date first shown on its face sheet and shall remain in full force and effect until amended or terminated at any time upon mutual consent of the PARTIES or until terminated by STATE for cause.

PARTIES are empowered by Streets and Highways Code Section 114 & 130 to enter into this Agreement and have delegated to the undersigned the authority to execute this Agreement on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this Agreement.

IN WITNESS WHEREOF, the PARTIES hereto have set their hands and seals the day and year first above written.

THE CITY OF LIVE OAK

By: _____
Mayor

ATTEST:

By: _____
City Clerk

By: _____
City Attorney

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

MALCOLM DOUGHERTY
Director of Transportation

By: _____
Amarjeet Benipal, District 3 Director

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

03-SUT-99	39.2/41.4	3F990 / 1H150 / 2H230	0314000005 / 0316000061 / 0317000083
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION:

Caltrans proposes to improve the State Route 99 corridor through the downtown core of the City of Live Oak in Sutter County from just south of Ash Street to just north of Ramsdell Drive. The total length of the project is approximately 1.6 miles long. The purpose of this project is to rehabilitate Live Oak Boulevard (SR 99) through the City of Live Oak, provide safety improvements, improve traffic flow of a key state highway by enhancing local accessibility and regional goods movement, use streetscape design to enhance the City's appearance, and be a catalyst of revitalization for the local economy and a main corridor of the City of Live Oak.

CEQA COMPLIANCE *(for State Projects only)*

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION (Check one)

☐ **Not Applicable – Caltrans is not the CEQA Lead Agency**

☒ **Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA**

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
Based on an examination of this proposal, supporting information, and the above statements, the project is:

☐ **Categorically Exempt. Class** . (PRC 21084; 14 CCR 15300 et seq.)

☐ **Categorically Exempt. General Rule exemption.** [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3].)

NA	**NA**
Print Name: Senior Environmental Planner or Environmental Branch Chief	Print Name: Project Manager
NA	NA
Signature Date	Signature Date

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

CALTRANS NEPA DETERMINATION (Check one)

☒ **23 USC 326:** The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(_26__)**
- ☐ **23 CFR 771.117(d): activity (d)(___)**
- ☐ **Activity ___ listed in Appendix A of the MOU between FHWA and the State**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327.

for **Mike Bartlett**	**Sung Moon**
Print Name: Senior Environmental Planner or Environmental Branch Chief	Print Name: Project Manager/DLA Engineer
Suzanne Melim 7/27/17	7/27/17
Signature Date	Signature Date

Date of Categorical Exclusion Checklist completion: 1/10/2017 Date of ECR or equivalent :

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

Continued from page 1:

This project is needed because currently, SR 99 acts as a barrier dividing Live Oak into east and west halves. The existing infrastructure of SR 99 does not support multiple modes of transportation, contains inadequate roadway drainage which leads to ponding along the highway, and has one lane of traffic in each direction, causing significant queuing and traffic delays during peak travel time.

Project Description:

The City of Live Oak Streetscape Project will achieve the purpose and need through streetscape, operation, safety, and rehabilitation improvements to SR 99. Caltrans proposes to unite the east and west halves of the City of Live Oak, provide safe and accessible pedestrian and bicycle crossings, improve drainage facilities, and reduce queuing and traffic delays during peak travel times by providing two traffic lanes in each direction and a center left turn lane in the median. The project will implement highway corridor engineering and streetscape design which will rehabilitate the existing lanes, reduce the crown of the highway, and maintain the existing right-of-way. The proposed project will establish a new identity and greater "sense of place" for the City of Live Oak.

Also, the project will replace metal beam guardrail, install parallel parking, curb, gutter, drought tolerant landscaping, and provide ADA compliant sidewalks on both sides of SR 99. Some of the landscaped buffer will use stormwater from storm systems to water and feed the landscaped vegetation, using a sustainable method to clean stormwater and water the landscaping simultaneously.

The project will enhance existing marked crosswalks with highly visible and ADA compliant crosswalks throughout the project. New highly visible and ADA compliant pedestrian facilities will be installed along the SR 99 corridor, crossing north and south at the following streets: Ash Street, Birch Street, Walker Way, Archer Road and Larkin Road, Ivy Street, Juniper Street, Kola Street, Myrtle Street, Nevada Street, Adaline Ave, and Ramsdell Drive. In addition, the project will also add a traffic signal light at Kola Street and SR 99.

Traffic calming measures will be included in the project. Traffic calming measures approaching the City will be designed to slow vehicles traveling at a rural highway speeds to the desired target speeds of the urban area. Traffic calming measures can include transverse rumble strips, lane narrowing, colored pavement and shoulders, traffic control radar-actuated dynamic speed message feedback signs, flashing beacon signs, thermoplastic on-pavement regulatory or warning signs, and enforcement. During the next phase of the project, various traffic calming elements will be studied and the appropriate traffic calming elements will be selected and implemented into the project.

Currently there are several utilities that parallel or cross SR 99 through Live Oak. With the installation of the project, many utilities will be affected and will need to be relocated. Measures to avoid utility service disruption, however, will be implemented by minimizing service disruption and relocating utilities to a new location during construction of the project. In addition, this project intends to install all of the utilities underground, creating an aesthetic and more attractive highway corridor.

Streetscape furniture elements will be implemented into the project, including, benches, lighting elements, pedestrian bollards, bicycle racks, vegetated curbs and shoulders, bulb-outs, and colored pavement. These streetscape elements will promote a roadway for all users of the highway system and create a visually unified town with business and investment opportunities for the future.

ENVIRONMENTAL COMMITMENTS

In order to avoid adverse impacts to the environment, the following commitments must be adhered to:

Traffic and Transportation / Pedestrian and Bicycle Facilities:

- Leading up to and during construction of the project there will be Traffic Management Plan (TMP), which will use various sources to inform the local public and traveling public of possible construction impacts, road closures, and times, when needed. The TMP would alert the public in the following various forms, included but not limited to: radio, television, press releases, social media, websites, changeable message signs, and newspapers.

Aesthetics:

- Where feasible, healthy and mature trees and vegetation, should be protected and saved, if possible. Vegetation removal should be limited to the extent necessary to construct the project. If mature trees and landscaping is to be removed, if should be replaced where possible.
- Please refer to the Collaborate Highway Streetscape Master Plan (May 2011), put together by the City of Live Oak. This guidance should be referred to and followed as a way to design the goals of the community. Elements desired include colored paving for the parking, changing lanes, crosswalks, and sidewalks. A separated sidewalk with landscape buffer, large shade trees at regular intervals, and bulb-out landscape are some of the features mentioned.
- Lighting standards with decorative features will be installed and spaced regularly on both sides of SR 99. Please refer to the Collaborative Highway Streetscape Master Plan (May 2011).
- At the end of construction all areas used for staging, access, or other construction activities shall be repaired pursuant to Section 5-1.36 "Property and Facility Preservation" of the Caltrans Standard Specifications.
- With appropriate re-planting around the cleared zones and additional planting to extend through the entirety of streetscape, the vegetated character of the roadway would be re-established and improved.

Water Quality:

1. The project is required to adhere to the conditions of the National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit Waste Discharge Requirements (WDRs) For Caltrans (Order No. 2012-0011-DWQ, NPDES No. CAS000003, CONFORMED April 2015); and all adopted amendments to this Permit.
2. The project is required to adhere to the conditions of the Construction General Permit (CGP) Order No. 2009-00009-DWQ (as amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), which was adopted on September 2, 2009 and became effective on July 1, 2010.
3. Adherence to the following is recommended to prevent receiving water pollution as a result of construction activities and/or operations from this project:
    a. Follow all applicable guidelines and requirements in the 2015 Caltrans Standard Specifications (2015 CSS), Section 13, regarding water pollution control and general specifications for preventing, controlling, and abating water pollution to Department owned Municipal Separate Storm Sewer Systems (MS4s), streams, waterways, and other bodies of water.
    b. Focus and attention (by all field staff) should be given to properly implement 2015 CSS, Section 13-4 (Job Site Management), to control potential sources of water pollution before it encounters any MS4 or watercourse. It requires the Contractor to implement spill prevention and controls; materials, waste and non-storm management controls; and manage dewatering activities at the construction site.
    c. Existing drainage facilities should be identified and protected by the implementation of appropriate Construction Site BMPs.
4. Per the NPDES Permit, Provision E.2.f.2).4), Caltrans must comply with the Regional Water Board's requirements for the management of pavement grindings, as well as with all local and State regulations.
5. Permanent treatment BMP selection will be considered in the design phase, and will be selected by the Project Engineer in accordance with the Storm Water Quality Handbook guidelines and PPDG.

Hazards and Hazardous Materials:

- All soil excavated below 4 feet below ground surface (bgs) nearby and/or adjacent to the above listed properties shall be stockpiled, sampled, and tested. Groundwater, if encountered during excavation activities, shall be immediately stored in sealed containers and tested prior to disposal. Non-standard Special Provision (NSSP) 14-11.06.
- No new Right of Way should be acquired within and adjacent to the parcels listed in the petroleum hydrocarbon facilities, without previously performing a detailed Site Investigation. Regardless a Site Investigation will need to be performed within the appropriate phase.
- Standard Special Provision (SSP) 36-4_residue containing lead from paint and thermoplastic on surface to be ground or cold planed

- SSP 84-9.03C_for new yellow paints and all other colors of paint
- If project will generate excess soil, then a project specific site investigation (SI) for ADL is required, based on the SI findings and conclusions, appropriate SSP(s) will be implemented.
- If the project will not generate excess soil, use SSP 7-1.02K(60)(j)(iii)_earth material containing lead
- SSP 14-11.14_treated wood waste

Air Quality:

- All grading operations on a project should be suspended when winds exceed 20 miles per hour or when winds carry dust beyond the property line despite implementation of all feasible dust control measures.
- Construction sites shall be watered as directed by the Department of Public Works or Air Quality Management District and as necessary to prevent fugitive dust violations.
- An operational water truck should be onsite at all times. Apply water to control dust as needed to prevent visible emissions violations and offsite dust impacts.
- Onsite dirt piles or other stockpiled particulate matter should be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce wind-blown dust emissions. Incorporate the use of approved non-toxic soil stabilizers according to manufacturer's specifications to all inactive construction areas.
- All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions.
- Apply approved chemical soil stabilizers according to the manufacturers' specifications, to all-inactive construction areas (previously graded areas that remain inactive for 96 hours) including unpaved roads and employee/equipment parking areas.
- To prevent track-out, wheel washers should be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks to prevent/diminish track-out.
- Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.
- Provide temporary traffic control as needed during all phases of construction to improve traffic flow, as deemed appropriate by the Department of Public Works and/or Caltrans and to reduce vehicle dust emissions.
- Reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less and reduce unnecessary vehicle traffic by restricting access. Provide appropriate training, onsite enforcement, and signage.
- Reestablish ground cover on the construction site as soon as possible and prior to final occupancy, through seeding and watering.

Noise:

Caltrans Standard Specification Section 14-8.02, "Noise Control,":

- Do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- Control and monitor noise resulting from work activities.

The following additional potential noise minimization measures are recommended below:

- Notify the residents within 100 feet of the project area in advance of nighttime construction activities.
- Limit operation of jackhammer, concrete saw, pneumatic tools and demolition equipment operations to the daytime hours (8AM to 7PM) to the maximum extent feasible. Nighttime construction work should be limited to the portion of the project site furthest from the residences, to the maximum extent feasible.
- All equipment shall have sound-control devices that are no less effective than those provided on the original equipment. No equipment may have an unmuffled exhaust.
- As directed by Caltrans, implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

03-SUT-99	39.2/41.4	3F990 / 1H150 / 2H230	0314000005 / 0316000061 / 0317000083
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

Biology:

- The area of temporary impacts will be limited to the minimum area necessary to complete the work.
- Construction site Best Management Practices (BMPs) will be used to prevent contamination of the watercourse from construction material and debris.
- Streambanks and adjacent areas that are disturbed by construction activities will be stabilized to prevent erosion.
- Caltrans Standard Special Provision for Bird Protection shall be implemented.
- During nesting season (Feb 15 – Sep 1) no work is allowed within the 25-foot buffer of the box culverts at PM 39.8 and PM 41.4, unless exclusion devices are installed prior to the nesting season.

Live Oak Streetscape

SUTTER COUNTY, CALIFORNIA
DISTRICT 3 – SUT – 99 (39.2/41.4)
EA: 03-3F990 / EFIS: 0314000005
EA: 03-1H150 / EFIS: 0316000061
EA: 03-2H230 / EFIS: 0317000083

Initial Study with Negative Declaration

Prepared by the
State of California Department of Transportation

August 2017

SCH: TBD
03-SUT-99-39.2/41.4
EA: 03-3F990 / EFIS: 0314000005
EA: 03-1H150 / EFIS: 0316000061
EA: 03-2H230 / EFIS: 0317000083

The City of Live Oak Streetscape Project at SR 99 in Sutter County from Ash Street to Ramsdell Drive (Post Mile 39.2-41.4)

INITIAL STUDY with Proposed Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

6/1/17
Date of Approval

Suzanne Melim
Suzanne Melim
Environmental Services Office, South
California Department of Transportation

SCH: 2017062024
03-SUT-99-39.2/41.4
EA: 03-3F990 / EFIS: 0314000005
EA: 03-1H150 / EFIS: 0316000061
EA: 03-2H230 / EFIS: 0317000083

NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation proposes to improve the State Route 99 corridor through the downtown core of the City of Live Oak in Sutter County from just south of Ash Street to just north of Ramsdell Drive, by widening the highway from two lanes with a median, to four lanes with a median, and install streetscape improvements. The total length of the project is approximately 1.6 miles long.

Determination

This proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is the Department's intent to adopt an ND for this project. This does not mean that the Department's decision regarding the project is final. This ND is subject to change based on comments received by interested agencies and the public.

The Department has prepared an Initial Study for this project, and pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on coastal zones, wild and scenic rivers, agriculture and forest resources, mineral resources, geology and soils, land use planning, population and housing, cultural resources, floodplains, and recreation.

In addition, the proposed project would have less than significant effects to noise, air quality, public services, transportation and traffic, biological resources, aesthetics, hazards and hazardous material, and hydrology and water quality.

Suzanne Melim

Suzanne Melim
Environmental Services Office, South
District 03
California Department of Transportation

7-19-17

Date

Table of Contents

Chapter 1 Proposed Project

Introduction

Caltrans is the lead agency under the California Environmental Quality Act (CEQA).

Caltrans proposes to improve the State Route (SR) 99 corridor through the downtown core of the City of Live Oak in Sutter County from just south of Ash Street to just north of Ramsdell Drive, by widening the highway from two lanes with a median, to four lanes with a median, and installing streetscape improvements. The total length of the project is approximately 1.6 miles long.

The project is included in the Metropolitan Transportation Commission's (MTC) 2016 Metropolitan Transportation Plan (MTP) and the 2013 cost-constrained Metropolitan Transportation Improvement Program (MTIP).

The following projects will be combined for construction: Live Oak Streetscape Project (EA: 03-3F990), the Live Oak SHOPP Safety Improvements Project (EA: 03-2H230) and the Live Oak Rehabilitation Project (EA: 03-1H150). This Initial Study, with a proposed Negative Declaration, was prepared to provide environmental clearance for the combined projects.

Purpose

The purpose of this project is to rehabilitate Live Oak Boulevard (SR 99) through the City of Live Oak, provide safety improvements, improve traffic flow of a key state highway by enhancing local accessibility and regional goods movement, use streetscape design to enhance the City's appearance, and be a catalyst of revitalization for the local economy and Downtown Core of the City of Live Oak.

Need

This project is needed because currently, SR 99 acts as a barrier dividing Live Oak into east and west halves. The existing infrastructure of SR 99 does not support multiple modes of transportation, contains inadequate roadway drainage which leads to ponding along the highway, and has one lane of traffic in each direction, causing significant queuing and traffic delays during peak travel time.

Project Description

The City of Live Oak Streetscape Project will achieve the purpose and need through streetscape, operation, safety, and rehabilitation improvements to SR 99. Caltrans proposes to unite the east and west halves of the City of Live Oak, provide safe and accessible pedestrian and bicycle crossings, improve drainage facilities, and reduce queuing and traffic delays during peak travel times by providing two traffic lanes in each direction and a center left turn lane in the median. The project will implement highway corridor engineering and streetscape design which

will rehabilitate the existing lanes, reduce the crown of the highway, and maintain the existing right-of-way. The proposed project will establish a new identity and greater “sense of place” for the City of Live Oak.

Also, the project will replace metal beam guardrail, install parallel parking, curb, gutter, drought tolerant landscaping, and provide ADA compliant sidewalks on both sides of SR 99. Some of the landscaped buffer will use stormwater from storm systems to water and feed the landscaped vegetation, using a sustainable method to clean stormwater and water the landscaping simultaneously.

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Currently there are several utilities that parallel or cross SR 99 through Live Oak. With the installation of the project, many utilities will be affected and will need to be relocated. Measures to avoid utility service disruption, however, will be implemented by minimizing service disruption and relocating utilities to a new location during construction of the project. In addition, this project intends to install all of the utilities underground, creating an aesthetic and more attractive highway corridor.

Streetscape furniture elements will be implemented into the project, including, benches, lighting elements, pedestrian bollards, bicycle racks, vegetated curbs and shoulders, bulb-outs, and colored pavement. These streetscape elements will promote a roadway for all users of the highway system and create a visually unified town with business and investment opportunities for the future.

Surrounding Land Uses and Setting

Much of the developed area in the Live Oak community is made up of single-family residential uses, with intermittent civic uses and open space. The community is surrounded by agricultural land and rural residential uses. Retail and commercial uses are largely concentrated along State

Route 99, also called Live Oak Boulevard within the community, and Broadway St, which runs parallel to SR 99 on the west side of the Union Pacific Rail Road tracks (UPRR). Most of the project area along SR 99 is labeled as downtown mixed use. Future land use of the area is predicted to remain the same.

Complete Streets

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

Goals

Safety and Health

- Provide a safe transportation system for the City of Live Oak residents, workers, students, regional commuters, visitors, and freight traffic.
- Promote health through safe and accessible active transportation in the City of Live Oak's vibrant, pedestrian-friendly, mixed-use Downtown Core Area.

Sustainability, Livability, and Economy

- Benefit agricultural and industrial goods movement in the Central Valley and improve east-west connectivity across SR 99, improving resident access to employment, education, public transit, recreating opportunities, and affordable housing.
- Strengthen the local community by providing safe connections across SR 99 for residents to reach local destinations, such as schools, parks, shops, and services, establish a sense of place and encourage community cohesion, and improve jobs, shopping, and services for City residents, particularly the low-to-moderate income populations and seniors.
- Support the City of Live Oak economy by improving access to SR 99 frontage businesses and attracting commercial and residential development to reinvestment in the community and revitalize the downtown area.

Problems, Deficiencies, Justification:

Live Oak was developed as an agricultural community alongside both SR 99 and the UPRR. Today, Live Oak is a City divided by both SR 99 and the UPRR. This creates a city with east and west halves by separating businesses, schools, neighborhoods, and parks.

The SR 99 roadway needs major rehabilitation. In addition, SR 99 lacks infrastructure necessary to support multi-modal transportation and the visual cues necessary to encourage vehicle speed reduction. SR 99 does not allow for future community development within the City of Live Oak. In addition, the SR 99 Downtown Core Area has the following deficiencies:

- Two lanes of travel and traffic signal intersections at Elm Street and Pennington Road which lead to queuing, idling, and long waits during peak travel times.
- Existing driveway access and vehicle parking at business frontages creates conflict points for all modes of transportation.
- Pedestrian crossings are limited. Formal and informal pedestrian crossings along SR 99 can be difficult and even dangerous for pedestrians. The crossings are not coordinated with the City's local infrastructure.
- Inadequate or non-existent business signage, gateway development, and SR 99 businesses.
- Lacking coordinated directional signage.
- Sidewalks along SR 99 are discontinuous, located directly adjacent to vehicle traffic, and are not Americans with Disabilities Act (ADA) compliant. Sidewalks create conflict points between pedestrians, vehicles, and bicycles.
- SR 99 contains a high-crown, in places three feet higher than the sidewalk. This creates a visual hazard for pedestrians to cross the highway, especially school children.
- Landscaping is minimal and lacks coordination.
- Insufficient on-street parking.
- Existing vehicle speeds do not contribute positively to pedestrian activity and contribute to single occupancy vehicle modality.
- The existing SR 99 drainage facilities are undersized to adequately transport storm water and do not apply low-impact storm water strategies.
- Insufficient street lighting at crosswalks, businesses, and infill development opportunity sites.

