

DEPARTMENT OF TRANSPORTATION

DISTRICT 1 ENVIRONMENTAL PLANNING
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*Making Conservation
a California Way of Life.*

June 23, 2022

James Linderman
County of Mendocino
Department of Transportation
340 Lake Mendocino Drive
Ukiah, CA 95482

01-MEN-CR-0
Mendocino County
BRLO-5910(099)

Signed Categorical Exclusion (CE) for the Lambert Lane over Robinson Creek Bridge Replacement Project

Dear Mr. Linderman

Attached you will find a copy of the signed Categorical Exclusion (CE) for the Lambert Lane over Robinson Bridge replacement. Please see environmental provisions listed in the CE and within the technical studies and Environmental Commitments Record for environmental commitments that will be required as a result of this project.

If the project scope changes please notify us as the CE may not be valid and in which case will need to be re-evaluated.

The following permits will be required, and a copy of these permits will need to be sent to Caltrans Senior Environmental Planner of District 1 Local Assistance before construction begins.

- California Department of Fish and Wildlife: 1602 Streambed Alteration Agreement
- U.S. Army Corps of Engineers: 404 Nationwide Permit
- North Coast Regional Water Quality Control Board: 401 Water Quality Certification
- North Coast Regional Water Quality Control Board: NPDES Construction General Permit

If you have any questions please feel free to contact me at (707) 296-6987.

Categorical Exclusion Memo
BRLO-5910(099) – Lambert Lane Bridge Replacement
June 23, 2022
Page 2

Sincerely,



Vincent Heim
Associate Environmental Planner
Office of Local Assistance

cc. Russell Hansen
Darrell Cardiff

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

California Department of Transportation — North Region Environmental

District 1
1656 Union Street, Eureka, CA 95501

District 2
1657 Riverside Drive, Redding, CA 96001 (DO)
1031 Butte Street, Redding, CA 96001 (W. Venture)

District 3
703 B Street, Marysville, CA 95901



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): Lambert Lane Over Robinson Creek Bridge Replacement

DIST-CO-RTE: 01-MEN-CR-0

PM/PM: N/A

EA: N/A

Federal-Aid Project Number: BRLO-5910(099)

Project Description

Replace 2 lane bridge (10C-0146) with 2 lane bridge. Bridge is located on Lambert Lane over Robinson Creek in Booneville, CA., about 0.1 miles West of State Highway 128.

See continuation sheets for further project details.

Caltrans CEQA Determination (Check one)

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

☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)

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

☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.

☐ **Covered by the Common Sense 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 (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Print Name

Signature

Date

Project Manager

Print Name

Signature

Date

Not Applicable



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans 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). See [SER Chapter 30](#) for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

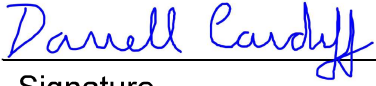
☒ **23 CFR 771.117(c): activity (c)(28)**

☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**

☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Darrell Cardiff		06/22/2022
Print Name	Signature	Date

Project Manager/ DLA Engineer

Russell Hansen		06/23/2022
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): 6/6/2022

Date of Environmental Commitment Record or equivalent: 6/6/2022

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

**Lambert Lane over Robinson Creek Bridge Replacement
BRLO-5910(099)
Mendocino County Department of Transportation**

Project Description

Purpose and Need

The Mendocino County Department of Transportation (County) plans to replace Bridge 10C-0146 on Lambert Lane over Robinson Creek. The purpose of the replacement is to provide the public with a safe, reliable crossing and improve traffic operations.

This Project is needed because the existing bridge has been designated as functionally obsolete and scour critical by the California Department of Transportation (Caltrans), due to the undermining of the spread footing foundations and collapse of a retaining wall.