Project Limits

Description of Construction	Description of Location	Begin Post Mile	End Post Mile	Length (miles)
Traffic Calming Elements	Between Bishop Ave and Coleman Ave to just south of Ash Street	39.20	39.40	0.20
Grind & overlay two existing lanes	From 0.1 mile north of Coleman Avenue to 810' south of Ash Street	39.42	39.69	0.27
Transition from two lanes to five lanes	From 810' south of Ash Street to Ash Street	39.69	39.84	0.15

Five lanes, on-street parallel parking, transitional step between landscaping and sidewalk, landscaping, sidewalks	From Ash Street to Ramsdell Drive	39.84	40.81	0.97
Transition from five lanes to three lanes	From Ramsdell to 1000' north of Ramsdell	40.81	41.0	0.19
Traffic Calming Elements	From just north of Ramsdell to Nevada Street	41.0	41.40	0.40
Full Project	From 0.1 mile north of Coleman Avenue to 1000' north of Ramsdell	**39.20**	**41.40**	**1.60**

Permits and Approvals Needed

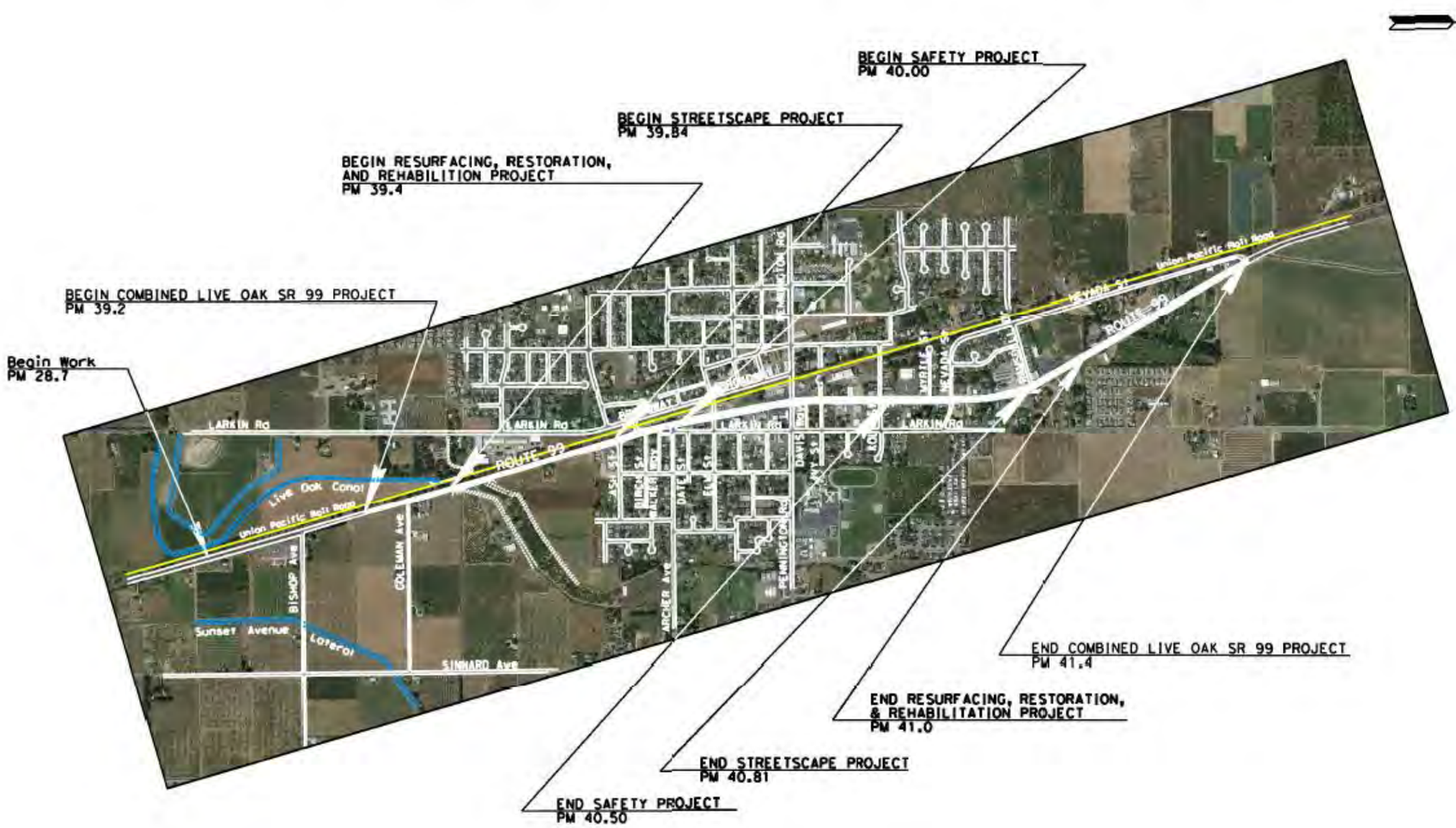
The following permits and approvals would be required for project construction:

Agency	Permit/Approval	Status
United States Army Corps of Engineers (USACE)	Section 404 Permit	To be submitted after final design
Regional Water Quality Control Board (RWQCB)	Section 401 Water Quality Certification	To be submitted after final design
California Department of Fish and Wildlife (CDFW)	1602 Streambed Alteration Agreement	To be submitted after final design

Project Vicinity Map

VICINITY MAP

STATE ROUTE 99 LIVE OAK STREETSCAPE, SAFETY, AND REHABILITATION PROJECT IN SUTTER COUNTY FROM POST MILE39.2 TO 41.4



Project Location Map

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SUT	99	39.2/41.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:
1. AERIAL PHOTO LOCATION IS APPROXIMATE

CURVE DATA				
Curve #	R	Δ	T	L
1	31047.65'	000°48'28"	218.87'	437.73'

LEGEND

- RIGHT OF WAY BOUNDARY (CITY & STATE COMBINED)
- RIGHT OF WAY EASEMENT
- RIGHT OF WAY RELINQUISHMENT (FROM THE STATE TO THE CITY)
- ENVIROMENTAL STUDY LIMITS & PROJECT LIMITS
- STORWATER TREATMENT AREA & DRAINAGE INLET

LAYOUT
SCALE: 1"=50'

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

PETER FORTUNE

ERIC SOUZA

FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

DATE PLOTTED => 24-JUL-2017
TIME PLOTTED => 07:21

LAST REVISION 00-00-00

BORDER LAST REVISED 7/2/2010

USERNAME => s106056
DGN FILE => 0314000005_ea001.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0327

PROJECT NUMBER & PHASE 0317000083

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SUT	99	39.2/41.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

NOTE:
1. AERIAL PHOTO LOCATION IS APPROXIMATE

LEGEND

- RIGHT OF WAY BOUNDARY (CITY & STATE COMBINED)
- RIGHT OF WAY EASEMENT
- RIGHT OF WAY RELINQUISHMENT (FROM THE STATE TO THE CITY)
- ENVIROMENTAL STUDY LIMITS & PROJECT LIMITS
- STORWATER TREATMENT AREA & DRAINAGE INLET

CURVE DATA

Curve #	R	Δ	T	L
2	34139.55'	000°48'29"	240.78'	481.55'

ENVIRONMENTAL STUDY LIMITS AND PROJECT LIMITS

RIGHT OF WAY BOUNDARY

MATCH LINE SHEET L-1

MATCH LINE SHEET L-3

BEGIN RESURFACING, RESTORATION, AND REHABILITATION PROJECT PM 39.4

ENVIRONMENTAL STUDY LIMITS AND PROJECT LIMITS

RIGHT OF WAY BOUNDARY

LAYOUT

SCALE: 1"=50'

L-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR ERIC SOUZA
CALCULATED-DESIGNED BY CHECKED BY PETER FORTUNE
REVISED BY DATE REVISED

DATE PLOTTED => 24-JUL-2017
TIME PLOTTED => 07:22
LAST REVISION 00-00-00

P:\proj5\03\3f990\design\Plans\0314000005_ea002.dgn

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SUT	99	39.2/41.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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NOTE:
1. AERIAL PHOTO LOCATION IS APPROXIMATE

LEGEND

- RIGHT OF WAY BOUNDARY (CITY & STATE COMBINED)
- RIGHT OF WAY EASEMENT
- RIGHT OF WAY RELINQUISHMENT (FROM THE STATE TO THE CITY)
- ENVIROMENTAL STUDY LIMITS & PROJECT LIMITS
- STORWATER TREATMENT AREA & DRAINAGE INLET

CURVE DATA

Curve #	R	Δ	T	L
3	4439.66′	000°51′56″	33.53′	67.07′
4	5000.00′	001°45′31″	76.75′	153.48′

DESIGNED BY / CALCULATED: PETER FORTUNE

FUNCTIONAL SUPERVISOR: ERIC SOUZA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAYOUT

SCALE: 1″=50′

L-3

BORDER LAST REVISED 7/2/2010

USERNAME => s106056
DGN FILE => 0314000005_ea003.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0327

PROJECT NUMBER & PHASE 0317000083

DATE PLOTTED => 24-JUL-2017
TIME PLOTTED => 07:23

NOTE:
1. AERIAL PHOTO LOCATION IS APPROXIMATE

CURVE DATA				
Curve #	R	Δ	T	L
5	4925.07'	005°35'12"	240.31'	480.23'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SUT	99	39.2/41.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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LEGEND

- RIGHT OF WAY BOUNDARY (CITY & STATE COMBINED)
- RIGHT OF WAY EASEMENT
- RIGHT OF WAY RELINQUISHMENT (FROM THE STATE TO THE CITY)
- ENVIROMENTAL STUDY LIMITS & PROJECT LIMITS
- STORWATER TREATMENT AREA & DRAINAGE INLET

LAYOUT
SCALE: 1"=50'

L-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR: ERIC SOUZA
CALCULATED/DESIGNED BY | CHECKED BY | DATE REVISED | REVISED BY
PETER FORTUNE

USERNAME =>
DGN FILE =>
UNIT 0327
PROJECT NUMBER & PHASE 0317000083
DATE PLOTTED => 24-JUL-2017
TIME PLOTTED => 07:23
00-00-00

NOTE:
1. AERIAL PHOTO LOCATION IS APPROXIMATE

CURVE DATA				
Curve #	R	Δ	T	L
6	3019.59'	010°28'13"	276.67'	551.80'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SUT	99	39.2/41.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

No. Exp. CIVIL

LEGEND

- RIGHT OF WAY BOUNDARY (CITY & STATE COMBINED)
- RIGHT OF WAY EASEMENT
- RIGHT OF WAY RELINQUISHMENT (FROM THE STATE TO THE CITY)
- ENVIROMENTAL STUDY LIMITS & PROJECT LIMITS
- STORWATER TREATMENT AREA & DRAINAGE INLET
- CONSTRUCTION STAGING AREA

LAYOUT
SCALE: 1"=50'

L-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
ERIC SOUZA
PETER FORTUNE

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE =>

UNIT 0327 | PROJECT NUMBER & PHASE 0317000083

DATE PLOTTED => 24-JUL-2017
TIME PLOTTED => 07:25

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SUT	99	39.2/41.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

NOTE:
1. AERIAL PHOTO LOCATION IS APPROXIMATE

LEGEND

- RIGHT OF WAY BOUNDARY (CITY & STATE COMBINED)
- RIGHT OF WAY EASEMENT
- RIGHT OF WAY RELINQUISHMENT (FROM THE STATE TO THE CITY)
- ENVIROMENTAL STUDY LIMITS & PROJECT LIMITS
- STORWATER TREATMENT AREA & DRAINAGE INLET

LAYOUT

SCALE: 1"=50'

L-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR: ERIC SOUZA

CALCULATED/DESIGNED BY: PETER FORTUNE

DRAWN BY

CHECKED BY

REVISED BY

DATE REVISED

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BORDER LAST REVISED 7/2/2010

USERNAME => s106056
DGN FILE => 0314000005_ea006.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0327

PROJECT NUMBER & PHASE 0317000083

DATE PLOTTED => 24-JUL-2017
TIME PLOTTED => 07:26

00-00-00

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SUT	99	39.2/41.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

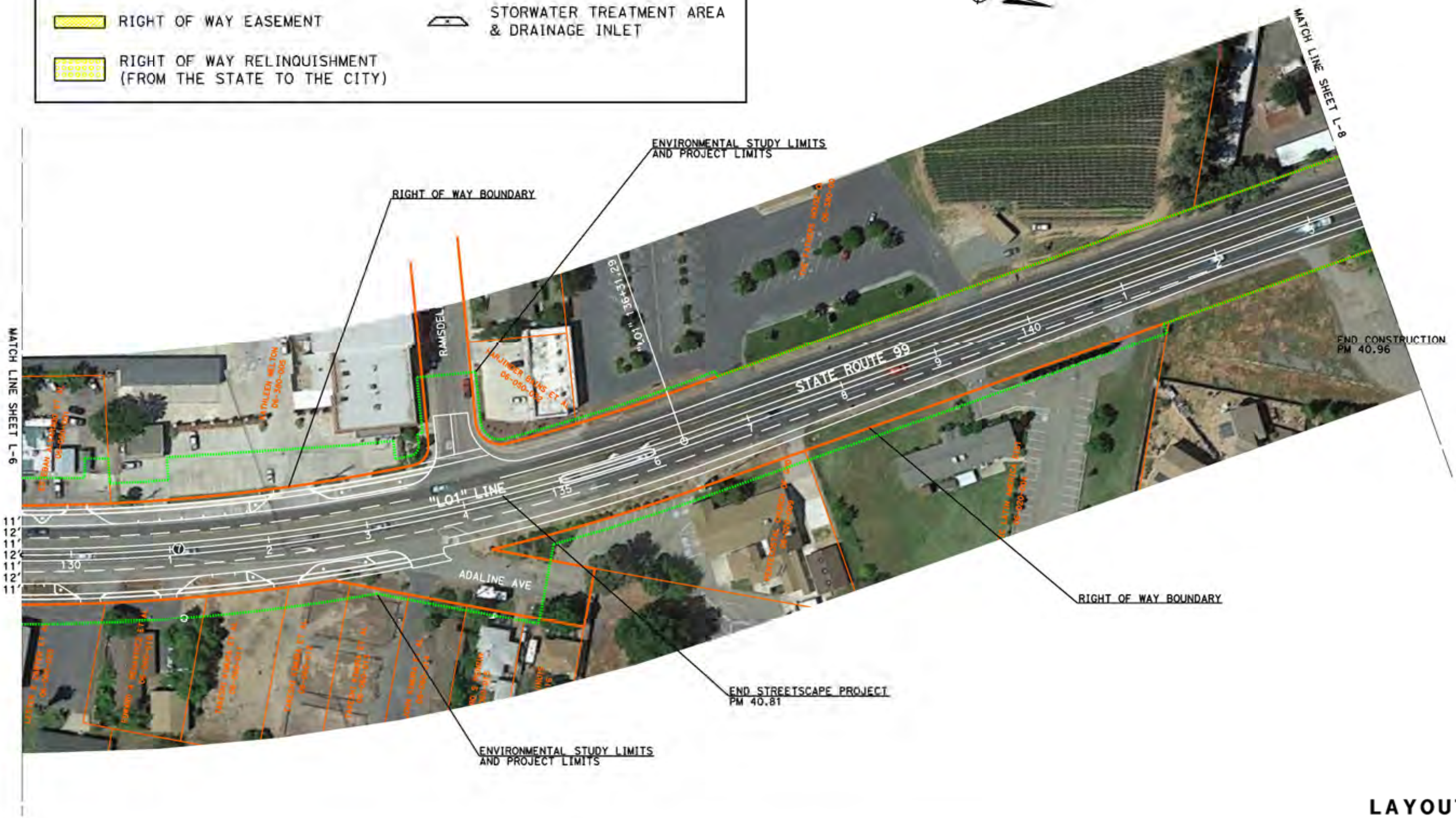
No.
Exp.
CIVIL

NOTE:
1. AERIAL PHOTO LOCATION IS APPROXIMATE

LEGEND

- RIGHT OF WAY BOUNDARY (CITY & STATE COMBINED)
- RIGHT OF WAY EASEMENT
- RIGHT OF WAY RELINQUISHMENT (FROM THE STATE TO THE CITY)
- ENVIROMENTAL STUDY LIMITS & PROJECT LIMITS
- STORWATER TREATMENT AREA & DRAINAGE INLET

CURVE DATA				
Curve #	R	Δ	T	L
7	2001.08'	029°55'24"	534.75'	1045.09'



LAYOUT

SCALE: 1"=50'

L-7

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

PETER FORTUNE

ERIC SOUZA

FUNCTIONAL SUPERVISOR

BORDER LAST REVISED 7/2/2010

USERNAME => s106056

DGN FILE => 0314000005_ed007.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0327

PROJECT NUMBER & PHASE 0317000083

DATE PLOTTED => 24-JUL-2017

TIME PLOTTED => 07:27

LAST REVISION 00-00-00

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SUT	99	39.2/41.4		

REGISTERED CIVIL ENGINEER DATE

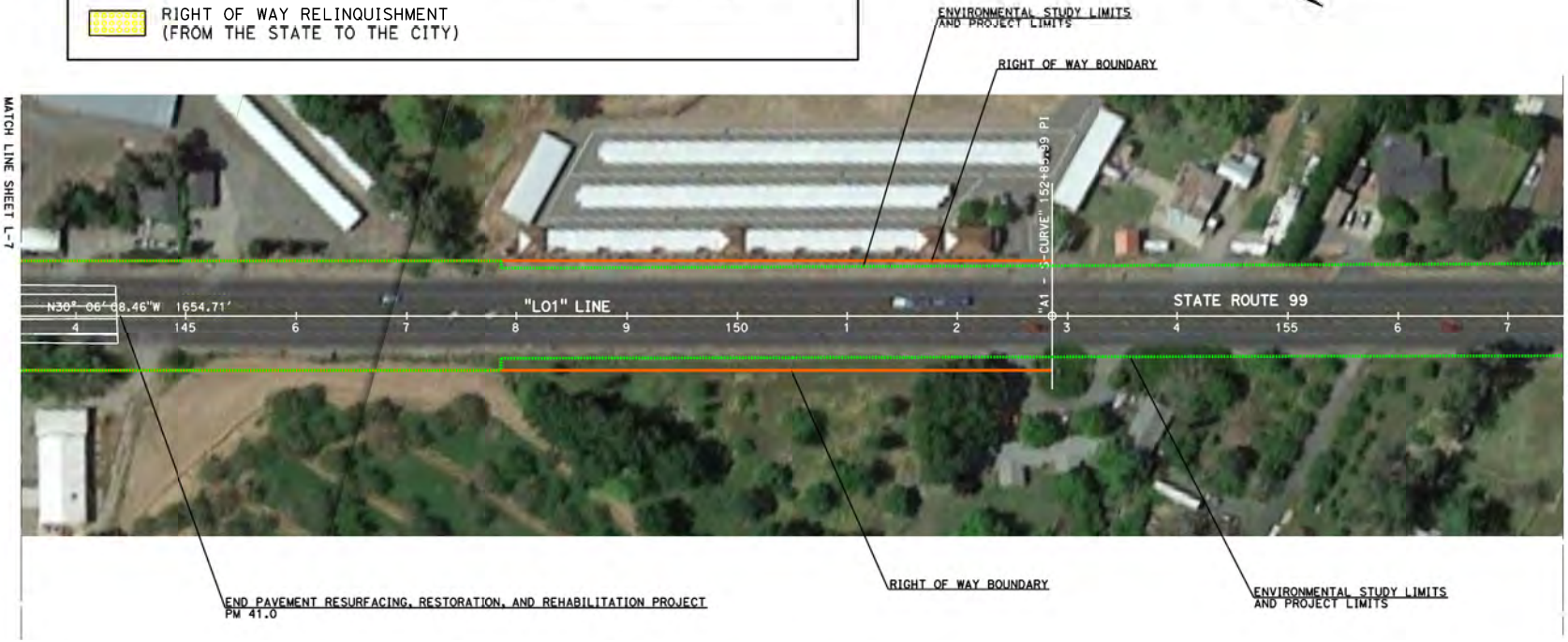
PLANS APPROVAL DATE

No. Exp. CIVIL

NOTE:
1. AERIAL PHOTO LOCATION IS APPROXIMATE

LEGEND

- RIGHT OF WAY BOUNDARY (CITY & STATE COMBINED)
- RIGHT OF WAY EASEMENT
- RIGHT OF WAY RELINQUISHMENT (FROM THE STATE TO THE CITY)
- ENVIROMENTAL STUDY LIMITS & PROJECT LIMITS
- STORWATER TREATMENT AREA & DRAINAGE INLET



LAYOUT
SCALE: 1"=50'

L-8

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR: ERIC SOUZA

CALCULATED-DESIGNED BY: PETER FORTUNE

CHECKED BY

DATE REVISED

DATE PLOTTED => 24-JUL-2017
TIME PLOTTED => 07:28

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BORDER LAST REVISED 7/2/2010

USERNAME => s106056
DGN FILE => 0314000005_ea008.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0327

PROJECT NUMBER & PHASE 0317000083

NOTE:
1. AERIAL PHOTO LOCATION IS APPROXIMATE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SUT	99	39.2/41.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

LEGEND

- RIGHT OF WAY BOUNDARY (CITY & STATE COMBINED)
- RIGHT OF WAY EASEMENT
- RIGHT OF WAY RELINQUISHMENT (FROM THE STATE TO THE CITY)
- ENVIROMENTAL STUDY LIMITS & PROJECT LIMITS
- STORWATER TREATMENT AREA & DRAINAGE INLET

LAYOUT

SCALE: 1"=50'

L-9

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
FUNCTIONAL SUPERVISOR: ERIC SOUZA
CALCULATED/DESIGNED BY | CHECKED BY
PETER FORTUNE
REVISED BY | DATE REVISED

USERNAME =>
DGN FILE =>
DATE PLOTTED => 24-JUL-2017
TIME PLOTTED => 07:29

UNIT 0327 | PROJECT NUMBER & PHASE | 0317000083

CEQA Environmental Checklist – Live Oak Streetscape

03-SUT-99	39.2-41.4	3F990
Dist.-Co.-Rte.	P.M/P.M.	E.A.

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

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

"No Impact" findings is based on November 2017 Visual Impact Assessment (VIA), project scope and location, and conversations Project Development Team.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

"No Impact" findings are based on project scope and project location.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

"Less than Significant Impact" findings are based on the January 2017 Air Quality Report.

IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

"No Impact" and "Less than Significant Impact" findings are determined by the March 2017 Natural Environment Study (NES), project scope, and project location.

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

"No Impact" findings are based on the February 2017 Archaeological Study Report (ASR) and the March 2017 Historical Properties Study Report (HPSR), project scope, and project location. The following Standard Specification (applicable to all Caltrans projects) will be called out in the project specifications:

14-2.03A General: If archaeological resources are discovered within or near construction limits, do not disturb the resources and immediately: 1. Stop all work within a 60-foot radius of the discovery 2. Secure the area 3. Notify the Engineer. The Department (Caltrans) investigates the discovery. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized. If ordered, furnish resources to assist in the investigation or recovery of archaeological resources. This work is change order work.

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

"No Impact" findings are based on project scope and project location.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

"No Impact" and "Less than Significant Impact" findings are based on the March 2017 Initial Site Assessment (ISA), project scope, and project location.

IX. HYDROLOGY AND WATER QUALITY: Would the project:

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

"No Impact" and "Less than Significant Impact" findings are based on the January 2017 Preliminary Drainage Report with Floodplains Study, the October 2017 Preliminary Drainage Report with Floodplain Hydraulic Study and January 2017 Water Quality Study, project scope, project location, and conversations with Hydraulic Engineers. The project is outside the jurisdiction of the Central Valley Flood Protection Board and a permit from the board will not be required. The project will not cause a significant encroachment onto the floodplain.

X. LAND USE AND PLANNING: Would the project:

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

"No Impact" findings are based on project scope and project location.

XI. MINERAL RESOURCES: Would the project:

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

"No Impact" findings are based on project scope and project location.

XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

"No Impact" and "Less than Significant Impacts" are based on February 2017 Noise Study Report, project scope, and project location.

XIII. POPULATION AND HOUSING: Would the project:

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

"No Impact" findings are based on project scope and project location.

XIV. PUBLIC SERVICES:

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Other public facilities?	☐	☐	☐	☒

"No Impact" findings and "less than significant impact" findings are based on the November 2016 Traffic Management Plan (TMP) during construction, project scope, and project location.

XV. RECREATION:

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

"No Impact" findings are based on project scope and project location.

XVI. TRANSPORTATION/TRAFFIC: Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

"No Impact" findings are based on the November 2017 Traffic Management Plan (TMP) during construction, project scope, and project location.

XVII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

"No Impact" findings are based on the February 2017 Archaeological Study Report (ASR) and the March 2017 Historical Properties Study Report (HPSR), project scope, and project location. The following Standard Specification (applicable to all Caltrans projects) will be called out in the project specifications:

14-2.03A General: If archaeological resources are discovered within or near construction limits, do not disturb the resources and immediately: 1. Stop all work within a 60-foot radius of the discovery 2. Secure the area 3. Notify the Engineer. The Department (Caltrans) investigates the discovery. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized. If ordered, furnish resources to assist in the investigation or recovery of archaeological resources. This work is change order work.

XVIII. UTILITIES AND SERVICE SYSTEMS: Would the project:

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

"No Impact" findings are based on project location and project scope.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

Human Environment

LAND USE

Existing and Future Land Use

Much of the developed area in the Live Oak community is single-family residential uses, with intermittent civic uses and open space. The community is surrounded by agricultural land and rural residential development. Retail and commercial uses are largely concentrated along State Route 99, also called Live Oak Boulevard within the community, and Broadway St, which runs parallel to SR 99. Most of the project area along SR 99 is labeled as downtown mixed use. Future land use the area is predicted to remain the same.

Consistency with State, Regional, and Local Plans

The Live Oak Streetscape Project's consistency with Federal, State and Local plans is illustrated below:

Federal, State, and Local Plans and Policies	**Policy or Goals**	**Build Alternative:** **Consistency Determination**
Collaborative Highway 99 Streetscape Master Plan (2011)	**Policy/Goals:** The Streetscape Master Plan's objectives are to enhance aesthetics, safety, multi-modal accessibility, and quality of life for residents of Live Oak and travelers on SR 99.	**Consistent:** The project would follow Context Sensitive Solutions Guidance with the implementation of Highway Design Manual (HDM) guidance. The project would follow Complete Streets Guidance as well, which focuses on making a transportation system efficient for all users of the highway system. The project would create a sense of place for the community of Live Oak.
Caltrans Route 70/99 Corridor Business Plan (2007)	**Policy/Goals:** This policy plans to upgrade this highway segment to five lanes total.	**Consistent:** The project would widen the highway to five lanes (four in each direction and a median lane).
Caltrans State Route 99 Transportation Corridor Concept Report (2010)	**Policy/Goals**: This policy plans to upgrade this highway segment to four lanes.	**Consistent:** The project would widen the highway to four lanes.
City of Live Oak 2030 General Plan (2008)	**Policy/Goals:** Guiding principles of the General Plan are to keep the small-town character, create a unique and high-quality design with a sense of place, foster a community where you can live, play, and	**Consistent:** The project would unite the west and east sides of the community together, provide safe and accessible pedestrian/bicycle crossings, improve drainage facilities, reduce queuing and traffic delays by providing additional two lanes (NB and SB), provide highly visible ADA

	work locally, utilize downtown as a downtown, promote employment opportunities, repair existing infrastructure and promote new infrastructure and public services, enhance pedestrian bicycle safety and convenience.	accessible sidewalks and pedestrian facilities. The project would enhance aesthetics along the corridor substantially.
City of Live Oak Reinvestment Plan (2015)	**Policy/Goals:** This plan identifies the market conditions, Opportunity Sites for infill development, introduces development concepts, and provides practical strategies and concrete action steps to attract infill development and public and private investment within the downtown "Plan Area".	**Consistent:** The project would enhance aesthetics along the corridor substantially, provide safe and accessible pedestrian and bicycle crossings and highly visible ADA accessible sidewalks and pedestrian facilities all through downtown. The project would also improve drainage facilities and provide an aesthetically enhanced landscaped buffer throughout the downtown corridor.
City of Live Oak Bicycle, Pedestrian, and Trails Plan (2016)	**Policy/Goals:** Develop a safer, more comfortable walking and bicycling network with support facilities, and foster a thriving active transportation culture programs and events.	**Consistent:** The project would construct ADA sidewalks throughout the SR 99 corridor in Live Oak, and would provide comfortable and safe opportunities for walking and biking, especially to work and school. In addition, bulb-outs will be at most intersections, which promote traffic calming and less amount of road for pedestrians and bicyclists to cross.
City of Live Oak Master Drainage Study (2011)	**Policy/Goals:** Eliminate flooding and ponding on SR 99 through Live Oak. Improve and enhance the existing storm water system on the HWY and bisecting the HWY.	**Consistent:** The project plans to eliminate flooding and ponding issues and rehabilitate and enhance the existing storm-water system. In addition, the project plans to have a vegetated buffer between the parallel parking and sidewalks, which the vegetation would be fed by local storm-water events.
Sacramento Area council of Governments (SACOG's) 2016 Metropolitan Plan/Sustainable Communities Strategy	**Policy/Goals:** This plan addresses the needs of the region's current population of 2.3 million residents, by improving the conditions of existing roads and adding more sidewalks, bike lanes, and restoring, maintaining and expanding transit, making more choices for people to get around and independently as they age. This plan also plans for the future by including roads and transit projects where new houses and jobs are added to serve today's children as they grow up and for new residents anticipated to move here over the next few decades.	**Consistent:** The project would unite the west and east sides of the community together, provide safe and accessible pedestrian/bicycle crossings, improve drainage facilities, reduce queuing and traffic delays by providing additional two lanes (NB and SB), provide highly visible ADA accessible sidewalks and pedestrian facilities. The project would enhance aesthetics along the corridor substantially. In addition, the project would foster and promote economic growth and sustainability by enhancing infrastructure, storm water improvements, and providing opportunities for in-town development and business.

Environmental Consequences

The State Route 99 Live Oak Streetscape Project is consistent with all of the State, Regional, and Local Plans in the area, for the following reasons: increase operational service needs of the highway, enhance aesthetics, upgrade storm-water infrastructure, increase multi-modal opportunities, enhance safety for all users of the highway system, rehabilitate highway, provide complete streets, provide traffic calming measures, encourage economic redevelopment and development, and create a sense of "place" for local community through highway transformation streetscape project.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

COMMUNITY IMPACTS

Community Character and Cohesion

Regulatory Setting

Under the California Environmental Quality Act (CEQA), an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

Affected Environment

The City of Live Oak is a small tight-knit community in Sutter County on SR 99 just 10 miles north of Yuba City. Community cohesion is relevant due to the City's commitment for the revitalization of the City with the Streetscape Project, among many other projects and plans. In addition, Live Oak has many community events, parades, local school pride, local activities for youth, charity groups, and other activities which invoke a sense of place and pride with the City. Currently, SR 99 bisects the community creating a divide and a "high crown" across the highway. At this time, pedestrian crossings are limited, inconvenient, and poorly marked. Sidewalks along SR 99 through the City are discontinuous, located directly adjacent to vehicle traffic, and are not ADA compliant. The majority of Live Oak residents live west of SR 99, however only one school is located on the west side of the highway. All four of Live Oak's Schools are located within a half a mile of SR 99. Therefore, most of the schoolchildren have to cross the highway at least two times per day to get to school and back home.

Environmental Consequences

With the implementation of this streetscape project through the City of Live Oak, the community cohesion would improve greatly for all users of the highway and citizens of Live Oak. The project will increase east-west connectivity in the Downtown Core and also provide safer

crossings for Live Oak's residents, employees, visitors, and schoolchildren. In addition, the project would improve access to employment, education, public transit, recreational activities, and affordable housing. The project should establish a sense of place, add character and encourage community cohesion. The project should also improve access to jobs, shopping, and services for City residents.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

Environmental Justice

Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,* signed by President William J. Clinton on February 11, 1994. This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For year 2016, this was $24,300 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. The Department's commitment to upholding the mandates of Title VI is demonstrated by its Title VI Policy Statement, signed by the Director, which can be found in Appendix C of this document.

Affected Environment

The City of Live Oak is identified as a Low Income and High Minority (LIHM) Area in SACOGs 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy. The median household income in Live Oak is $19,000 less than Stutter County's median household income, which is $50,010. Four senior and two multi-family affordable housing developments are located within walking distance of SR 99 and the project area. The City also recently completed the construction of the new Maple Park affordable and senior housing project. Many of these residents walk, bike, or use public transit to travel; approximately 10.2 percent of Live Oak's households do not own a vehicle.

Environmental Consequences

The project will increase the City's low income and elderly residents' access to local businesses, services, jobs, and recreational activities. The project will greatly improve safety conditions along SR 99 for non-motorized highway users through the implementation of some the of the following measures: traffic calming measures, improved intersections with "bulb-outs", a new traffic light at Kola Street, constructing and connecting sidewalks to ADA compliancy along SR

99, providing highly visible and ADA compliant cross walks, improve the bicycle and pedestrian facilities, and add streetscape facilities to the project.

Based on the above discussion and analysis, the proposed project's build alternative will not cause disproportionately high and adverse effects on any minority or low-income populations per EO 12898 regarding environmental justice.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

Traffic and Transportation / Pedestrian and Bicycle Facilities

Regulatory Setting

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

Affected Environment

A May 2017 Traffic Operations Analysis Report was prepared for this project. The City of Live Oak is located about 9 miles north of Yuba City. Vehicles on SR 99 traveling through the Live Oak, usually consist of commuter traffic, truck traffic, and some light duty vehicle traffic. Vehicles and pedestrians travel on the adjacent streets and cross streets through Live Oak, as well as SR 99. Retail and commercial uses are concentrated on SR 99 and there are several accesses along this corridor. During morning and evening commute times, peak traffic occurs through the area. Currently there are two signalized intersections on the SR 99 corridor through Live Oak, Elm Street, and Pennington Road.

The SR 99 and Elm Street intersection is the first northbound signalized intersection when entering Live Oak from the south. Installation of this signal in 2012 provided a second controlled pedestrian crossing. Queues from the signal at Pennington Road back up into the Elm Street signal causing traffic to back up into the Elm Street signal, causing traffic to block the roadway and crosswalks.

The SR 99 and Pennington Road intersection is the second northbound signalized intersection on SR 99. Four of Live Oak's public schools have access off of Pennington Road. Many students walk to and from school and use the Pennington Road intersection to cross SR 99. Students also cross at Elm Street and Kola Street. When school is in session, long queues at the intersection are common. The pedestrian phase is activated at every cycle, causing the travel times to increase. The SR 99 and Kola Street intersection is a two-way stop-controlled intersection.

The traffic volumes in Table 1 for SR 99 were taken from the 2015 All Traffic Volumes on California State Highway System provided by the Traffic and Vehicle Data Systems Unit. Current traffic volumes in the City are presented here.

Table 1. Traffic Volumes – Peak Hour and Annual Average Daily Traffic

Route County PM	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
99 SUT 40.25	Live Oak, Pennington Road	1500	19000	18600	1550	19800	18800

Table 2. Traffic Accident Surveillance and Analysis System (TASAS) Data

Location	Number of Accidents				Accident Rates					
					Actual per million vehicle miles			Average per million vehicle miles		
	Total*	Fatal	Injury	F+I	Fatal	F+I	Total*	Fatal	F+I	Total*
03-SUT-99 PM 40.06	21	0	8	8	0.000	0.39	1.02	0.002	0.07	0.15
03-SUT-99 PM 40.25	26	0	4	4	0.000	0.16	1.05	0.001	0.11	0.27
03-SUT-99 PM 40.45	13	0	4	4	0.000	0.20	0.65	0.002	0.07	0.15

*Total accidents include fatalities and injuries, plus property damage only accidents.

Transit

There is one transit company which services the area. Yuba-Sutter Transit provides one route that operates three times per day, five days per week between 7:00 a.m. and 7:00 p.m. Bus stops are at the following locations: Ash Street and SR 99, Maple Park Neighborhood Center, Pennington Road and O Street, Richard Avenue and Presley Avenue, Date Street and O Street, Butte View Estates. In addition to these local stops, the transit route connects to Yuba College Sutter County Center, Alturas & Shasta terminal in Yuba City, and the Yuba County Government Center in Marysville.

Bicycles and Pedestrians

The May 2016 Live Oak Bicycle, Pedestrian, and Trails Plan identifies the City as having a total of 1.7 miles of existing bikeway. Bicyclists usually travel off of SR 99 on the adjacent streets, where the bicycle network is located. Bike racks are available at three of the Live Oak schools and at Memorial Park and the Live Oak Soccer Park, which are located outside of the State Route 99 corridor.

The Live Oak bicycle facilities include Class I, Class II, and Class III bikeways. These are explained here. A Class I Bikeway or “Shared Use Path” provides for bicycle and pedestrian travel on a paved right of way, which is completely separated from streets or highways. Two Class I shared-use paths exist in Live Oak, along O Street from Kola Street to Pennington Road, and between N Street and Center Street from Elm Street to Apricot Street. Both segments are part of the Live Oak Community Trail. In addition, there are some short Class one segments which provide some connectivity between cul-de-sacs or otherwise disconnected streets in some neighborhoods.

A Class II Bike Lanes provides a signed, striped, and stenciled lane for one-way travel on both sides of the roadway, adjacent to the vehicle traffic. There are four segments of Class II bicycle lanes in Live Oak: Pennington Road from Connecticut Avenue to Broadway, Larkin Road from Pennington Road to Elm Street, N Street from Allen Street to Ida Street, and P Street from Pennington Road to Apricot Street.

Class III Bike Routes provide for a shared travel lane use and are generally only identified with signs. Bike routes may have a wide travel lane or shoulder that allow for parallel travel with automobiles. That may also be appropriate on low volume or low speed streets. No Class III bike routes were identified in Live Oak.

The majority of pedestrian activity occurs at the signalized intersections. Because the SR 99 corridor through town is not ADA compliant and has intermittent sidewalks, most pedestrians walk on the side streets or streets parallel to SR 99.

Environmental Consequences

The project will add two through travel lanes through the Live Oak SR 99 corridor. The center median lane is existing and will stay in the project. Four travel lanes through Live Oak is the facility concept to maintain acceptable levels of service through the SR 99 corridor. Widening to four lanes at the intersections allows for drivers to pass slower moving vehicles, decreasing the delay. Currently, Kola Street experiences delay due to insufficient gaps in the highway traffic. Installing a signal at the Kola Street and SR 99 intersection will reduce the delay for the side street traffic, improving the overall level of service for the intersection. The signal will also allow pedestrians to cross at a controlled intersection location.

The levels of service (LOS) were calculated for the existing conditions of the project study limits, and after the project is constructed.

Table 4. Level of Service Summary – PM Peak

Intersection	Existing		With Project	
	LOS	Delay	LOS	Delay
Elm Street/SR 99	B	15 sec	B	11 sec
Pennington Road/SR 99	D	37 sec	C	27 sec
Kola Street	E	44 sec	A	3 sec

The following levels of service for future conditions were reported in the Live Oak 2030 General Plan.

Table 5. Level of Service Summary – PM Peak

Intersection	2030 No Build LOS	2030 with Project LOS
Elm Street/SR 99	F	E
Pennington Road/SR 99	F	D
Kola Street	F	D

The project will add a traffic signal light at the intersection of SR 99 and Kola Street. The California Manual on Traffic Control Devices 2014 includes signal warrants used to determine the need for a signal. The SR 99 and Kola Street intersection meets two of the nine warrants for a signal. Therefore, Traffic Operations has recommended a traffic signal at this intersection. Adding the Kola Street traffic light can help movement of traffic through Live Oak and provide an additional controlled intersection for pedestrians and bicyclists.

After completion of the project there will be a total of three signalized intersections on SR 99 Live Oak corridor. The other intersections within the project study limits were not analyzed for additional intersection control. This is because the side street volumes at those intersections are not high enough to trigger any volume warrants. In addition, the intersections do not meet the crash experience warrant.

During construction, emergency services in the area will be able to conduct their normal duties without a substantial impact to service responses and times. During construction, two lanes will be available for north and south traffic. However, two way traffic control may be needed, and may be done at night to lessen traffic impacts. (Please see construction impacts for more information).

The project would add parallel parking alongside SR 99, with a vegetated buffer, then sidewalk, and then the business front or residential property. Some diagonal parking would be impacted, however there would be parallel parking options for businesses and residences. When cars are parked in the parallel parking spots along a busy street it generally indicates businesses are being frequented and would then draw in more customers. Adjacent to the parallel parking would be a vegetated buffer strip with walk-ways in between the vegetation for people to walk up onto the sidewalk and carry on with their activities, whether it is shopping at a local store or taking a walk along the tree-lined street.

The project does not conflict with adopted policies, or programs regarding public transit, bicycle, or pedestrian facilities.

Avoidance, Minimization, and/or Mitigation Measures

Leading up to and during construction of the project there will be Traffic Management Plan (TMP), which will use various sources to inform the local public and traveling public of possible

construction impacts, road closures, and times, when needed. The TMP would alert the public in the following various forms, included but not limited to: radio, television, press releases, social media, websites, changeable message signs, and newspapers.

Aesthetics

Regulatory Setting

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

Affected Environment

A Visual impact Assessment (VIA) was completed November 2016 by a Caltrans licensed Landscape Architect. This section of the highway is not a designated California Scenic Highway and there are no substantial scenic resources. The following description is a current view of Live Oak.