Project History

The Project is in the town of Boonville, California on the western edge of the Anderson Valley. The existing bridge was constructed on Lambert Lane over Robinson Creek in 1954. Lambert Lane is the only public access road in and out of a residential and agricultural area. The existing bridge is a 32-foot long by 26 feet wide single span bridge comprised of a concrete deck slab supported on tall closed strutted abutments founded on spread footings. The existing bridge has been designated as functionally obsolete and scour critical by Caltrans, qualifying it for rehabilitation or replacement under the federal Highway Bridge Program (HBP).

In winter of 2015, a retaining wall on the upstream side of the west approach washed out and collapsed into the creek causing Mendocino County (County) to place revetment to prevent continued scouring and erosion. In the winter of 2016/2017, scour further undermined the eastern abutment footing along its entire length and reinforcing steel is exposed. In March of 2019, the eastern abutment experienced failure due to high flows. The left (upstream) wingwall was displaced, and severe cracking of the face of the abutment, left wingwall, and foundation were present. The bridge was closed and a temporary Bailey bridge was installed.

Preferred Bridge Alternative

This bridge has a history of scour issues, and a scour hole has undermined the integrity of the easterly bridge abutment. There are deficiencies in the bridge width, superstructure, and substructure conditions. To address these issues and deficiencies, the replacement bridge will be 91 feet long and have 9-foot lanes and 5-foot shoulders in each direction resulting in a wider structure which meets safety standards. In addition to the bridge replacement, portions of the stream channel upstream and downstream of the bridge, as well as a localized downstream streambank scour area adjacent to the Boonville Hotel, will be stabilized and restored.



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The channel restoration is intended to provide geomorphically stable channel geometry while protecting the roadway embankment and streambanks from scour and lateral channel migration by placement of hybrid rock slope protection (RSP) revetments where required.

Construction Methods and Access

The preferred construction method will be to build a replacement bridge on the existing alignment and provide a temporary detour. Based on Lambert Lane being the only public road access to approximately 30 parcels, it is necessary to keep at least one lane of traffic open during construction. Due to the instability of the existing bridge, a temporary bridge is proposed to be erected offset from the existing bridge to pass traffic around bridge construction operations within the Project site and avoid a road closure. This temporary bridge will either be a Bailey Bridge sourced from Mendocino County or a Contractor furnished temporary bridge structure.

A long span steel plate girder bridge will be constructed within the existing bridge alignment and can be fabricated in shorter lengths to facilitate transport and then assembled on-site. This bridge option will have a shorter construction time and will minimize impacts to the creek since it does not require falsework in the creek. Additionally, this long span bridge option provides the ability to improve the alignment of the creek to minimize future potential scour issues by increasing the channel opening and providing a softer and more gradual turn of the creek. Weathering steel will be utilized to minimize future maintenance efforts and costs. Significant changes to the vertical profile are not anticipated as the existing and replacement bridge option provide adequate hydraulic freeboard. The structure depth will be 4 feet 9 inches.

Deep foundation systems and drilled piles, will be required due to the presence of unconsolidated channel alluvium substrate. Pile type is Cast-In-Drilled-Hole (CIDH) piles. The foundation type for the retaining walls will be the same as for bridge abutments. It is anticipated that temporary shoring will be required during bridge construction.

The installation of a clear water diversion may be necessary. If required, the clear water diversion will be constructed of one appropriately sized culvert and cofferdam constructed of visqueen plastic, clean river gravel, and sandbags.

Staging Areas, Rights of Way, and Utilities

The Project staging areas will include portions of the closed roadway at each end of the bridge and the area just southeast of the bridge. If this area is unavailable or not sufficient in size, there is an alternative area off-site at the County Fairgrounds that can also serve as a staging area. Right-of-Way including slope easements, temporary construction easements, permanent maintenance easements, and permanent acquisitions will be required. There are existing overhead electrical and telephone utilities that will need to be relocated. Additionally, there is a storm water concrete pipe that outfalls into the creek that will need to be relocated. Coordination will begin early with PG&E.



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Construction Equipment and Schedule

It is anticipated that excavators, dozers, cranes, pavers, dump trucks, concrete trucks, concrete pumps, and pile drilling equipment will be required. Construction within Robinson Creek is anticipated to begin in 06/15/23 through 10/15/23.