Through Live Oak, the general topography is flat, and views along SR 99 in the downtown core area are comprised mostly of one story buildings, parking areas, undeveloped lots, and vegetation that is directly adjacent to the road. Tall trees can be seen beyond. There is no significant visual backdrop. At the south end of the project, the views consist of trees, the railroad, some building structures, and orchards. The south end of the project area has established mature vegetation, but it is not an exceptional or unique view in this area.

The current downtown streetscape consists of disconnected sidewalks in various conditions from poor to good. Age and color differ. Sidewalks are curb adjacent or are separated from the road by a landscape buffer strip. Some locations have no sidewalk. In these instances, soil and weeds make up the ground surface, or it may be completely paved to serve as a wide continuous driveway to store front parking. The frontage along the road does not have a cohesive theme.

Existing planting in the downtown area, if any, consists of grass, shrubs, and/or trees. Trees are not planted at consistent intervals and vary in species. There are sections of roadway where there are no trees adjacent to the road. Planting is maintained by the adjacent property owner and the quality of maintenance varies.

Environmental Consequences

This highway corridor is not an Officially Designated or Eligible State Scenic Highway. The addition of the roadway improvements will not substantially damage scenic resources, and it will not permanently degrade the existing visual character or quality of the site and its surrounding community. Rather the project would enhance the visual qualities of the local environment.

The most noticeable aspects of the completed project will be the loss of vegetation, such as mature trees, which is required to be cleared for the roadway widening work. The loss of

vegetation would initially have a moderate effect on the spatial character adjacent to the roadside. However, the visual impact is temporary; the replanting of trees and vegetation as part of the project scope will lessen and alleviate the impact.

In addition, there will be new sources of light along the street through the downtown corridor. Light standards with decorative features will be installed and be spaced regularly along both sides of the street. They would be utilized at night to increase safety and to encourage business opportunities and growth. In addition their utility functions, the light standards would be a uniting decorative element though the downtown streetscape.

Avoidance, Minimization, and/or Mitigation Measures

The implementation of the following minimization measures will help to diminish any possible impacts that may occur as a result of this work.

- Where feasible, healthy and mature trees and vegetation, should be protected and saved, if possible. Vegetation removal should be limited to the extent necessary to construct the project. If mature trees and landscaping is to be removed, if should be replaced where possible.
- Please refer to the Collaborate Highway Streetscape Master Plan (May 2011), put together by the City of Live Oak. This guidance should be referred to and followed as a way to design the goals of the community. Elements desired include colored paving for the parking, changing lanes, crosswalks, and sidewalks. A separated sidewalk with landscape buffer, large shade trees at regular intervals, and bulb-out landscape are some of the features mentioned.
- Lighting standards with decorative features will be installed and spaced regularly on both sides of SR 99. Please refer to the Collaborative Highway Streetscape Master Plan (May 2011).
- At the end of construction all areas used for staging, access, or other construction activities shall be repaired pursuant to Section 5-1.36 “Property and Facility Preservation” of the Caltrans Standard Specifications.
- With appropriate re-planting around the cleared zones and additional planting to extend through the entirety of streetscape, the vegetated character of the roadway would be re-established and improved.

PHYSICAL ENVIRONMENT

Hydrology and Water Quality

Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source[1] unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The goal of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters."

The USACE issues two types of 404 permits: General and Standard permits. There are two types of General permits: Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of the USACE's Standard permits. There are two types of Standard permits: Individual permits and Letters of Permission. For Standard permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency's Section 404 (b)(1) Guidelines (U.S. EPA Code of Federal Regulations [CFR] 40 Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable

[1] A point source is any discrete conveyance such as a pipe or a man-made ditch.

alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent[2] standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

State Requirements: Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the CWA and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of "waste" as defined, and this definition is broader than the CWA definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable RWQCB Basin Plan. In California, Regional Boards designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect these uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

[2] The U.S. EPA defines "effluent" as "wastewater, treated or untreated, that flows out of a treatment plant, sewer, or industrial outfall."

The SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, TMDLs, and NPDES permits. RWCQBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- **National Pollutant Discharge Elimination System (NPDES) Program**

  Municipal Separate Storm Sewer Systems (MS4)

  Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water." The SWRCB has identified the Department as an owner/operator of an MS4 under federal regulations. The Department's MS4 permit covers all Department rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

  The Department's MS4 Permit (Order No. 2012-0011-DWQ) was adopted on September 19, 2012 and became effective on July 1, 2013. The permit has three basic requirements:

  1. The Department must comply with the requirements of the Construction General Permit (see below);
  2. The Department must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and
  3. The Department storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the Maximum Extent Practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

  To comply with the permit, the Department developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within the Department for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices the Department uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of

Best Management Practices (BMPs). The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

Construction General Permit

Construction General Permit (Order No. 2009-009-DWQ), adopted on September 2, 2009, became effective on July 1, 2010. The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop storm water pollution prevention plans; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The 2009 Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases, and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP). In accordance with the Department's Standard Specifications, a Water Pollution Control Plan (WPCP) is necessary for projects with DSA less than one acre.

Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the United States must obtain a 401 Certification, which certifies that the project will be in compliance with state water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit.

In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as Waste Discharge Requirements (WDRs) under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

Affected Environment

A Water Quality Assessment was prepared in February 2017 by qualified Caltrans Stormwater Engineers. The City of Life Oak is located in the Sacramento Valley, 10 miles north of Yuba City and in Sutter County. The project site, SR 99 through Live Oak, lies within the Colusa Basin Hydrologic Unit and the "Undefined" Hydrologic Sub-Area (HSA No. 520.30), associated with Gilsizer Slough-Snake River water shed and Hydrologic Unit Code (HUC) 180201590400. The table below shows an overview of the hydrologic parameters for the project location.

County	Route	Post Miles	RWQCB	Hydrologic Sub Area	Hydrologic Sub Area Name	Elev (Feet)	Average[1] Annual Precipitation (Inches)	Rainfall[2] Intensity (Inches)	303 (d) Listed Impairments
SUT	99	39.84/40.81	Central Valley	520.30	Undefined	70-80	18.22	0.16	Diazinon Oxyfluorfen, Dissolved Oxygen

The City of Live Oak's drainage facilities consist of a network storm drain pipe systems, detention basins and pump stations that convey runoff to the Reclamation District 777 (RD 777) open channel drainage systems. Surface runoff within the SR 99 corridor is conveyed by a network of storm drain pipes, roadside gutters and/or other drainage systems that discharge into to RD 777 system. Eventually all of the surface runoff is conveyed to RD 777's open drainage canal, 140 feet north of the SR 99 and Ash Street intersection. This drainage canal parallels west side of southbound SR 99, until discharging into Live Oak Slough.

Live Oak Slough is considered the nearest major receiving water associated with TMDLs, beneficial uses, and other water quality concerns discussed here. The Water Quality Planning Tool and the 2012 Integrated Report (CWA Section 303(d) List/ 305(b) Report) lists diazinon, oxyfluorfen, and dissolved oxygen as the pollutants or stressors of concern for the Live Oak Slough. The sources for these TMDLs are listed as "unknown", have not been identified in Caltrans MS4 Permit as pollutants needing to be addressed by Caltrans District 03, nor have the project route PMs been identified in Caltrans' TMDL implementation plan. As a result, it is not anticipated that the pollutants associated with these TMDLs will be required to be addressed through the use and implementation of permanent treatment BMPs.

Per Caltrans' Water Quality Planning Tool, the project lies within a designated High Risk Receiving Watershed. High Risk Receiving Watersheds are Hydrologic Unit Code Level 12 watersheds that drain to waterbodies that either: are on the 303(d) list as being impaired for sediment/siltation or turbidity; have a USEPA approved sediment related TMDL; or have the existing beneficial uses of SPAWN, MIG, and COLD according to the most recent applicable Regional Board Basin Plan.

Environmental Consequences

The total land disturbance for the project is estimated to be 44 acres, at this time, and the new impervious area will most likely exceed one acre. An impervious surface is an artificial surface

covering soil, and are basically impenetrable. Because impervious surface will exceed one acre, treatment Best Management Practices (BMPs) are required. If the Department determines that onsite treatment is infeasible for the project then a proposal to the Regional Water Board will be required, describing an alternative compliance method, and final approval by the Regional Water Board will be necessary. Additional information and specifics related to alternative compliance requirements, and the project review and approval process by the Regional Board, are detailed in Caltrans' 2012 MS4 Permit, which is a general construction permit.

At this time, specific Design Pollution Prevention and Construction Site Best Management Practices selected by the Project Engineer are unknown. Options for treatment BMPs are being discussed and project coordination is ongoing to find solutions for Caltrans' MS4 Permit compliance (related to treatment BMP implementation).

The discharge of storm water runoff from construction sites has the potential to affect water quality standards, water quality objectives and beneficial uses. Potential pollutants and sources are sediment; non-storm water (groundwater, waters from cofferdams, dewatering, water diversions) discharges; from vehicle and equipment cleaning agents, fueling, and maintenance; from waste materials and materials handling and storage activities. The primary pollutant of concern is sediment and siltation from the disturbed construction areas. Therefore, it is important that appropriate temporary construction site BMPs are deployed during construction activities to avoid and reduce potential water quality impacts.

Avoidance, Minimization, and/or Mitigation Measures

Based on the project's scope of work, no temporary or permanent water quality impacts are anticipated provided that the following recommendations are implemented to ensure National Pollutant Discharge Elimination System permit compliance for the duration of the project:

1. The project is required to adhere to the conditions of the National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit Waste Discharge Requirements (WDRs) For State of California Department Of Transportation (Order No. 2012-0011-DWQ, NPDES No. CAS000003, CONFORMED April 2015); and all adopted amendments to this Permit. This statewide permit regulates storm water and non-storm water discharges from Caltrans' properties and facilities, and discharges associated with operation and maintenance of the State highway system. Caltrans facilities include, but are not limited to, maintenance stations/yards, equipment storage areas, storage facilities, fleet vehicle parking and maintenance areas and warehouses with material storage areas.
2. The project is required to adhere to the conditions of the Construction General Permit (CGP) Order No. 2009-00009-DWQ (as amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), which was adopted on September 2, 2009 and became effective on July 1, 2010. The permit regulates storm water discharges from construction sites which result in a land disturbance of equal to or greater than one acre, and/or are

smaller sites that are part of a larger common plan of development. For all projects subject to the CGP, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP), which describes (among other things) temporary and permanent BMP implementation for the project.

3. Adherence to the following is recommended to prevent receiving water pollution as a result of construction activities and/or operations from this project:
    a. Follow all applicable guidelines and requirements in the 2015 Caltrans Standard Specifications (2015 CSS), Section 13, regarding water pollution control and general specifications for preventing, controlling, and abating water pollution to Department owned Municipal Separate Storm Sewer Systems (MS4s), streams, waterways, and other bodies of water.
    b. Focus and attention (by all field staff) should be given to properly implement 2015 CSS, Section 13-4 (Job Site Management), to control potential sources of water pollution before it encounters any MS4 or watercourse. It requires the Contractor to implement spill prevention and controls; materials, waste and non-storm management controls; and manage dewatering activities at the construction site.
    c. Existing drainage facilities should be identified and protected by the implementation of appropriate Construction Site BMPs.
4. Per the NPDES Permit, Provision E.2.f.2).4), the Department must comply with the Regional Water Board's requirements for the management of pavement grindings, as well as with all local and State regulations.
5. Permanent treatment BMP selection will be considered in the design phase, and will be selected by the Project Engineer in accordance with the Storm Water Quality Handbook guidelines and PPDG.
6. Caltrans NPDES office will participate in early project design consultation with the Regional Water Board, if the project entails one or more acre of total soil disturbance.

Hazards and Hazardous Materials

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health and land use.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning of hazardous waste. The Porter-

Cologne Water Quality Control Act also restricts disposal of wastes and requires clean up of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and clean up contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

Affected Environment

An Initial Site Assessment was completed in March 2017 by a Hazardous Waste Engineer. The ISA investigations included database records review on Regional Water Quality Control Board (RWQCB) Geotracker data, aerial observation, and field visits. The ISA concluded that the following hazardous waste materials are present within the project limits: residual petroleum hydrocarbons, yellow traffic stripes, aerially deposited lead (ADL), and Treated Wood Waste (TWW).

Environmental Consequences

Petroleum Hydrocarbons: This can be found in impacted soil and in groundwater. All of the properties listed below are on the "Cortese list" (Government Code Section 65962.5), which is comprised of databases that track contaminated properties. The potential to encounter petroleum impacted soil and groundwater is expected within the project limits adjacent to the below listed sites, in order from South to North on SR 99:

1. 9811 Live Oak Blvd., Tower Mart #79. RWQCB: Case Closed #510115
    - In January 2013, two abandoned underground storage tanks (UST) were discovered during the signal light construction project by the City of Live Oak. Those two USTs were removed in June 2013. A "No Further Action Required" was granted on August 7, 2015.
2. 9881 Live Oak Blvd., Tiff's Market. RWQCB: Case Closed #510093
    - After corrective remedial action. The leaking fuel dispenser island, the USTs and the impacted soil and groundwater were removed. A "No Further Action" was granted in October 10, 2012. However, low concentrations of petroleum hydrocarbons (TPHg, BTEX, and MTBE) residual remain on site.
3. 10019/10031 Pennington Rd., RWQCB: Case Closed #510070
    - A "No Further Action Required" was granted in July 14, 2011. Petroleum hydrocarbon impact (mostly GRO/BTEX) remains on both soil and groundwater beneath the site.
4. 10020 Pennington Rd., (More for Less Station #5). RWQCB: Case Closed #510098
    - After corrective remedial action, the leaking USTs and the impacted soil and groundwater were removed. A "No Further Action Required" was granted in June 9, 2011. Low

concentrations of petroleum hydrocarbons (TPHg, BTWEX, and TBA) residual remain on site.

5. 10046 Live Oak Blvd., former East 99 Service Station. RWQCB: Case Closed #510095
   - UST Cleanup Site. A "No Further Action Required" was granted in February 8, 2011.
6. 10346 Live Oak Blvd., Liberty Tractor, RWQCB: Case Closed #510014
   - UST leak action reported in May, 1998.
7. 10375 Live Oak Blvd., Boone's Mini Mart #79. RWQCB: Active Case #510082.
   - The soil and groundwater are affected. Three USTs were removed in November 1998. Groundwater monitoring wells and treatment systems are in place at this "active" location. A "Request for Closure" was filed on April 4, 2017.

In the general project area, low levels of groundwater contamination still remains under the parcels and below the highway adjacent to these parcels. Groundwater flows toward the south-southwest and fluctuates between 5.5 and 14 feet below ground surface (bgs).

Yellow and White Traffic Stripes: Yellow and white color paint traffic stripes and/or thermoplastic stripes, contain lead and chromium. These are found within the project limits and will be removed.

Aerially Deposited Lead (ADL): ADL can be found in soil that is close to the highway or roadway. ADL within the project limits will be disturbed.

Treated Wood Waste (TWW): TWW can occur in posts along metal beam guard railing (MBGR), thrie beam barriers, piles, utility poles, or roadside signs. These wood products are typically treated with preserving chemicals that may be hazardous (carcinogenic) and include but are not limited to arsenic, chromium, copper, creosote, and pentachlorophenol. The Department of Toxic Substances Control (DTSC) requires that TWW either be disposed as a hazardous waste, or if not tested, the generator may presume that TWW is a hazardous waste and must be disposed of in an approved treated wood waste facility. There are some TWW within the project limits and they will be removed and replaced.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures will need to be adhered to:

- All soil excavated below 4 feet below ground surface (bgs) nearby and/or adjacent to the above listed properties shall be stockpiled, sampled, and tested. Groundwater, if encountered during excavation activities, shall be immediately stored in sealed containers and tested prior to disposal. Non-standard Special Provision (NSSP) 14-11.06.
- No new Right of Way should be acquired within and adjacent to the parcels listed in the petroleum hydrocarbon facilities, without previously performing a detailed Site

Investigation. Regardless a Site Investigation will need to be performed within the appropriate phase.

- Standard Special Provision (SSP) 36-4_residue containing lead from paint and thermoplastic on surface to be ground or cold planed
- SSP 84-9.03C_for new yellow paints and all other colors of paint
- If project will generate excess soil, then a project specific site investigation (SI) for ADL is required, based on the SI findings and conclusions, appropriate SSP(s) will be implemented.
- If the project will not generate excess soil, use SSP 7-1.02K(60)(j)(iii)_earth material containing lead
- SSP 14-11.14_treated wood waste

Air Quality

Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM), which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM_{10}) and particles of 2.5 micrometers and smaller ($PM_{2.5}$), and sulfur dioxide (SO_2). In addition, national and state standards exist for lead (PB) and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H_2S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA). In addition to this environmental analysis, a parallel “Conformity” requirement under the FCAA also applies.

Conformity

The conformity requirement is based on Federal Clean Air Act Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding,

authorizing, or approving plans, programs or projects that do not conform to State Implementation Plan (SIP) for attainting the NAAQS. “Transportation Conformity” applies to highway and transit projects and takes place on two levels: the regional—or, planning and programming—level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), and in some areas (although not in California) sulfur dioxide (SO_2). California has attainment or maintenance areas for all of these transportation-related “criteria pollutants” except SO_2, and also has a nonattainment area for lead (Pb); however, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years for the RTP) and 4 years (for the TIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the Clean Air Act and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA), make determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept, scope, and “open-to-traffic” schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project meets regional conformity requirements for purposes of project-level analysis.

Conformity analysis at the project-level includes verification that the project is included in the regional conformity analysis and a “hot-spot” analysis if an area is “nonattainment” or “maintenance” for carbon monoxide (CO) and/or particulate matter (PM_{10} or $PM_{2.5}$). A region is “nonattainment” if one or more of the monitoring stations in the region measures a violation of the relevant standard and the U.S. EPA officially designates the area nonattainment. Areas that were previously designated as nonattainment areas but subsequently meet the standard may be officially redesignated to attainment by U.S. EPA and are then called “maintenance” areas. “Hot-spot” analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA purposes. Conformity does include some specific procedural and documentation standards for projects that require a hot-spot analysis. In general, projects must not cause the “hot-spot” related standard to be violated, and must not cause any increase in the

number and severity of violations in nonattainment areas. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

Affected Environment

Air Quality Setting

An Air Quality Report was prepared by qualified Caltrans engineering staff January 2017. The City of Live Oak is about 10 miles north of Yuba City in Sutter County. Sutter County is governed by the Feather River Air Quality Management District (FRAQMD), which is located in the Sacramento Valley Air Basin (SVAB). The SVAB includes Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, Yuba, and portions of Placer and Solano Counties. California is divided into 15 Air Basins; the basins generally have similar meteorological and geographic conditions.

The SVAB is bounded by the Sierra Nevada Mountain Range to the east and Coastal Mountain Ranges to the west. Hot dry summers and mild rainy winters characterize the Mediterranean climate of the SVAB. Average annual rainfall is about 20 inches with about 75% occurring during the rainy season, generally from November to March. The prevailing winds are moderate in strength and vary from moist clean breezes from the south to dry land flows from the north.

As an air basin, air quality in the Sacramento region is impacted not only by pollutants generated within the region, but also by pollutants generated in the San Francisco Bay Area and the San Joaquin Valley, which are carried into the Sacramento region by Delta breezes. The effect of pollutants transported from the San Francisco Bay Area or from the San Joaquin Valley on air quality in the Sacramento region can vary from substantial to inconsequential on any given day, largely determined by accompanying meteorological conditions. Thus, the success of the Sacramento region in attaining better air quality is partially contingent on the achievement of better air quality in nearby areas that affect Sacramento's air quality.

Sutter County experiences two types of inversions that affect the air quality. The first type of inversion layer contributes to the photochemical smog problems by confining pollution to a shallow layer near the ground. This occurs in the summer, when sinking air forms a lid over the region. The second type of inversion occurs when the air near the ground cools while the air aloft remains warm. These inversions occur during winter nights and can cause localized air pollution hot spots near emission sources because of poor dispersion.

Attainment Status

Areas that do not violate ambient air quality standards are considered to have attained the standard. Violations of ambient air quality standards are based on air pollutant monitoring data and are evaluated for each air pollutant. Table below shows the federal and state attainment status for the proposed project area. At the federal level, Sutter County is classified as attainment-maintenance for $PM_{2.5}$ and unclassified/attainment for all other air pollutants. At the

state level Sutter County is classified as nonattainment for PM_{10}, nonattainment-transitional for ozone, and is unclassified/attainment for all other air pollutants.

Table 1 - State and Federal Attainment Status for Sutter County

Pollutant	State Status	Federal Status
Ozone (O_3)	Nonattainment-Transitional	Unclassified/Attainment
Particulate Matter (PM_{10})	Nonattainment	Unclassified/Attainment
Fine Particulate Matter ($PM_{2.5}$)	Attainment	Attainment-Maintenance
Carbon Monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen Dioxide (NO_2)	Attainment	Unclassified/Attainment
Sulfur Dioxide (SO_2)	Attainment	Unclassified/Attainment
Sulfates	Attainment	Unclassified/Attainment
Lead	Attainment	Unclassified/Attainment

Existing Conditions – Air Pollutants Data

The California Air Resources Board maintains the only monitoring station that collects ambient air quality data in Yuba City. The nearest monitoring location is located in Sutter County approximately ten miles south of the project location. Data from this monitoring station is displayed below in Table 2:

Table 1-Criteria Air Pollutants Data (Yuba City-Almond Street Monitoring Station)

Pollutant	Averaging Time	Applicable Standard	2012	2013	2014
Ozone (O_3)	1-Hour	Maximum Concentration (ppm)	0.083	0.095	0.103
		Number of Days State Standard Exceeded	0	1	1
	8-Hour	Maximum Concentration (ppm)	0.074	0.067	0.088
		Number of Days National Standard Exceeded	0	0	1
		Number of Days State Standard Exceeded	2	0	3
Particulate Matter (PM_{10})	24-Hour	Maximum Concentration ($\mu g/m^3$)	60.8	56.1	45.1
		Number of Days National Standard Exceeded	0	0	*
		Number of Days State Standard Exceeded	6	*	*
	Annual	State Annual Average (20 $\mu g/m^3$)	20.3	*	*

Pollutant	Averaging Time	Applicable Standard	2012	2013	2014
Particulate Matter ($PM_{2.5}$)	24-Hour	Maximum Concentration ($\mu g/m^3$)	41.0	33.4	41.8
		Number of Days State Standard Exceeded	1	0	2
	Annual	National Annual (12.0 $\mu g/m^3$)	6.9	8.2	*
Carbon Monoxide (CO)	1-Hour	Maximum Concentration (ppm)	**	**	**
		Number of Days National Standard Exceeded	**	**	**
		Number of Days State Standard Exceeded	**	**	**
	8-Hour	Maximum Concentration (ppm)	**	**	**
		Number of Days State Standard Exceeded	**	**	**

* Insufficient data available to determine value

**Not monitored at this location

Source: http://www.arb.ca.gov/adam/

Sensitive receptors are locations where people susceptible to the effects of air pollution may stay for extended periods of time. These locations include land uses such as residential, schools, playgrounds, parks, childcare centers and hospitals. There are several land uses and many residences that are within close vicinity of the project. The land uses and residences that are within close vicinity of the project is usually determined by a 500 foot buffer of the proposed project.

Environmental Consequences

Transportation Conformity

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento Region. Its members include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba and the 22 cities within. SACOG provides transportation planning and funding for the region, and serves as a forum for the study and resolution of regional issues.

SACOG prepares the MTIP and MTP/SCS. Only projects included in the MTP/SCS may be incorporated into the MTIP. The MTIP Transportation projects in nonattainment or maintenance areas receiving federal funding or approval must be found to conform to the current State Implementation Plan or SIP. The primary requirements of the transportation conformity rule are that implementation of transportation plans or programs cannot produce more emissions of pollutants than budgeted in the latest SIP. The Live Oak Streetscape project is included in the Metropolitan Transportation Commission's (MTC) 2016 Metropolitan Transportation Plan and the 2013 Metropolitan Transportation Improvement Plan (MTIP). The project's design concept and scope is consistent with the MTIP's scope and are consistent with the "open-to-traffic" dates.

Sutter County is currently designated as attainment-maintenance for fine particulate matter ($PM_{2.5}$). Since this area is considered a maintenance area for one of the NAAQS it is subject to the Federal Clean Air Act conformity requirements.

Interagency consultation was conducted and obtained concurrence from U.S EPA and FHWA that this project is not a Project of Air Quality Concern (POAQC) to meet Federal requirements on January 20, 2017.

Carbon Monoxide Hot-Spot Analysis

This project is located in an area that is designated attainment-unclassified for carbon monoxide (CO). The California Project-Level Carbon Monoxide Protocol (CO Protocol) was used to analyze the CO impacts of this project. Based on this protocol, only projects that are likely to worsen air quality necessitates further analysis. The following criteria were used to determine whether this project is likely to worsen air quality in the project area:

a. The project significantly increase the percentage of vehicles operating in cold start mode. Increasing the number of vehicles operating in cold start mode by as little as 2% should be considered potentially significant.

- *The project will have no impact on the percentage of vehicles operating in cold start mode.*

b. The project significantly increase traffic volumes. Increases in traffic volumes in excess of 5 percent should be considered potentially significant. Increasing the traffic volume by less than 5 percent may still be potentially significant if there is a corresponding reduction in average speeds.

- *The traffic volumes and percentage of trucks will remain the same with or without the project. Projected traffic volumes are shown in Table* **2***.*

Table 2. Project Total AADT and Truck AADT

Scenario	2016	2020 No-Build	2020 Build	2040 No-Build	2040 Build
Project AADT	18,300	19,673	19,673	25,163	25,982
Project Truck AADT	1684	1810	1810	2315	2390
Truck Percentage	9.2%	9.2%	9.2%	9.2%	9.2%

c. The project worsens traffic flow. For uninterrupted roadway segments, a reduction in average speeds (within a range of 3 to 50 mph) should be regarded as worsening traffic flow. For intersection segments, a reduction in average speed or an increase in average delay should be considered as worsening traffic flow.

- *The proposed project will improve traffic flow which should improve average speeds in the project area by widening to 4 lanes with a median turn lane. SR 99 is a low volume roadway with an existing AADT of 18,300 autos including 1684 trucks. In the Horizon year the speed limit will remain the same and the AADT is projected to be 25982 autos including 2390 trucks and there would be improvements of the LOS.*

Based on the screening above, the build alternative under consideration will not worsen the air quality in the project area.

The NEPA requirements for this project do not identify specific mitigation, minimization, or avoidance measures for CO. A written commitment to implement such control measures is therefore not required.

The approved RTP and TIP for the project area has no CO mitigation or control measures that relate to the Project's construction or operation. Therefore, a written commitment to implement CO control measures is not required.

$PM_{2.5}$/PM_{10} Hot-Spot Analysis

This project is located in a particulate matter $PM_{2.5}$ maintenance area, but is exempt from conformity requirements under 40 CFR 93.126 and was determined that the project is not a project of air quality concern from EPA and FHWA on January 20, 2017. Project-level hot-spot analysis for particulate matter is therefore not required for a conformity determination.

The approved RTP and TIP for the project area has no PM mitigation or control measures that relate to the project's construction or operation. Therefore, a written commitment to implement PM control measures is not required.

Mobile Source Air Toxins (MSAT)

FHWA has issued Interim Guidance on Air Toxic Analysis in NEPA Documents (2009, updated December 6, 2012). In this guidance, FHWA identified three levels of analysis:

1. No analysis for projects with no meaningful potential MSAT effects, or exempt projects;
2. Qualitative analysis for projects with low potential MSAT effects; or
3. Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

The purpose of this project is to reconstruct SR 99 with streetscape, operation, safety, rehabilitation improvements to create a Live Oak Boulevard suiting local and regional transportation and encouraging economic and community development. SR 99 acts as a physical barrier dividing the City of Live Oak into east and west halves. Currently, SR 99 does not provide safe and accessible pedestrian and bicycles crossings. The roadway's existing drainage facilities are inadequate leading to ponding along the highway.

This project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor

that would cause an increase in MSAT impacts of the project from that of the no build alternative.

Moreover, U.S. EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES model forecasts a combined reduction of over 80 percent in the total annual emission rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 100 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

Temporary construction impacts are discussed in the "Construction Impacts" section, near the end of the document.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans special provisions and standard specifications include the requirement to minimize or eliminate dust through application of water or dust palliatives. The following construction dust and equipment exhaust emissions measures shall be implemented when practical, during all phases of construction work:

The FRAQMD CEQA Guidelines provide feasible control measures for construction emissions. Measures to reduce PM_{10}, $PM_{2.5}$ and diesel particulate matter from construction are recommended to ensure that short-term health impacts to nearby sensitive receptors are avoided. These are listed below.

- All grading operations on a project should be suspended when winds exceed 20 miles per hour or when winds carry dust beyond the property line despite implementation of all feasible dust control measures.
- Construction sites shall be watered as directed by the Department of Public Works or Air Quality Management District and as necessary to prevent fugitive dust violations.
- An operational water truck should be onsite at all times. Apply water to control dust as needed to prevent visible emissions violations and offsite dust impacts.
- Onsite dirt piles or other stockpiled particulate matter should be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce wind-blown dust emissions. Incorporate the use of approved non-toxic soil stabilizers according to manufacturer's specifications to all inactive construction areas.
- All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions.

- Apply approved chemical soil stabilizers according to the manufacturers' specifications, to all-inactive construction areas (previously graded areas that remain inactive for 96 hours) including unpaved roads and employee/equipment parking areas.
- To prevent track-out, wheel washers should be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks to prevent/diminish track-out.
- Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.
- Provide temporary traffic control as needed during all phases of construction to improve traffic flow, as deemed appropriate by the Department of Public Works and/or Caltrans and to reduce vehicle dust emissions.
- Reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less and reduce unnecessary vehicle traffic by restricting access. Provide appropriate training, onsite enforcement, and signage.
- Reestablish ground cover on the construction site as soon as possible and prior to final occupancy, through seeding and watering.

Noise

Regulatory Setting

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The CEQA noise analysis is included at the end of this section.

NATIONAL ENVIRONMENTAL POLICY ACT AND 23 CFR 772

Table 1: Noise Abatement Criteria

Activity Category	NAC, Hourly A-Weighted Noise Level, Leq(h)	Description of activity category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.

B[1]	67 (Exterior)	Residential.
C[1]	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.
F	No NAC—reporting only	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical, etc.), and warehousing.
G	No NAC—reporting only	Undeveloped lands that are not permitted.
[1] Includes undeveloped lands permitted for this activity category.		

Table 1 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

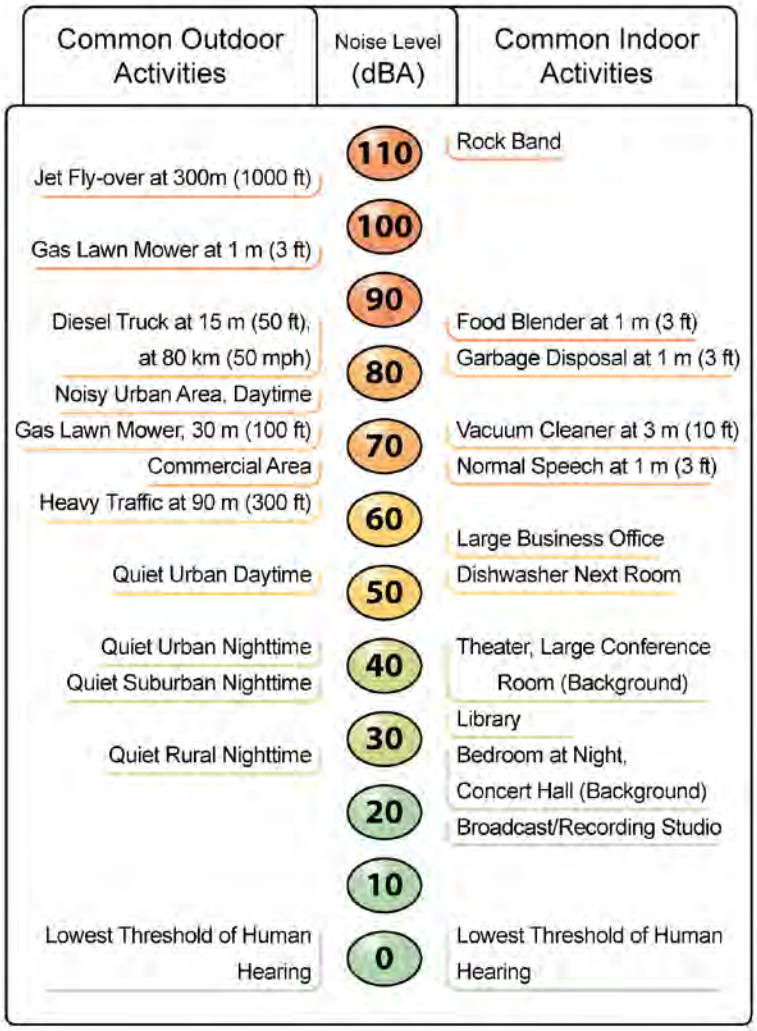


Figure 1: Noise Levels of Common Activities

According to the Department's *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, August 2006*, *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, May 2011*, a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

The Department's *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 7 dBA reduction in the future noise level must be achieved for

an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents' acceptance and the cost per benefited residence.

Affected Environment

A Noise Study Report was prepared by qualified Caltrans Transportation Engineer in February 2017. The existing environment on SR 99, also known as Live Oak Boulevard, is lined with business, residential, and undeveloped properties.

A field investigation was conducted on January 6, 2017 to identify land uses that could be subject to traffic and construction noise impacts resulting from the proposed project. Single-family and multi-family residences were identified as Activity Category B land uses in the project area. A church (or a place of worship) and a baseball field were identified as Activity Category C land uses. Restaurants were identified as Activity Category E land use. Commercial (Activity Category F) and undeveloped (Activity Category G) land uses are also located in the study area. Activity Categories F and G uses do not have noise abatement criteria and therefore are not subject to noise impacts.

Noise measurements were performed at six noise sensitive locations in the project area in order to determine existing background noise levels (as shown on Figure 5-1) and to validate the traffic noise model. The measured noise levels at these locations ranged from 60 to 66 A-weighted decibels hourly equivalent sound level (dBA Leq[h]).

Environmental Consequences

Federal Highway Administration (FHWA) Traffic Noise Model (TNM), Version 2.5 was utilized to obtain noise levels for Existing worst-hour, Design year (2040) Build and no Build conditions.

The Existing modeled worst-hour traffic noise levels ranged from 62 to 70 dBA Leq[h].

For design year (2040) under no-build condition, predicted traffic noise levels ranges from 60 to 71 dBA for residential land use (Activity Category B). For the baseball field and church (Activity Category C) the predicted noise levels ranges from 57 to 63 dBA. For Activity Category E, commercial land use, noise levels ranges from 66 to 70 dBA.

For design year (2040) under Build condition, predicted traffic noise levels ranges from 60 to 72 dBA for residential land use (Activity Category B). For Activity Category C land use the predicted noise levels ranges from 58 to 63 dBA. For Activity Category E, commercial land use, noise levels ranges from 66 to 70 dBA.

The predicted noise levels under design condition (project built) will approach or exceed the Noise Abatement Criteria (NAC) of 67 dBA for Activity Category B land use. Traffic noise impacts occur when the predicted noise level in the design-year approaches or exceeds the

NAC. Under 23 CFR 772, noise abatement measures that are reasonable and feasible must be considered for the project when predicted noise levels result in a traffic noise impact.

Noise abatement in the form of soundwalls were considered for this project, however, after further evaluation, it was determined that constructing a soundwall at any location within the project limit will not be feasible due to conflict with accessing businesses, accessing public roads, driveways and public sidewalks. For these reasons noise abatement is not considered for this project. In addition, the proposed project is not predicted to result in substantial increase in noise as defined in the Protocol under CEQA. The results of the predicted noise levels for Existing, Future No Build, and Build conditions are shown in Table B-1, below.

Table B-1 Predicted Future Traffic Noise Levels Leq(h), dBA

Receptor	Location	Land Use	Existing Noise Level Leq (h)dBA	Future No Build (2040) Noise Level Leq (h)dBA	No Build minus Existing Leq (h)dBA	Future Build (2040) Noise Level Leq (h)dBA	Build minus Existing Leq (h)dBA	Traffic Noise Impact*
ST-1	2465 Ash Rd.	Residential	66	67	1	67	1	A / E
ST-2	2488 Date St.	Residential	63	64	1	64	1	None
ST-3	9795 Elm St.	Residential	69	70	1	70	1	A / E
ST-4	10725 Highway 99	Residential	66	67	1	67	1	A / E
ST-5	10330 Nevada St.	Residential	67	68	1	68	1	A / E
ST-6	2583 Apricot St.	Residential	61	62	1	62	1	None

Note: All NAC are exterior unless note. A/E= Future noise conditions approach or exceed the Noise Abatement Criteria

Table B-1 Predicted Future Traffic Noise Levels Leq(h), dBA

Receptor	Location	Land Use	Existing Noise Level Leq (h)dBA	Future No Build (2040) Noise Level Leq (h)dBA	No Build minus Existing Leq (h)dBA	Future Build (2040) Noise Level Leq (h)dBA	Build minus Existing Leq (h)dBA	Traffic Noise Impact*
R-1	Highway 99	Gas Station	67	68	1	68	1	None
R-2	Birch Street	Residential	68	69	1	69	1	A / E
R-3	Fir Street	Residential	62	63	1	63	1	None
R-4	Highway 99	Commercial	69	70	1	70	1	None
R-5	Ivy Street	Residential	68	69	1	69	1	A / E
R-6	Kola Street	Residential	66	67	1	67	1	A / E
R-7	Live Oak Blvd.	Residential	69	70	1	70	1	A / E
R-8	Live Oak Blvd	Residential	65	66	1	66	1	A / E
R-9	Live Oak Blvd	Church	62	63	1	63	1	None
R-10	Live Oak Blvd	Baseball Field	56	57	1	58	2	None
R-11	Live Oak Blvd	Commercial	66	67	1	67	1	None
R-12	Hall Drive	Residential	63	64	1	64	1	A / E
R-13	Live Oak Blvd	Commercial	65	66	1	67	2	None
R-14	Kola Street	Residential	70	71	1	71	1	A / E
R-15	10114 Live Oak Blvd.	Residential	70	71	1	72	2	A / E
R-16	Highway 99	Commercial	67	68	1	69	2	None
R-17	Broadway Lane	Residential	60	61	1	61	1	None
R-18	Larkin Road	Residential	59	60	1	60	1	None

Note: All NAC are exterior unless note. A/E= Future noise conditions approach or exceed the Noise Abatement Criteria

Avoidance, Minimization, and/or Mitigation Measures

Noise associated with construction is controlled by Caltrans Standard Specification Section 14-8.02, "Noise Control," which states the following:

- Do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- Control and monitor noise resulting from work activities.

The following additional potential noise minimization measures are recommended below:

- Notify the residents within 100 feet of the project area in advance of nighttime construction activities.
- Limit operation of jackhammer, concrete saw, pneumatic tools and demolition equipment operations to the daytime hours (8AM to 7PM) to the maximum extent feasible. Nighttime construction work should be limited to the portion of the project site furthest from the residences, to the maximum extent feasible.
- All equipment shall have sound-control devices that are no less effective than those provided on the original equipment. No equipment may have an unmuffled exhaust.
- As directed by Caltrans, implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.

Biological Environment

Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed below in the Threatened and Endangered Species section. Wetlands and other waters are also discussed below.

Habitats and natural communities are considered to be of special concern based on (1) federal, State, or local laws regulating their development; (2) limited distributions; and/or (3) the habitat requirements of special-status plants or animals occurring on site. The only natural community in the project limits is a small area of low value riparian habitat associated with the roadside drainage ditch located in the southern portion of the project. The majority of the project area is developed and consists of the urban city and barren highway.

Affected Environment

A Natural Environment Study (NES) was completed by qualified Caltrans biology staff in March 2017. The majority of the project limits include the unvegetated highway and other impervious surfaces such as parking lots. The developed urban areas include variations of vegetated landscaping such as shade trees, lawns and ornamental shrubs. The only natural community that occurs within the project limits is a narrow strip of low value riparian habitat associated with the roadside ditch that is located on the west side of the highway from PM 39.4 to PM 39.8.

The roadside drainage ditch is vegetated with ruderal, non-native plant species. The tree canopy consists of cottonwood (Populus fremontii) and valley oak (Quercus lobata), with a shrub layer of Himalayan blackberry (Rubus discolor). Because the ditch is vegetated by ruderal species, is dry most of the year, and bordered on the west by the railroad and on the east by the highway, the value of the riparian habitat is considered by the USFWS and the CDFW and the be very low. The project does not propose tree removal associated with the roadside drainage ditch.

Environmental Consequences

This low quality riparian area will be temporarily impacted by construction activities associated with the drainage system, to include the outlets of a 60-inch pipe and 6- by 6-foot box culvert. Because the riparian vegetation is of poor quality and low value determined by the jurisdictional agencies, there is a less than significant impact to the natural community.

Avoidance, Minimization, and/or Mitigation Measures

There are no avoidance, minimization, and/or mitigation measures for this natural community.

Wetlands and Other Waters

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less

damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the United States Environmental Protection Agency (U.S. EPA).