Traffic

Since Lambert Lane is the only public road access for the residents in the area, one lane of traffic will remain open during construction. Due to the instability of the existing bridge, a temporary bridge is proposed to be erected offset from the existing bridge to pass traffic around bridge construction operations within the Project site and avoid a road closure. Additionally, notification will be provided to emergency services and nearby residents of the construction schedule and temporary traffic impacts.

Sediment and Erosion Control

To minimize and control sediment movement, best management practices such as the following measures will be instituted where applicable:

1. Construction will be done in late summer when streamflow and the chance of precipitation are lowest.
2. Construction equipment will be cleaned and inspected prior to use. Equipment maintenance and fueling will be done at designated staging areas.
3. The trees to be removed for the detour will be cut, with the stumps and roots left in place for continued soil/bank stabilization.
4. On-site stockpiles will be isolated with silt fence, filter fabric, straw bales, fiber rolls etc.
5. Silt fence and/or fiber rolls will be placed at bridge abutments, new abutment excavation areas and any other locations when work could result in loose sediment that could enter stream. The silt fence/fiber rolls will be maintained and kept in place for the duration of the project. Any sediment or debris captured by the silt fence/fiber rolls will be removed before the silt fence/fiber rolls are removed.
6. Ground disturbed by construction work will be re-vegetated with fast-growing non-invasive plants and mulched for immediate erosion control as soon as work is complete.

STREAM RESTORATION, PROJECT AREA REVEGETATION

7. Once the new bridge is complete, the streambed in the project area will be restored to natural condition and disturbed areas will be revegetated.



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Environmental Commitments

See attached Environmental Commitments Record for the environmental commitments required for this project; see the Biological Assessment, Natural Environmental Study, Archaeological Survey Report/Historical Properties Survey Report, and additional studies for more detail. Additional commitments may be required as a result of permits issued for this project.

Environmental Analysis

Biological Resources

A Natural Environmental Study (NES) was completed and approved on 07/10/19 and subsequently revised on 01/28/21 to include additional information related to placement of Large Woody Debris, scour, and the temporary creek diversion. It was determined that the project will not have a significant impact on state listed threatened and endangered species and species of concern within the project limits. The project will not have a significant impact on migratory nesting birds. Avoidance and minimization measures to impacts on migratory nesting birds were addressed and included in the ECR attached.

The NES also determined that the project has potential habitat for three federally listed species: Central California Coast (CCC) Evolutionarily Significant Unit (ESU) coho salmon (*Oncorhynchus kisutch*), Northern California Distinct Population Segment (DPS) steelhead (*O. Mykiss irideus*), and California Coastal Chinook salmon ESU (*Oncorhynchus tshawytscha*).

As a result of the potential impacts to federally listed species, formal consultation with the National Marine Fisheries (NMFS) was initiated. A Biological Assessment was submitted to NMFS on 10/16/2020 and NMFS issued a Biological Opinion (BO) on 03/16/21. The BO concurred that the proposed project may affect, Likely to Adversely Northern California Distinct Population Segment (DPS) steelhead (*O. Mykiss irideus*), and the designated critical habitat for steelhead, as well as critical habitat for CCC coho salmon. However, since CCC coho salmon and California Coastal Chinook Salmon are not present in the Navarro Watershed, analysis of effects to these species were omitted from the BO. The BO also concurred that the project will adversely affect Essential Fish Habitat for Pacific coast salmon. Based on the proposed avoidance, minimization and mitigation measures NMFS had no further EFH conservation recommendations.

Environmental commitments related to avoidance, minimization, and mitigation of environmental resources can be found in the ECR.

Waters of the United States

Robinson Creek is the one feature that qualifies as jurisdictional Waters of the United States (WOTUS) within the Biological Study Area (BSA). No wetlands were determined to be present.



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Based on studies, Project activities will result in permanent impacts of 0.06 acres and temporary impacts of 0.28 acres of WOTUS. Impacts will be the result of channel restoration activities including removing the failed retaining wall and associated RSP from the creek, streambank stabilization through hybrid RSP revetment, vegetation of created point bars, and habitat enhancement. All impacts will have a positive benefit to Robinson Creek and water quality in general. No mitigation will be required.

Invasive Plants and Plant Pathogens

Invasive plants are present within the project area, and plant pathogens may be present as well. The NES determined that 15 invasive plant species were found within the project BSA. Additionally, there is potential for Sudden Oak Death Syndrome (SODS) to occur in the project area. As a result, the project proponent will avoid, minimize or prevent disturbance and distribution by implementing Best Management Practices found within the ECR.

Cultural Resources

Three historic properties were identified within the project APE: P-23-006338 (CA-MEN-3836H), P-23-006339 (CA-MEN-3837), and P-23-006340 (CA-MEN-3838).

Caltrans' efforts included Phase II archaeological testing of the portions of the three resources located in the APE's area of direct impact (ADI). For the purposes of this undertaking only, Caltrans will assume the above three resources eligible for listing according to the National Register of Historic Places (NRHP) under Criterion D in accordance with the Stipulation VIII.C.4 of the Section 106 PA. Results of the Phase II testing concluded that the portions of the three properties located within the ADI do not contribute to their assumed eligibility under Criterion D.

Caltrans has applied the criteria of adverse effect and has determined that the undertaking will not adversely affect CA-MEN-3836H, - CA-MEN-3837, and -3838. Effects resulting from the undertaking will be confined to the ADI and within the portion of the three properties that do not contribute to their assumed significance. To avoid adverse effects to the portion of the properties located outside of the ADI, Caltrans will implement environmentally sensitive areas (ESA), archaeological monitoring, and the March 2022 Post Review Discovery Management Plan (PRDMP). Caltrans proposed a finding of no adverse effect for the undertaking and requested SHPO concurrence on this finding pursuant to Stipulation X.B.2.b of the Section 106 PA. Approval for the proposed finding was received June 2, 2022.

Environmental commitments related to cultural resources are summarized in the Environmental commitment record (ECR).

Farmlands

A farmlands memo was approved 08/27/2020. The Project has the potential to use an offsite staging area at the County fairgrounds. The land is designated as grazing land and is not considered as prime, unique, or local important farmland. Since project impacts will not result in permanent or temporary impacts to any of the forementioned



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designated lands, there is no effect on farmlands. Additionally, there are no Williamson Act parcels that will be affected by the project.

Floodplains/Hydraulics

A Location Hydraulic Study was approved 06/02/22 determining that the project will not have longitudinal encroachment into the floodway and will not have a significant floodplain encroachment.

Hazardous Waste

An Initial Site Assessment (ISA) was approved 3/28/19. Based on the project location and scope of work, the ISA determined low potential for groundwater contaminants from potential hazardous sites and provided guidance for dealing with general hazardous waste materials associated with the bridge materials during demolition and construction. Potential Hazardous items include asbestos, aerially deposited-lead, lead-based paint, chemically treated wood waste, and thermoplastic striping. These materials will be screened for by conducting Preliminary Site Investigation (PSI) and structural survey prior to PS&E to evaluate those items in detail. Further environmental commitments can be found in the ECR.

Water Quality

A Water Quality Technical memorandum was approved 10/22/20. Project impacts include short-term impacts during construction and post-construction first flush events. Prevention of water quality issues will include BMPs, avoidance and minimization measures, and permit conditions. These measures can be found in the ECR.

Overall water quality is expected to benefit from the project. The new bridge will lower the project footprint and improve channel alignment. The long-term impact of this will be a widened creek channel underneath the bridge, resulting in a more gradual turn of the creek (which is currently 90 degrees), which will reduce hydraulic impact forces and reduce scour. Other design elements and restoration of the site will help reduce hydraulic impacts and reduce scour.