The USACE issues two types of 404 permits: General and Standard permits. There are two types of General permits: Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE's Standard permits. There are two types of Standard permits: Individual permits and Letters of Permission. For Standard permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (U.S. EPA 40 Code of Federal Regulations [CFR] Part 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this EO states that a federal agency, such as the FHWA and/or Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCB) and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request. Please see the Water Quality section for additional details.

Affected Environment

A Natural Environment Study (NES) was completed by qualified Caltrans biology staff in March 2017. Jurisdictional waters of the U.S. and state flow through the 60-inch culvert and into the drainage ditch that conveys waters from north to south through the city. The width of the ditch is approximately 22 feet. The water depth varies from 0 to 24-inches during winter storms, but remains dry through most of the year. There are no wetlands that occur within the project limits.

Environmental Consequences

Proposed improvements to the existing drainage system may require temporary fill within jurisdictional waters. Work includes modifications to the existing 60-inch culvert outlet in the ditch and to sections of the pipe along SR 99 between Pennington Road and Larkin Road South. If there is water present during construction, then temporary dewatering of the work area may be required.

The area of potential temporary impacts to waters of the U.S. and state total 0.022 acres. The total area includes 0.020 acres at the roadside ditch and 0.002 acres at the 60-inch culvert.

The project would require a CDFW 1602 Streambed Alteration Agreement, RWQCB 401 Water Quality Certification, and USACE non-reporting 404 Nationwide Permit and may qualify for the maintenance exemption.

Avoidance, Minimization, and/or Mitigation Measures

- The area of temporary impacts will be limited to the minimum area necessary to complete the work.
- Construction site Best Management Practices (BMPs) will be used to prevent contamination of the watercourse from construction material and debris.
- Streambanks and adjacent areas that are disturbed by construction activities will be stabilized to prevent erosion.

Plant Species

Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special-status plant species.

“Special-status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species section in this document for detailed information about these species.

This section of the document discusses all the other special-status plant species, including CDFW species of special concern, USFWS candidate species, and California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at United States Code 16 (USC), Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Department projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act (CEQA), CA Public Resources Code, Sections 2100-21177.

Affected Environment

A Natural Environment Study (NES) was completed by qualified Caltrans biology staff in March 2017. The CNDDB and CNPS species lists obtained for the project include three species of rare plants: recurved larkspur, Baker's navarretia, and Sanford's arrowhead. The results of the botanical survey conclude that the habitat types associated with these species do not occur in the project limits.

Environmental Consequences

Because there were no special status plants found within the project limits and due to lack of habitat, the proposed project will have no impacts to special status plant species.

Avoidance, Minimization, and/or Mitigation Measures

There are no avoidance, minimization, and/or mitigation measures for special status plant species.

Animal Species

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration’s (NOAA) National Marine Fisheries Service (NMFS) and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered

are discussed in the Section below. All other special-status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA/NMFS candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

Affected Environment

A Natural Environment Study (NES) was completed by qualified Caltrans biology staff in March 2017. The CNDDB, USFWS, and NMFS species lists obtained for the project include several species with ranges that do not extend into the project limits because the required perennial aquatic habitat is not present. There are no CNDDB and USFWS occurrences of special status animals within one-mile radius of the project limits. The species with potential to occur near the project were considered in the impacts analysis for the proposed project. The results of the wildlife surveys, in addition to phone conversations with USFWS and CDFW, conclude that the project will have no impacts to special status animal species.

The proposed project has potential to impact migratory and nongame nesting birds that are protected under the MBTA. Although these species are not considered as sensitive wildlife species, their occupied nests and eggs are protected by CDFW FGC 3503 and 3503.5 , as well as the MBTA. The nesting season for these types of birds is generally from February 15 through September 1. Birds that were observed nesting in the project limits include cliff swallows (*Petrochelidon pyrrhonota*) and black phoebes (*Sayornis nigricans*). There are approximately 40 to 50 mud nests inside the 6 by 6-feet box culvert at PM 39.8 near Larkin Road South. There are approximately 10 to 20 mud nests inside the 5 by 5-feet box culvert at PM 41.4 near Nevada Street.

Environmental Consequences

The proposed project will not have any impacts to special status animal species. However the project may have an effect on nesting migratory and nongame birds. Measures are listed below.

Avoidance, Minimization, and/or Mitigation Measures

- Caltrans Standard Special Provision for Bird Protection shall be implemented.

- During nesting season (Feb 15 – Sep 1) no work is allowed within the 25-foot buffer of the box culverts at PM 39.8 and PM 41.4, unless exclusion devices are installed prior to the nesting season.

Threatened and Endangered Species

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA), are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement, a Letter of Concurrence and/or documentation of a No Effect finding. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by the CDFW. For species listed under both the FESA and CESA requiring a Biological Opinion under Section 7 of the FESA, the CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone

over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

Affected Environment

A Natural Environment Study (NES) was completed by qualified Caltrans biology staff in March 2017. USFWS species list was obtained on May 16, 2016, and updated on December 16, 2016. Technical assistance was received by the USFWS on August 8, 2016, and also on December 14, 2016, with CDFW; and it was determined that the proposed project would have no effect on any federally or state listed threatened and endangered species. A summary of that consultation with the agencies is described here.

On August 8, 2016, a phone call was made with Lily Douglas of USFWS for technical assistance regarding presence of habitat for federally listed threatened and endangered species commenced. Giant garter snake (GGS) (*Thamnophis gigas*) is known to occur approximately 2 miles away from the project area. Although the ditch at the south end of the project limits is connected to potential habitat for GGS, the habitat within the action area of the project is unsuitable for the snake. The ditch does not hold water long enough to support aquatic species that GGS would prey on. There are no upland habitats for GGS to overwinter that are located within the project area. The project will have no effect on GGS and its habitat.

On December 14, 2016, a phone call made with Juan Torres of CDFW for technical assistance regarding presence of state listed threatened and endangered species commenced. There are no state listed species that are known to occur within the project limits. The ditch at the south end of the project does not have suitable aquatic or riparian habitats for supporting the needs of fish and wildlife. The habitat in the ditch is of low value and will not require extensive additional measures to comply with a Streambed Alteration Agreement. Measures to protect nesting birds in the box culverts shall be implemented in accordance with the MBTA, this information is found in the Animal Species section above.

There are no fish bearing streams and no Essential Fish Habitat designated within the project ESL. Consultation with National Marine Fisheries Service will not be necessary.

Environmental Consequences

The project will not have an effect on any federally listed threatened and endangered species, because there is no occurrence of them within the ESL.

Avoidance, Minimization, and/or Mitigation Measures

There are no avoidance, minimization, and/or mitigation measures required.

Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research

attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

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

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

There are typically two terms used when discussing the impacts of climate change. "Greenhouse Gas Mitigation" is a term for reducing GHG emissions in order to reduce or "mitigate" the impacts of climate change. “Adaptation," refers to the effort of planning for and adapting to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels)[3].

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing the growth of vehicle miles traveled (VMT), 3) transitioning to lower GHG emitting fuels, and 4) improving vehicle technologies. To be most effective all four strategies should be pursued cooperatively. The following Regulatory Setting section outlines state and federal efforts to comprehensively reduce GHG emissions from transportation sources.

Regulatory Setting

State

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

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

[3] http://climatechange.transportation.org/ghg_mitigation/

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

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

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

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

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

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

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

Executive Order B-16-12 (March 2012) orders State entities under the direction of the Governor including ARB, the Energy Commission, and Public Utilities Commission to support the rapid commercialization of zero emission vehicles. It directs these entities to achieve various benchmarks related to zero emission vehicles.

Executive Order B-30-15 (April 2015), establishes an interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. It further orders that all state agencies with jurisdiction over sources of greenhouse gas emissions to implement measures, pursuant to statutory authority, to achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the

2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO2e). Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, safeguarding California, every three years, and to ensure that its provisions are fully implemented. Senate Bill 32 (SB32) Chapter 249, 2016, this legislation codifies the greenhouse gas reduction targets to achieve a mid-range goal of 40 percent below 1990 levels by 2030 established in EO B-30-15.

Federal

Although climate change and GHG reduction are a concern at the federal level, currently no regulations or legislation have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level GHG analysis.[4] FHWA supports the approach that climate change considerations should be integrated throughout the transportation decision-making process–from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making. Climate change considerations can be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

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

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

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

Executive Order 13653 Preparing the United States for the Impacts of Climate Change (78 Federal Register 66817, November 6, 2013) Builds on a previously released (and since revoked) EO13514 Federal Leadership in Environmental Energy, and Economics Performance

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

to establish direction for Federal Agencies on how to improve on climate preparedness and resilience strategies.

President Obama's Climate Action Plan June 2013, President Obama announced a comprehensive plan for action to cut carbon pollution, prepare the Nation for the impacts of climate change, and lead international efforts to address climate change as a global challenge. The plan builds on the work of the 13 USGCRP member agencies, the USGCRP National Climate Assessment program, and the Interagency Climate Change Adaptation Task Force.

Executive Order 13693 Planning for Federal Sustainability (80 Federal Register 15869, March 2015) reaffirms the policy of the United States that Federal agencies measure, report, and reduce their GHG emissions from direct and indirect activities. EO 13693 sets sustainability goals for all agencies to promote energy conservation, efficiency, and management while by reducing energy consumption and GHG emissions. Builds on the adaptation and resiliency goals in EO 13693 to ensure agency operations and facilities prepare for impacts of climate change. Revokes EO 13514.

U.S. EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in Massachusetts v. EPA (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six greenhouse gases constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions. U.S. EPA in conjunction with NHTSA issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010.[5]

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

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

On August 28, 2012, U.S. EPA and NHTSA issued a joint Final Rulemaking to extend the National Program for fuel economy standards to model year 2017 through 2025 passenger

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

vehicles. Over the lifetime of the model year 2017-2025 standards this program is projected to save approximately four billion barrels of oil and two billion metric tons of GHG emissions.

The complementary U.S. EPA and NHTSA standards that make up the Heavy-Duty National Program apply to combination tractors (semi-trucks), heavy-duty pickup trucks and vans, and vocational vehicles (including buses and refuse or utility trucks). Together, these standards will cut greenhouse gas emissions and domestic oil use significantly. This program responds to President Barack Obama's 2010 request to jointly establish greenhouse gas emissions and fuel efficiency standards for the medium- and heavy-duty highway vehicle sector. The agencies estimate that the combined standards will reduce CO_2 emissions by about 270 million metric tons and save about 530 million barrels of oil over the life of model year 2014 to 2018 heavy duty vehicles.

Project Analysis

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of GHG.[6] In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

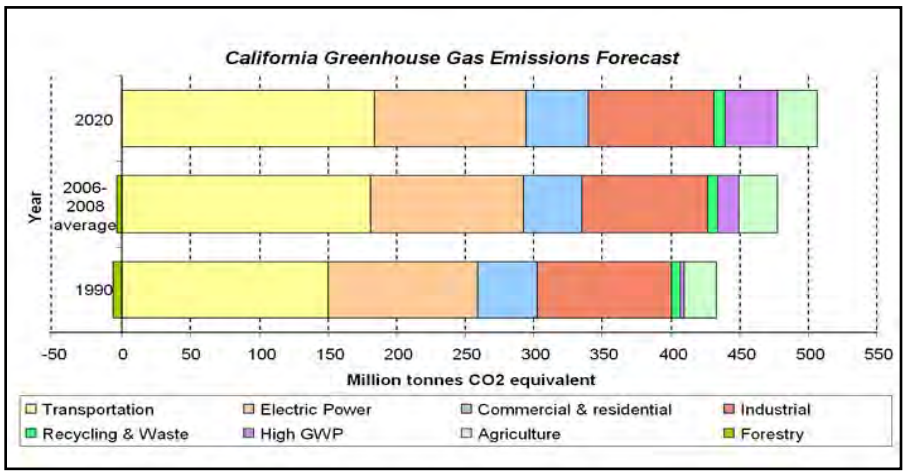
The estimation of GHG emissions with the project was conducted using Caltrans' CT-EMFAC model and vehicle activity data (table 3). Emission of CO_2 was modeled for opening (2020) and design (2040) year conditions. Carbon Dioxide production resulted in 173.14 tons in 2020 versus 158.14 tons in 2040 based on the calculation with Greenhouse Gas Analysis Protocol 2013 (data not shown) using CT-EMFAC 2014. The result shows a reduction of CO_2 about 8.7% between the opening year (2020) and the future horizon year (2040). Therefore, this project will not interfere with the strategies of the Department's Climate Action Program.

The AB 32 Scoping Plan mandated by AB 32 includes the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, the ARB released the GHG inventory for California (forecast last updated: October 28, 2010). The forecast is an estimate of the emissions expected to occur in 2020 if none of the foreseeable

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

measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

Figure 1. California Greenhouse Gas Forecast



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

The Department and its parent agency, the Transportation Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, the Department has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.[7]

Impact Analysis

The proposed project will improve traffic flow and safety along this section of road. These improvements will most likely result in an overall reduction in GHG emitted since they will improve traffic flow without increasing vehicle miles traveled. Therefore, this project will not interfere with the strategies of the Department's Climate Action Program.

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

Construction Impacts

During construction of the project, there will be some temporary impacts to the public. They are discussed here in this section.

Leading up to and during construction of the project, there will be public outreach that will inform the local public and traveling public of possible construction impacts, road closures, and times of those impacts. The outreach would alert the public in the following various forms, included but not limited to: radio, television, press releases, social media, websites, changeable message signs, and newspapers.

During construction, there will be at least two lanes of trough traffic available, north and south. However, two way traffic control may be needed, and may be done at night to lessen traffic impacts. Vehicle, pedestrians, and bicyclists will be able to cross the highway on Elm Street and Pennington Road as usual. At least one driveway for businesses and residential driveways will remain accessible. No detours are anticipated at this time.

Emergency services in the area will travel through SR 99 or on adjacent streets.

Air Quality - Temporary Construction Impacts

Construction is expected to start in 2020 and last for 21 months. Construction related emissions are generally short-term in duration but may still cause adverse air quality impacts. They are described below:

Construction Dust:

Dust would be generated during grading and construction operations. The amount of dust generated would be highly variable and is dependent on the size of the area disturbed, amount of activity, soil conditions, and meteorological conditions. However, dust during construction would be temporary in nature.

Construction Equipment Exhaust:

Average daily construction exhaust emissions were predicted using the Road Construction Emissions Model version 8.1.0. Inputs to the model included the construction year, total expected duration and project length. Other model inputs such as area of disturbance and soil imported on a daily basis were estimated based on conservative and reasonable assumptions for similar construction projects. The construction equipment and associated heavy-duty truck traffic generate diesel exhaust, however this would occur only during construction and be temporary. The table below shows the maximum construction emissions per project phase.

Maximum Construction Emissions – Table

Project Phase	ROG	NOx	PM_{10}	$PM_{2.5}$
Grubbing/Land Clearing	1.1 lbs/day	10.1 lbs/day	2.8 lbs/day	0.8 lbs/day

Grading/Excavation	6.5 lbs/day	55.6 lbs/day	4.4 lbs/day	2.2 lbs/day
Drainage/Utilities/Sub-Grade	3.5 lbs/day	27.0 lbs/day	3.5 lbs/day	1.4 lbs/day
Paving	1.5 lbs/day	11.5 lbs/day	0.5 lbs/day	0.4 lbs/day
Total (Tons/Construction project)	1.0	8.0	0.8	0.4
FRAQMD Standard Levels (for comparison only)	39 lbs/day	39 lbs/day	80 lbs/day	Not Established

GHG Construction Emissions:

Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be reduced to some degree by longer intervals between maintenance and rehabilitation events. Currently, neither Caltrans nor FRAQMD have adopted GHG standard levels that apply to construction projects. For informational purposes, GHG emissions from project construction were estimated using the Road Construction Emissions Model version 8.1.0. There will be approximately 1,515 tons of CO_2 generated over the course of the entire construction project.

Noise - Temporary Construction Impacts

Construction noise would be short-term, no adverse noise impacts from construction are anticipated because construction will be conducted in accordance with Caltrans Standard Specifications Section 14.8-02. Construction equipment is expected to generate noise levels ranging from 70 to 90 dB at a distance of 50 feet, and noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance.

The table below summarizes noise levels produced by construction equipment that is commonly used on roadway construction projects.

Table 8-1. Construction Equipment Noise

Equipment	**Maximum Noise Level (dBA at 50 feet)**
Scrapers	89

Bulldozers	85
Heavy Trucks	88
Backhoe	80
Pneumatic Tools	85
Concrete Pump	82

Source: Federal Transit Administration, 2006. See also: http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm

No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02 (see details in Avoidance, minimization, and mitigation measures below). Construction noise would be short-term, intermittent, and overshadowed by local traffic noise. During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction.

Avoidance, Minimization, and Mitigation Measures

Construction Noise Minimization Measures

Noise associated with construction is controlled by Caltrans Standard Specification Section 14-8.02, "Noise Control," which states the following:

- Do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- Control and monitor noise resulting from work activities.

The following additional potential noise minimization measures are recommended below:

- Notify the residents within 100 feet of the project area in advance of nighttime construction activities.
- Limit operation of jackhammer, concrete saw, pneumatic tools and demolition equipment operations to the daytime hours (8AM to 7PM) to the maximum extent feasible. Nighttime construction work should be limited to the portion of the project site furthest from the residences, to the maximum extent feasible.
- All equipment shall have sound-control devices that are no less effective than those provided on the original equipment. No equipment may have an unmuffled exhaust.
- As directed by Caltrans, implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.

Construction Air Quality Minimization Measures

Caltrans special provisions and standard specifications include the requirement to minimize or eliminate dust through application of water or dust palliatives. The following construction dust and equipment exhaust emissions measures shall be implemented when practical, during all phases of construction work:

The FRAQMD CEQA Guidelines provide feasible control measures for construction emissions. Measures to reduce PM_{10}, $PM_{2.5}$ and diesel particulate matter from construction are recommended and are listed below.

- All grading operations on a project should be suspended when winds exceed 20 miles per hour or when winds carry dust beyond the property line despite implementation of all feasible dust control measures.
- Construction sites shall be watered as directed by the Department of Public Works or Air Quality Management District and as necessary to prevent fugitive dust violations.
- An operational water truck should be onsite at all times. Apply water to control dust as needed to prevent visible emissions violations and offsite dust impacts.
- Onsite dirt piles or other stockpiled particulate matter should be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce wind-blown dust emissions. Incorporate the use of approved non-toxic soil stabilizers according to manufacturer's specifications to all inactive construction areas.
- All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions.
- Apply approved chemical soil stabilizers according to the manufacturers' specifications, to all-inactive construction areas (previously graded areas that remain inactive for 96 hours) including unpaved roads and employee/equipment parking areas.
- To prevent track-out, wheel washers should be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks to prevent/diminish track-out.
- Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.
- Provide temporary traffic control as needed during all phases of construction to improve traffic flow, as deemed appropriate by the Department of Public Works and/or Caltrans and to reduce vehicle dust emissions.

- Reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less and reduce unnecessary vehicle traffic by restricting access. Provide appropriate training, onsite enforcement, and signage.
- Reestablish ground cover on the construction site as soon as possible and prior to final occupancy, through seeding and watering.

Environmental Document Preparers

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

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Cassandra Evenson – Project Biologist and Natural Environment Study Preparer

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Sean Cross – Water Quality Specialist and Water Quality Assessment Preparer

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Saied Zandian – Noise engineer Noise Study Preparer

Chapter 3 - Comments and Coordination

Public Outreach

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis require, and to identify potential impacts and avoidance, minimization and/or mitigation measures, and related environmental requirements. Agency consultation, public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team meetings, interagency coordination meetings, public workshops, and informal meetings. This chapter summarizes Caltrans' efforts to fully identify, address, and resolve project related issues through early and continuing coordination. In addition, this chapter summarizes the earlier public outreach efforts brought forth by the City of Live Oak.

The City of Live Oak

Early on, there has been a high level of public involvement in this project due to the City of Live Oak's public outreach and involvement in encouraging public participation during development of the *City of Live Oak General Plan 2030* and the *Collaborative Highway 99 Streetscape Master Plan*. The City acknowledged the need for the public to share and understand the vision of the SR 99 project. The City created the following forums in this effort and to aid the exchange of ideas into both Plans:

Informing the Public:

The City made efforts to inform everyone in Live Oak by posting meeting notices on the City website, on community message boards, in utility bills, in local newspapers, and as flyers at posted at City Hall and businesses along SR 99. Information presented at the Public Workshops was posted on the City website.

Public Workshops:

The first public workshop, Project Kick-Off occurred in February 2010 and solicited ideas of the public preference and identified examples of streetscape design based on constraints and opportunities within the corridor. The second and final public workshop on April 2011 summarized the results of the Technical Advisory Committee meetings and presented streetscape design alternatives and solicits key issues of concern to the public.