Other Resources

It was determined during the preliminary environmental phase that the project will not impact the existing viewshed. A noise memorandum was conducted for temporary construction noise. Noise levels will comply with the Caltrans standard specs and the project proponent will notify nearby residents of construction schedules. Environmental commitments related to noise can be found in the ECR.



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Permits

The following permits will be required, and a copy of these permits will need to be sent to Caltrans Senior Environmental Planner of District 1 Local Assistance before construction begins.

- California Department of Fish and Wildlife: 1602 Streambed Alteration Agreement
- U.S. Army Corps of Engineers: 404 Nationwide Permit
- North Coast Regional Water Quality Control Board: 401 Water Quality Certification
- NPDES Construction General Permit from the North Coast Regional Water Quality Control Board

The ECR will be amended to include provisions listed in the permits prior to going to bid.

BRLO_5910(099)_CE - Sig Draft 2022-06

Final Audit Report

2022-06-23

Created:	2022-06-23
By:	Darrell Cardiff (s119284@dot.ca.gov)
Status:	Signed
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Transportation Air Quality Conformity Findings Checklist

PROJECT INFORMATION

Project Name: Lambert Lane Bridge Replacement

DIST-CO-RTE-PM: 01-MEN-CR-0

EA: N/A **Federal Aid Number:** BRLO-5910(099)

Document Type: ☒ 23 USC 326 CE ☐ 23 USC 327 CE ☐ EA ☐ EIS

CHECKLIST

Step 1. Is the project located in a nonattainment or maintenance area for ozone, nitrogen dioxide, carbon monoxide (CO), PM_{2.5}, or PM₁₀ per [EPA's Green Book](#) listing of non-attainment areas?

☒ If no, go to Step 18. **Transportation conformity does not apply to the project.**

☐ If yes, go to Step 2.

Step 2. Is the project exempt from conformity per [40 CFR 93.126](#) or [40 CFR 93.128](#)?

☐ If yes, go to Step 18. **The project is exempt from all project-level conformity requirements (40 CFR 93.126 or 128)** (check one box below and identify the project type, if applicable).

☐ 40 CFR 93.126¹

Project type from Table 2: _____

☐ 40 CFR 93.128

☐ If no, **go to Step 3.**

Step 3. Is the project exempt from regional conformity per [40 CFR 93.127](#)?

☐ If yes, go to Step 8. **The project is exempt from regional conformity requirements (40 CFR 93.127)** (identify the project type).

Project type: _____

☐ If no, go to Step 4.

Step 4. Is the project located in a region with a currently conforming RTP and TIP?

☐ If yes, **the project is included in a currently conforming RTP and TIP per 40 CFR 93.115. The project's design and scope have not changed significantly from what was assumed in RTP conformity analysis (40 CFR 93.115[b])** Go to Step 8.

☐ If no and the project is located in an isolated rural area, go to Step 5.

☐ If no and the project is not located in an isolated rural area, STOP and do not proceed until a conforming RTP and TIP are adopted.

¹ Please refer to [Clarifications on Exempt Project Determinations](#) to verify exempt project type from Table 2. Road diets, auxiliary lanes less than one-mile, and ramp metering may be exempt under "projects that correct, improve, or eliminate a hazardous location or feature."

Step 5. For isolated rural areas, is the project regionally significant per 40 CFR 93.101, based on review by Interagency Consultation?

- ☐ If yes, go to Step 6.
- ☐ If no, go to Step 8. **The project, located in an isolated rural area, is not regionally significant and does not require a regional emissions analysis (40 CFR 93.101 and 93.109[e]).**

Step 6. Is the project included in another regional conformity analysis that meets the isolated rural area analysis requirements per 40 CFR 93.109, including Interagency Consultation and public involvement?

- ☐ If yes, go to Step 8. **The project, located in an isolated rural area, has met its regional analysis requirements through inclusion in a previously-approved regional conformity analysis that meets current requirements (40 CFR 93.109[e]).**
- ☐ If no, go to Step 7.

Step 7. The project, located in an isolated rural area, requires a separate regional emissions analysis.