Technical Advisory Committee (TAC):

While everyone was invited the Public Workshops, the Technical Advisory Committed consisted of fifteen individuals, a focus group of stakeholders from local business owners, planners, council members, public safety officials, political leaders, City officials, residents, and a Caltrans representative. The TAC met four times between the summer and winter of 2010 and worked to understand the project scope, constraints, opportunities, conceptual guidance, and recommendations.

Caltrans District 03

Live Oak City Council Study Session, March 7, 2017

Caltrans presented the project “Build Alternative” to the City Council Members, City Manager, and Community Members including SR 99 Business/Property Owners. The goal of the presentation was to help stakeholders better understand the project. Following the presentation, City Council Members and Community Members provided feedback and asked questions to Caltrans. The City Council created an Ad-Hoc Committee for the project. Business/Property Owners requested on-site meetings with the City and Caltrans.

Business/Property Owners Meetings, March 17, 2017

City Council Member Diane Hodges, City of Live Oak Alison Schmidt and Scott Rolls, and Caltrans Deann Spangler, Poppea Darling, & Peter Fortune met on-site with six business/property owners to discuss the project relative to the property. Later in the day, project representatives met with additional property owners in an open meeting at Live Oak City Hall.

Ad-Hoc Committee Meeting, April 3, 2017

After discussing project history and identifying the purpose of the committee, Caltrans responded to comments from community members about parking and access. The discussion extended into community concerns about on-street parking safety, traffic calming measures, posted vehicle speed, the proposed ADA accessibility plan, traffic signal timing, and pedestrians crossing SR 99 near Larkin Road.

Public Meeting for the Project, April 11, 2017

Caltrans presented the project to the public through visual images including a preliminary project layout, typical cross section, landscape visual simulations, a location map, and the project purpose, need, cost, and schedule at the Live Oak Community Building. Community members provided feedback and provided comments on the project. The sign-in roster reflects approximately 43 public members attended the public meeting.

Draft Environmental Document - Public Comments and Responses

The Draft Environmental Document (DED) was circulated for the required thirty-day public review from June 9, 2017 to July 9, 2017. During that time, the DED received six comments. Those comments are included in this chapter in chronological order and the response is provided as well.

Comment 1 – Public Utilities Commission

STATE OF CALIFORNIA EDMUND G. BROWN JR., *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083

June 26, 2017

Ms. Maggie Ritter
Caltrans
703 B Street
Marysville, California 95901

Dear Ms. Ritter:

SCH 2017062024 Live Oak Streetscape Project

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Branch (RCEB) is in receipt of the *Negative Declaration (Neg Dec)* for the proposed Live Oak Streetscape Project, which involves constructing additional traffic lanes on State Route 99.

The project area includes active rail tracks. Any development adjacent to or near the railroad right-of-way (ROW) must be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at nearby at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes or changing traffic patterns, and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW. The City of Live Oak currently has at-grade crossings near the proposed project and will require Commission authorization for any projects adjacent to or within the crossing areas.

If you have any questions in this matter, please contact me at (213) 576-1313, matthew.bond@cpuc.ca.gov.

Sincerely,

Matthew Bond
Senior Utilities Engineer - Supervisor
Rail Crossings Engineering Branch
Safety and Enforcement Division

C: State Clearinghouse

Comment 2 – Central Valley Regional Water Quality Control Board (CVRWQCB)

CALIFORNIA
Water Boards

EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIQUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

5 July 2017

Maggie Ritter
California Department of Transportation
703 B Street
Marysville, CA 95901

CERTIFIED MAIL
91 7199 9991 7036 7027 1915

COMMENTS TO REQUEST FOR REVIEW FOR THE NEGATIVE DECLARATION, LIVE OAK STREETSCAPE PROJECT, SCH# 2017062024, SUTTER COUNTY

Pursuant to the State Clearinghouse's 12 June 2017 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Negative Declaration* for the Live Oak Streetscape Project, located in Sutter County.

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

I. Regulatory Setting

Basin Plan

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

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

USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

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

Antidegradation Considerations

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

In part it states:

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

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

II. Permitting Requirements

Construction Storm Water General Permit

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

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

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

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

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

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

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

Industrial Storm Water General Permit

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

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

Clean Water Act Section 404 Permit

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

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

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

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

Clean Water Act Section 401 Permit – Water Quality Certification

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

Waste Discharge Requirements (WDRs)

Discharges to Waters of the State

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

Land Disposal of Dredge Material

If the project will involve dredging, Water Quality Certification for the dredging activity and Waste Discharge Requirements for the land disposal may be needed.

Local Agency Oversite

Pursuant to the State Water Board's Onsite Wastewater Treatment Systems Policy (OWTS Policy), the regulation of septic tank and leach field systems may be regulated under the local agency's management program in lieu of WDRs. A county environmental health department may permit septic tank and leach field systems designed for less than 10,000 gpd. For more information on septic system regulations, visit the Central Valley Water Board's website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/owts/sb_owts_policy.pdf

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

Dewatering Permit

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

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

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

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

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

Regulatory Compliance for Commercially Irrigated Agriculture

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

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

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

Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

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

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

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

NPDES Permit

If the proposed project discharges waste that could affect the quality of the waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

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

Stephanie Tadlock

Stephanie Tadlock
Environmental Scientist

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

Comment 3 – Native American Heritage Commission

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710
Fax (916) 373-5471

July 10, 2017

Maggie Ritter
California Department of Transportation
703 B Street
Marysville, CA 95901

Sent via e-mail: Maggie.ritter@dot.ca.gov

Re: SCH# 2017062024, Proposed Live Oak Streetscape Project, Community of Live Oak; Sutter County, California

Dear Ms. Ritter:

The Native American Heritage Commission (NAHC) has reviewed the Mitigated Negative Declaration prepared for the project referenced above. The review included the Project Description, and the CEQA Environmental Checklist, section V, Cultural Resources, and section XVII, Tribal Cultural Resources prepared by the California Department of Transportation. We have the following concerns:

1. There is no documentation of **government-to-government consultation by the lead agency** under AB-52 with Native American tribes traditionally and culturally affiliated to the project area as required by statute, or that mitigation measures were developed in consultation with the tribes. Discussions under AB-52 may include the type of document prepared; avoidance, minimization of damage to resources; and proposed mitigation. Contact by consultants during the Cultural Resources Assessments is not formal consultation.

2. Mitigation for inadvertent finds of Archaeological Resources, Cultural Resources, Tribal Cultural Resources, or Human Remains is missing or incomplete. Standard mitigation measures should be included in the document. Please refer to Health and Safety Code § 7050.5 and Public Resources Code § 5097.98 for the process for inadvertent finds of human remains.

3. Tribal Cultural Resources assessments are not documented. These should adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources. **The lack of documented resources does not preclude inadvertent finds**, which should be addressed in the mitigation measures.

The California Environmental Quality Act (CEQA)[1], specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.[2] If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared.[3] In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended in 2014 by Assembly Bill 52. (AB 52).[4] **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** AB 52 created a separate category for "tribal cultural resources"[5], that now includes "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.[6] Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.[7] Your project may also be subject to **Senate Bill 18 (SB 18)** (Burton, Chapter 905, Statutes of 2004), Government Code 65352.3, if it also involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space. **Both SB 18 and AB 52 have tribal consultation requirements.** Additionally, if your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966[8] may also apply.

[1] Pub. Resources Code § 21000 et seq.
[2] Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b); CEQA Guidelines Section 15064.5 (b)
[3] Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1); CEQA Guidelines § 15064 (a)(1)
[4] Government Code 65352.3
[5] Pub. Resources Code § 21074
[6] Pub. Resources Code § 21084.2
[7] Pub. Resources Code § 21084.3 (a)
[8] 154 U.S.C. 300101, 36 C.F.R. § 800 et seq.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

Agencies should be aware that AB 52 does not preclude agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52. For that reason, we urge you to continue to request Native American Tribal Consultation Lists and Sacred Lands File searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/. Additional information regarding AB 52 can be found online at http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf, entitled "Tribal Consultation Under AB 52: Requirements and Best Practices".

The NAHC recommends lead agencies consult with all California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.

A brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments is also attached.

Please contact me at gayle.totton@nahc.ca.gov or call (916) 373-3710 if you have any questions.

Sincerely,

Gayle Totton, B.S., M.A., Ph.D
Associate Governmental Project Analyst

Attachment

cc: State Clearinghouse

Pertinent Statutory Information:

Under AB 52:
AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:
Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice.
A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.[9] and **prior to the release of a negative declaration, mitigated negative declaration or environmental impact report**. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18).[10]
The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

a. Alternatives to the project.
b. Recommended mitigation measures.
c. Significant effects.[11]

1. The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project's impacts on tribal cultural resources.

If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency.[12]
With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process **shall not be included in the environmental document or otherwiae disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10.** Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.[13]
If a project may have a significant impact on a tribal cultural resource, **the lead agency's environmental document shall discuss** both of the following:

a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource.[14]

Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.[15]

Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 **shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program**, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable.[16]
If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, **the lead agency shall consider feasible mitigation** pursuant to Public Resources Code section 21084.3 (b).[17]
An environmental impact report **may not be certified**, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

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[9] Pub. Resources Code § 21080.3.1, subds. (d) and (e)
[10] Pub. Resources Code § 21080.3.1 (b)
[11] Pub. Resources Code § 21080.3.2 (a)
[12] Pub. Resources Code § 21080.3.2 (a)
[13] Pub. Resources Code § 21082.3 (c)(1)
[14] Pub. Resources Code § 21082.3 (b)
[15] Pub. Resources Code § 21080.3.2 (b)
[16] Pub. Resources Code § 21082.3 (a)
[17] Pub. Resources Code § 21082.3 (e)

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days.[18]

This process should be documented in the Tribal Cultural Resources section of your environmental document.

Under SB 18:

Government Code § 65352.3 (a) (1) requires consultation with Native Americans on general plan proposals for the purposes of "preserving or mitigating impacts to places, features, and objects described § 5097.9 and § 5091.993 of the Public Resources Code that are located within the city or county's jurisdiction. Government Code § 65560 (a), (b), and (c) provides for consultation with Native American tribes on the open-space element of a county or city general plan for the purposes of protecting places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.

- SB 18 applies to **local governments** and requires them to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf
- Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.**[19]
- There is no Statutory Time Limit on Tribal Consultation under the law.
- Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research,[20] the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction.[21]
- Conclusion Tribal Consultation: Consultation should be concluded at the point in which:
    - The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    - Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation.[22]

NAHC Recommendations for Cultural Resources Assessments:

- Contact the NAHC for:
    - A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    - A Native American Tribal Contact List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
        - The request form can be found at http://nahc.ca.gov/resources/forms/.
- Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    - If part or the entire APE has been previously surveyed for cultural resources.
    - If any known cultural resources have been already been recorded on or adjacent to the APE.
    - If the probability is low, moderate, or high that cultural resources are located in the APE.
    - If a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    - The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

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[18] Pub. Resources Code § 21082.3 (d)
[19] (Gov. Code § 65352.3 (a)(2)).
[20] pursuant to Gov. Code section 65040.2,
[21] (Gov. Code § 65352.3 (b)).
[22] (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Examples of Mitigation Measures That May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- Avoidance and preservation of the resources in place, including, but not limited to:
  - Planning and construction to avoid the resources and protect the cultural and natural context.
  - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
  - Protecting the cultural character and integrity of the resource.
  - Protecting the traditional use of the resource.
  - Protecting the confidentiality of the resource.
- Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed.[23]
- Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated.[24]

The lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

- Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources.[25] In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

[23] (Civ. Code § 815.3 (c)).
[24] (Pub. Resources Code § 5097.991).
[25] per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)).

Comment 4 – Betty Tica, Resident and Business Owner

From: Jovan Tica
To: Ritter, Marguerite H@DOT
Subject: Live Oak Streetscape
Date: Monday, July 10, 2017 2:04:00 AM

Live Oak Streetscape Hwy-99 Project:

To whom it may concern,

As the owner of Betty's Mexican Restaurant, I believe you need to live in Live Oak to realize our needs and concerns. I'm going on 50 years in this establishment with my father and mother's business passed down to me and now going on 4th generation. I feel very proud to serve this community and our surrounding clientele that drive an hour from out of town to come to Betty's. After I took over the business I've extended the building to increase the space for the growing customer base. The City of Live Oak require so many parkings per tables and I had the plans done by an engineer that cost me a lot of money in order for the city to approve my parking. Now you want to take the parking away from me and the city is showing me a plan that contains a sidewalk and trees in front of my restaurant. No way do I accept the current plan. I pay the city $458.74 for water and sewer, the water is full of sand and small particles, which damage the plumbing and waterlines in the restaurant. Soon our bill is going up again, with the increase of sewer rates. I also pay $1,800.00 monthly for PG&E, $575 monthly for worker's comp, and $475 for insurance, which total over $3,000 monthly in bills, not counting other costs to run the business. I don't need parallel parking to attract customers to my restaurant, because my business is already establish and by placing sidewalk and trees in front of my business serves no benefit for the restaurant.

INVESTMENT OPPORTUNITIES FOR THE FUTURE?

I don't understand why you mention the East & West traffic so much. The response I receive from the City of Live Oak concerning information on the property of my business is Caltrans takes care of the highway and gutters. Regarding about the traffic jam from East to West during school time morning or afternoon you will never be able to avoid the traffic jam even with 4 lanes, because majority of the side-streets in Live Oak has to connect with Pennington Road. I don't know who was the smart person to built all three the schools in the same street. Also when you say downtown core of the City of Live Oak do you mean the Highway, because Jim Goodwin the City Manager calls the downtown core on Broadway St. on the other side of the tracks were there are old buildings that need expensive upgrades to pass code requirements.

PROBLEMS:

You mention that existing driveway access vehicle parking at business frontages creates conflicts points of all modes of transportation. I'm sorry but that statement is wrong, the restaurant has been operating for almost 50 years and we have never had an accident with a car pulling out on to the highway. I do not know where you got this information from, since the accidents occur on the highway because people do not pay attention and are driving too fast. If my parking is taking away in front of Betty's it will have a big impact on the business. We are the busiest business in the City of Live Oak, drive by to see yourself. We have put this City of Live Oak on the map of California you mention Live Oak people mention Betty's. I would like for Caltrans to consider diagonal parking in front of Betty's just like at the Moose Lodge in Gridley where they have a four lane highway and cars are able to pull diagonal and not backing out, also in Chico they have the same parking on Mangrove Ave. a four line road. I have pictures available if you like to see them. At Betty's the diagonal parking would work specially when a stop-light is going on the corner of Kola St. and Hwy-99.

If you have any questions , please don't hesitate to call me on my cell phone 530-713-2215 or at the restaurant 530-695-3535. I'm very concern about this project for the future of my business that I do care 110 percent. The City of Live Oak only wants this project for the future and my future is now and I want to protect my livelihood, because running a business is very hard in a small town.

Sincerely,

Betty Tica

Comment 5 – California Department of Fish and Wildlife

From:	Gilmore, Suzanne@Wildlife
To:	Ritter, Marguerite H@DOT
Cc:	Wildlife R2 CEQA
Subject:	Live Oak Streetscape Project SCH#: 2017002024
Date:	Tuesday, July 11, 2017 3:23:13 PM

The California Department of Fish and Wildlife (CDFW) appreciates the opportunity to review the subject project. We have no additional comments at this time.

Regards,

Suzanne Gilmore
Senior Environmental Scientist Specialist
CDFW, North Central Region (2)
1701 Nimbus Road, Rancho Cordova CA 95670
916.358.2950
suzanne.gilmore@wildlife.ca.gov

Comment 6 – State Clearing House (SCH) Distribution Letter

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Live Oak Streetscape Project

Lead Agency: Caltrans | Contact Person: Maggie Ritter
Mailing Address: 703 B Street | Phone: 530-741-4535
City: Marysville, CA | Zip: 95901 | County: Yuba

Project Location: County: Sutter | City/Nearest Community: Live Oak
Cross Streets: Pennington Ave and Elm Street | Zip Code: ____
Longitude/Latitude (degrees, minutes and seconds): ____° ____′ ____″ N / ____° ____′ ____″ W Total Acres: ____
Assessor's Parcel No.: ____ Section: ____ Twp.: ____ Range: ____ Base: ____
Within 2 Miles: State Hwy #: 99 | Waterways: none
Airports: none | Railways: UPRR | Schools: ____

Document Type:

CEQA: ☐ NOP ☐ Early Cons ☒ Neg Dec ☐ Mit Neg Dec
☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ____ Other: ____
NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI
Other: ☐ Joint Document ☐ Final Document ☒ Other: CE 326

Governor's Office of Planning & Research
JUN 12 2017
STATE CLEARINGHOUSE

Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☒ Other: Hwy project

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational: ____
☐ Recreational: ____
☐ Water Facilities: Type ____ MGD ____
☐ Transportation: Type ____
☐ Mining: Mineral ____
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type ____
☐ Other: ____

Project Issues Discussed in Document:

☒ Aesthetic/Visual
☐ Agricultural Land
☒ Air Quality
☐ Archeological/Historical
☒ Biological Resources
☐ Coastal Zone
☐ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal
☐ Flood Plain/Flooding
☐ Forest Land/Fire Hazard
☐ Geologic/Seismic
☐ Minerals
☒ Noise
☐ Population/Housing Balance
☐ Public Services/Facilities
☐ Recreation/Parks
☐ Schools/Universities
☐ Septic Systems
☐ Sewer Capacity
☐ Soil Erosion/Compaction/Grading
☐ Solid Waste
☒ Toxic/Hazardous
☐ Traffic/Circulation
☐ Vegetation
☒ Water Quality
☐ Water Supply/Groundwater
☐ Wetland/Riparian
☐ Growth Inducement
☒ Land Use
☐ Cumulative Effects
☐ Other: ____

Present Land Use/Zoning/General Plan Designation:

downtown mixed use, retial and commercial use, single-family residences

Project Description: *(please use a separate page if necessary)*

Caltrans proposes to improve the State Route 99 corridor through the downtown core of the City of Live Oak in Sutter County from just south of Ash Street to just north of Ramsdell Drive, by widening the highway from two lanes to four lanes and install streetscape improvements. The total length of the project is approximately one and a half miles long.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

X	Air Resources Board	X	Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
	California Emergency Management Agency		Parks & Recreation, Department of
X	California Highway Patrol		Pesticide Regulation, Department of
	Caltrans District #	X	Public Utilities Commission
	Caltrans Division of Aeronautics	X	Regional WQCB #CV
X	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of	X	SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
X	Fish & Game Region #		Tahoe Regional Planning Agency
X	Food & Agriculture, Department of	X	Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of	X	Water Resources, Department of
	General Services, Department of		
	Health Services, Department of		Other:
X	Housing & Community Development		Other:
	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date 5/1/17 Ending Date 6/1/17

Lead Agency (Complete if applicable):

Consulting Firm:
Address:
City/State/Zip:
Contact:
Phone:

Applicant:
Address:
City/State/Zip:
Phone:

Signature of Lead Agency Representative: **Date:** 6-7-17

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Comment 1 – PUC

Thank you for your comment and interest in this project.

The Live Oak Streetscape Project will construct additional traffic lanes on SR 99, but the SR 99 project will not change the configuration of the local roads approaching the local road at-grade crossings.

As a traffic calming measure, the streetscape project will modify the timing of traffic signal timing so vehicles on SR 99 will travel at 25mph between Elm Street and Kola Street. Currently, Caltrans does not know how this changes traffic queuing on local road at-grade crossings.

To improve pedestrian activity along SR 99, the streetscape project will construct sidewalks on both sides of the highway in the north/south directional along SR 99. Currently pedestrians are channeled across SR 99 at Elm Street and Pennington Road. It is likely that with a new traffic signal at Kola Street and construction of sidewalks along SR 99, pedestrian circulation patterns will be more evenly distributed throughout Live Oak and local road at-grade crossings.

The Streetscape Project limits are outside the rail corridor right-of-way and the possible impacts of project related changes to traffic and pedestrian patterns are unknown. Because this is a unique project, Caltrans cannot say if the Streetscape Project negatively or positively impact the safety of the rail corridor and local road at-grade crossings.

It is the intent of local, state, and federal partners for the Project to be outside the jurisdiction of the Commission. Caltrans appreciates the opportunity to work with the Commission to identify the appropriate mitigation for the Project.

Comment 2 – CVRWQCB

Thank you for your comment and interest in this project.

As noted in the CVRWQCB comment letter and within the Draft Environmental Document, the project will require a Clean Water Act Section 404 Permit, a Clean Water Act Section 401 Certification, a Construction Storm Water General Permit, appropriate MS4 Permit(s) will be applied as necessary. In addition, Caltrans will ensure that the appropriate Waste Discharge Requirements and Dewatering Permits, if necessary, will be adhered to. As stated in the DED, the project will adhere to the conditions of the National Pollutant Discharge Elimination System Permits.

Comment 3 – NAHC

Thank you for your comment and interest in this project.

Before and during the Project Approval and Environmental Document (PAED) phase of this project, a HPSR and an ASR was prepared for the Live Oak Streetscape Project, which scope includes widening the highway to a total of five lanes (two eastbound lanes, 2 westbound lanes, and one TWLTL), from the existing three lanes. Under AB-52 regulations and included in both Cultural Resource studies for this project, consultation was conducted with appropriate Native American tribes.

All Caltrans projects comply with the inadvertent finds of Archaeological Resources, Tribal Cultural Resources, or Human Remains, code. This code or specification will be automatically applied to this project and included in the Specifications for the project before and during construction. It is included here for reference:

> 14-2.03A General: If archaeological resources are discovered within or near construction limits, do not disturb the resources and immediately: 1. Stop all work within a 60-foot radius of the discovery 2. Secure the area 3. Notify the Engineer. The Department (Caltrans) investigates the discovery. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized. If ordered, furnish resources to assist in the investigation or recovery of archaeological resources. This work is change order work.

Through surveys and consultation with tribes, this project did not identify any tribal cultural resources or historic properties the project area and environmental study limits for

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Comment 4 – Betty Tica

Thank you for your comment and interest in this project.

The Final Environmental Document (FED) will reflect a correction when referencing the “downtown core” as Broadway and not the SR 99 corridor through town. The FED will be reflected to show that the SR 99 corridor is not referred to as the downtown core.

Regarding “the City of Live oak requires so many parking spaces per table” - The City will write a letter of “Existing Non-Conforming” to property owners. Through which the City will not penalize property owners for reductions to existing parking as a result of the project.

Regarding “placing sidewalk and trees in front of my business serves no benefit for the restaurant” – Sidewalk and trees are part of streetscape improvements. The purpose of this streetscape project is to benefit the city, the community, individuals, as well as businesses. Caltrans and the City will consider the desires of businesses related to landscaping in front of businesses as well as the needs of the community.

Regarding the request for “Caltrans to consider [head-in] diagonal parking in front of Betty’s” – The project considered head-in angled parking as an alternative to public on-street parking, however this alternative is rejected. This alternative is not consistent with the Hwy 99 Streetscape Masterplan and with Vehicle Code 22503. In addition, a 45 degree angle parking requires 20.1’ from the curb. There is only 16’ of space from the sidewalk curb to the edge of travel way. For each of these reasons head-in diagonal parking is not possible within this project.

General Comment Response

Caltrans and the City of Live Oak will consider the input of business owners in relation to landscaping in front of each individual business and balance the needs of the overall community.

Caltrans can assist with the planning/design of the following elements:

- The placement of landscaping and the species type of landscaping proposed.
- The area between the Caltrans right of way and business/property in order to have a smooth transition.
- The driveway(s) positioning would be designed in a safe and functional manner for businesses and for the traveling public on the state route.
- Providing on-street parallel parking in the vicinity of the existing or future businesses.
- Make whole existing ADA parking space(s) that are existing entirely on private property, if the project were to make that ADA space inaccessible.

The City of Live Oak can assist with the following elements:

- The City will write a letter of “Existing Non-Conforming” to property owners. In which the City will not penalize property owners for reductions to existing parking as a result of the project.
- The City discussed the possibility of creating a public off-street parking lot on Juniper St.
- The City also discuss looking into angled parking on some or one of the local streets.

Comment 5 – CDFW

Thank you for your comment and interest in this project.

Attachments

Typical Cross Sections:

1. Downtown Core Cross Sections
2. Overlay Cross Sections on the southern and northern sections of SR 99

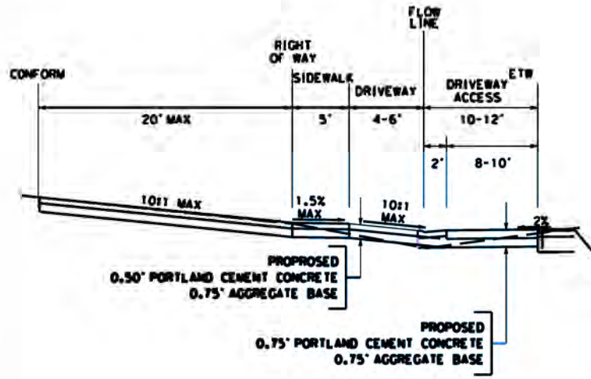
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SUT	99	39.2/41.4		

REGISTERED CIVIL ENGINEER DATE

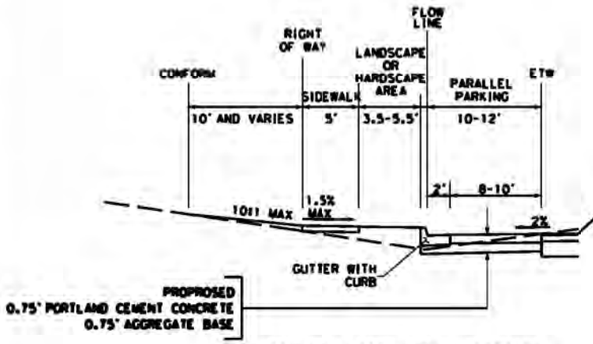
PLANS APPROVAL DATE

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

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

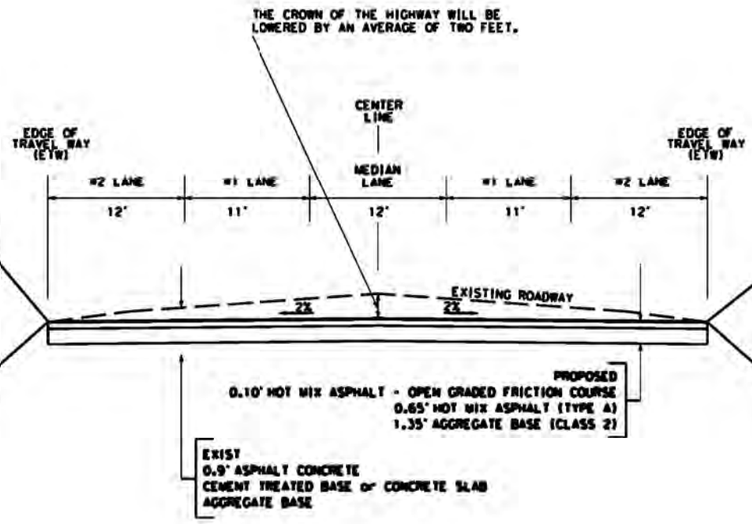


DRIVEWAY
BUSINESS OR RESIDENTIAL

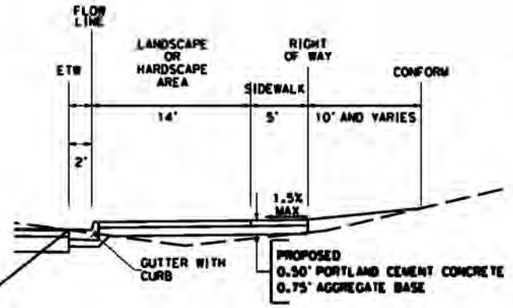


DOWNTOWN CORE WITH HARDSCAPE
OR TRADITIONAL LANDSCAPE

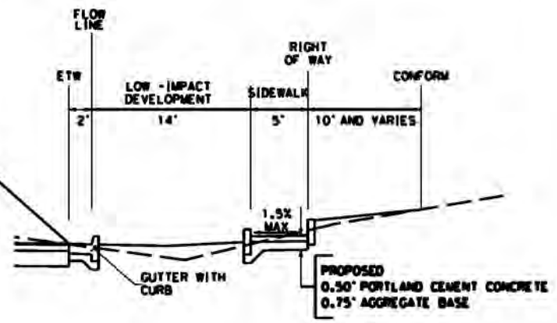
THE CROWN OF THE HIGHWAY WILL BE LOWERED BY AN AVERAGE OF TWO FEET.



REHABILITATION & STREETSCAPE
FROM ASH STREET TO RAMSDELL DRIVE
(POST MILE 39.84 - 40.81)



BULB- OUT WITH HARDSCAPE OR
TRADITIONAL LANDSCAPE



BULB- OUT WITH
LOW -IMPACT DEVELOPMENT

TYPICAL CROSS SECTIONS

NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT
FUNCTIONAL SUPERVISOR: DEANN SPANGLER
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
PETER FORTUNE

LAST REVISION 06-11-14
DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

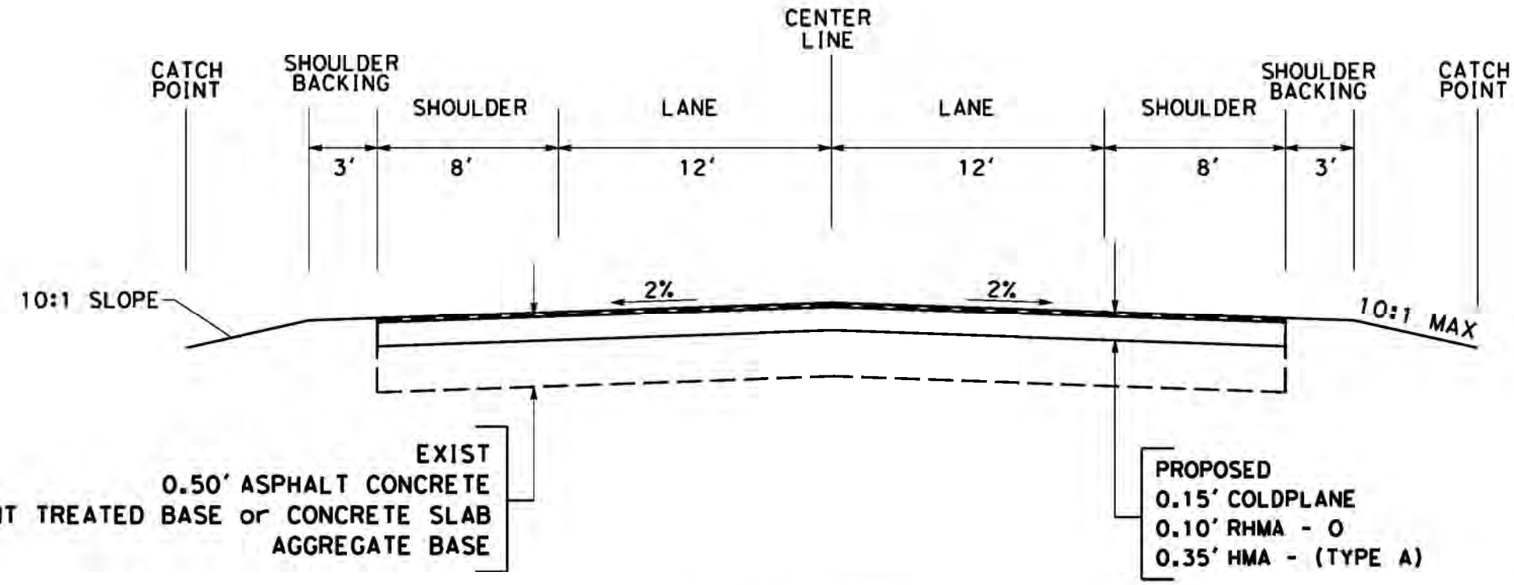
BORDER LAST REVISED 7/1/2010
USERNAME => $USER
DGN FILE => $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0327
PROJECT NUMBER & PHASE 0314000005

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SUT	99	39.2/41.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — NO. — EXP. — CIVIL — STATE OF CALIFORNIA



OVERLAY

FROM 0.8 MILES NORTH OF COLEMAN AVE TO ASH STREET (POST MILE 39.4 - 39.84)
FROM RAMSDELL DRIVE TO 0.19 MILES NORTH OF RAMSDELL DRIVE (POST MILE 40.81 - 41.0)

TYPICAL CROSS SECTIONS

NO SCALE

X-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT
FUNCTIONAL SUPERVISOR: DEANN SPANGLER
CALCULATED-DESIGNED BY: PETER FORTUNE
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION DATE PLOTTED => $DATE
06-11-14 TIME PLOTTED => $TIME

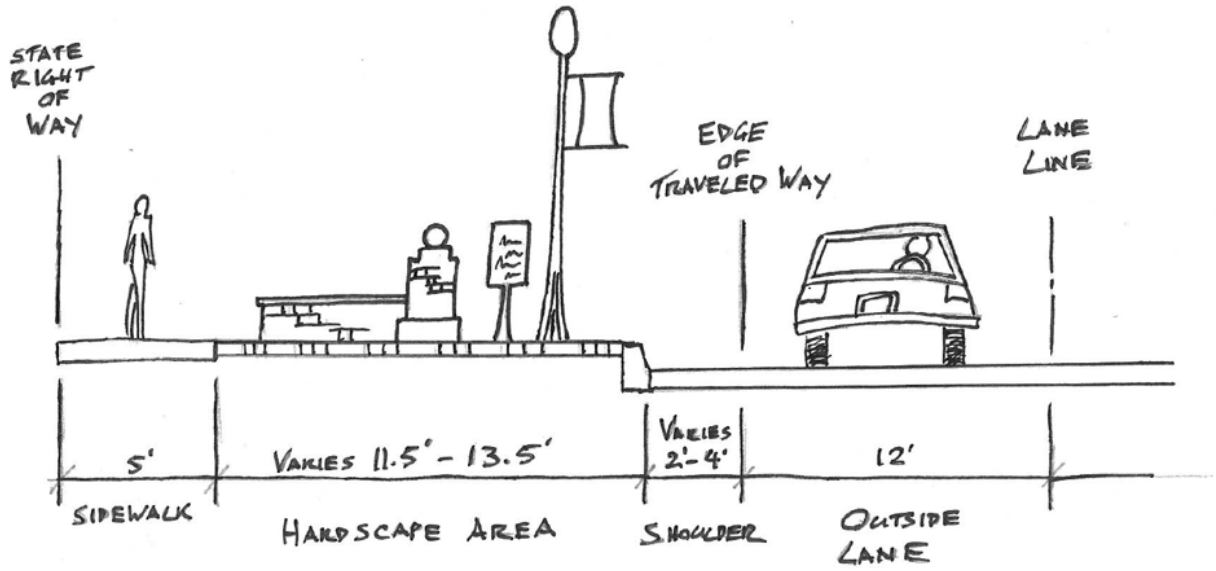
BORDER LAST REVISED 7/1/2010
USERNAME => $USER
DGN FILE => $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0327
PROJECT NUMBER & PHASE 0314000005

Landscape Sketches:

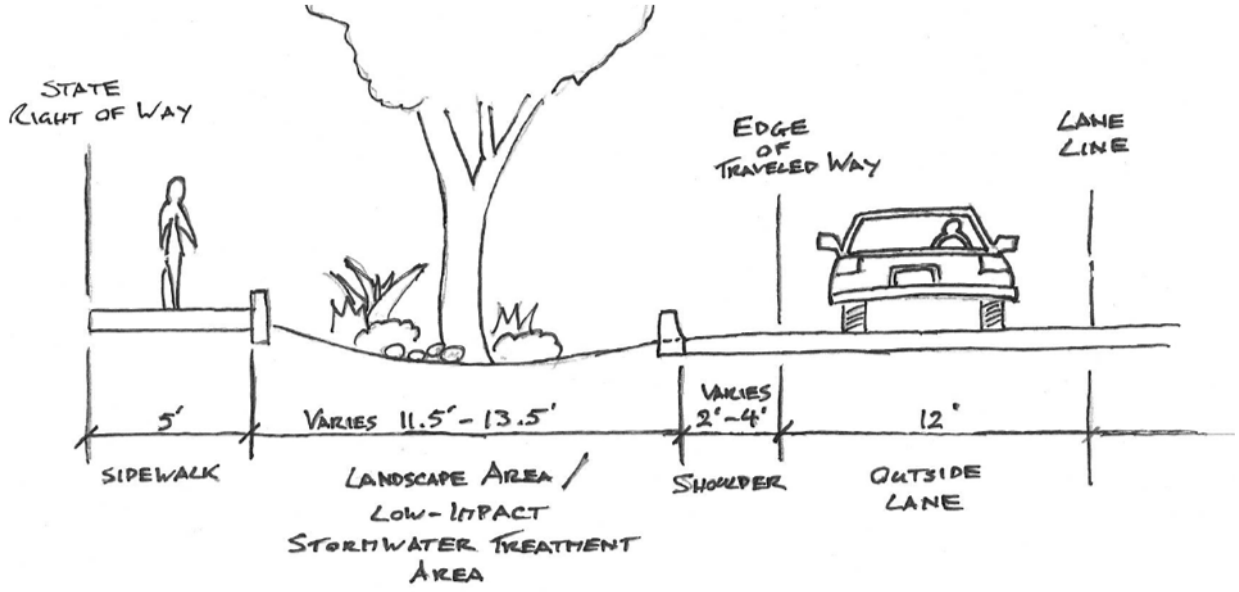
1. Hardscape & Traditional Landscape
2. Low-Impact Landscape / Storm-water treatment
3. Traditional Landscape at Grade

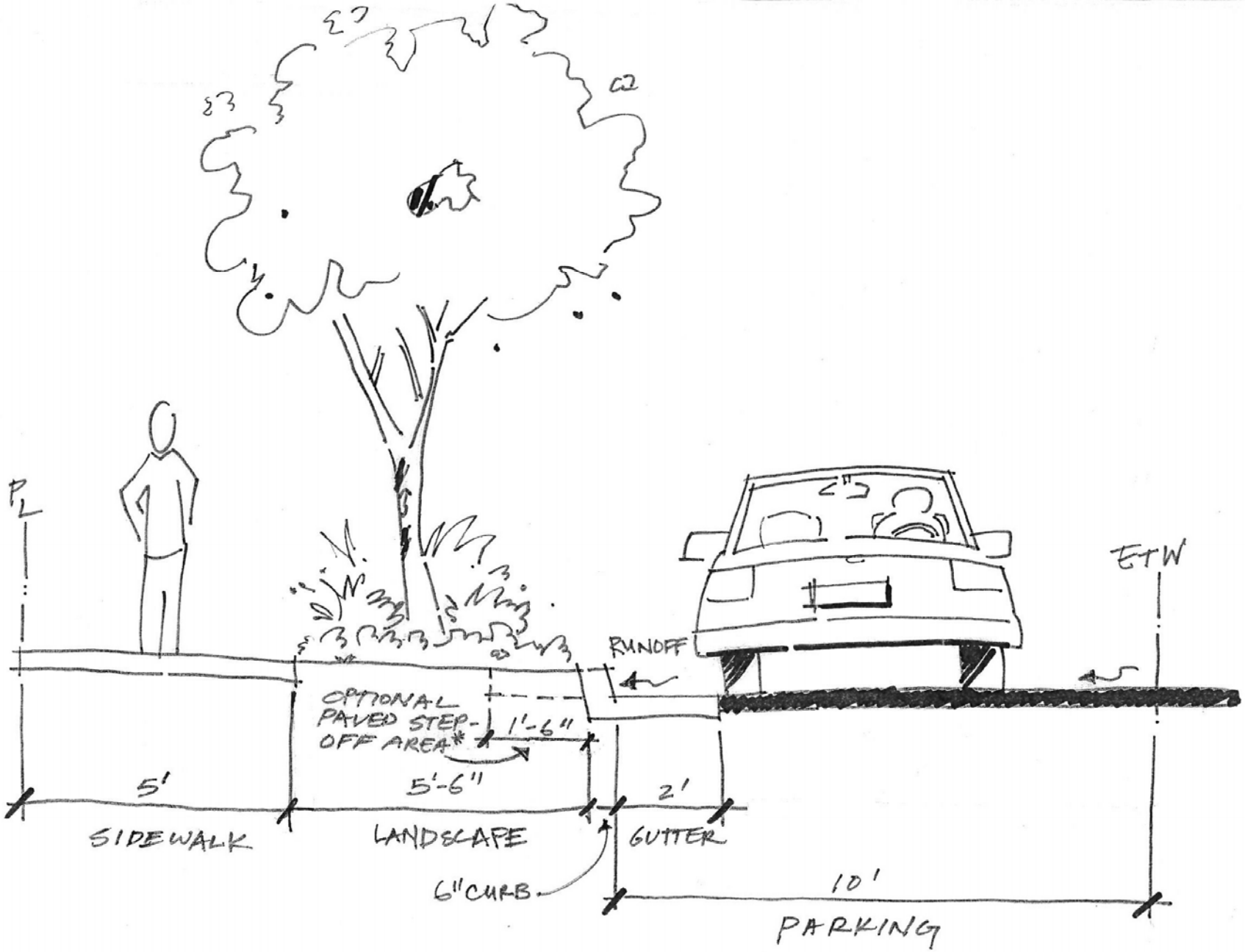
**note - images are in draft form and may be subject to change*

HARDSCAPE & TRADITIONAL LANDSCAPE



LOW - IMPACT LANDSCAPE -- STORMWATER TREATMENT





*LANDSCAPE AREA IS REDUCED TO 4'-0" WITH OPTIONAL STEP-OFF AREA

TRADITIONAL LANDSCAPE AT GRADE