- ☐ **Regional emissions analysis for regionally significant project, located in an isolated rural area, is complete. Regional conformity analysis was conducted that includes the project and reasonably foreseeable regionally significant projects for at least 20 years. Interagency Consultation and public participation were conducted. Based on the analysis, the interim or emission budget conformity tests applicable to the area are met (40 CFR 93.109[e] and 95.105).² Go to Step 8.**

Step 8. Is the project located in a CO nonattainment or maintenance area? (South Coast Air Basin only)

- ☐ If no, go to Step 9. **CO conformity analysis is not required.**
- ☐ If yes, **hot-spot analysis requirements for CO per the [CO Protocol](#) (or per EPA's modeling guidance, CAL3QHCR can be used with EMFAC emission factors³) have been met. Project will not cause or contribute to a new localized CO violation (40 CFR 93.116 and 93.123)⁴. Go to Step 9.**

Step 9. Is the project located in a PM₁₀ and/or a PM_{2.5} nonattainment or maintenance area?

- ☐ If no, go to Step 13. **PM_{2.5}/PM₁₀ conformity analysis is not required.**
- ☐ If yes, go to Step 10.

² The analysis must support this conclusion before going to the next step.

³ Use of the CO Protocol is strongly recommended due to its use of screening methods to minimize the need for modeling. When modeling is needed, the Protocol simplifies the modeling approach. Use of CAL3QHCR must follow U.S. EPA's latest CO hot spot guidance, using EMFAC instead of MOVES; see: <http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm#co-hotspot>.

⁴ As of October 1, 2007, there are no CO nonattainment areas in California. Therefore, the requirements to not worsen existing violations and to reduce/eliminate existing violations do not apply.

Step 10. Is the project considered to be a Project of Air Quality Concern (POAQC), as described in EPA's [Transportation Conformity Guidance](#) for PM 10 and PM 2.5?

- ☐ If no, **the project is not a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Analysis Guidance. Interagency Consultation concurred with this determination on _____. Go to Step 12.**
- ☐ If yes, go to Step 11.

Step 11. The project is a POAQC.

- ☐ **The project is a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123, and EPA's Hot-Spot Guidance. Interagency Consultation concurred with this determination on _____. Detailed PM hot-spot analysis, consistent with 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Guidance, shows that the project would not cause or contribute to, or worsen, any new localized violation of PM10 and/or PM2.5 standards. Go to Step 12.**

Step 12. Does the approved PM SIP include any PM10 and/or PM2.5 control measures that apply to the project, and has a written commitment been made as part of the air quality analysis to implement the identified SIP control measures? [Control measures can be found in the applicable Federal Register notice at: <https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-9#ca>.]

- ☐ If yes, **a written commitment is made to implement the identified SIP control measures for PM10 and/or PM2.5 through construction or operation of this project (40 CFR 93.117). Go to Step 14.**
- ☐ If no, go to Step 13.

Step 13a. Have project-level mitigation or control measures for CO, PM10, and/or PM2.5, included as part of the project's design concept and scope, been identified as a condition of the RTP or TIP conformity determination? AND/OR

Step 13b. Are project-level mitigation or control measures for CO, PM10, and/or PM2.5 included in the project's NEPA document? AND

Step 13c (applies only if Step 13a and/or 13b are answered "yes"). Has a written commitment been made as part of the air quality analysis to implement the identified measures?

- ☐ If yes to 13a and/or 13b and 13c, **a written commitment is made to implement the identified mitigation or control measures for CO, PM10, and/or PM2.5 through construction or operation of this project. These mitigation or control measures are identified in the project's NEPA document and/or as conditions of the RTP or TIP conformity determination (40 CFR 93.125(a)). Go to Step 14.**
- ☐ If no, go to Step 14.

Step 14. Does the project qualify for a Categorical Exclusion pursuant to 23 USC 326?

- ☐ If yes, go to step 15.
- ☐ If no, the project requires preparation of a Categorical Exclusion, EA, or EIS pursuant to 23 USC 327. Go to Step 16.

Step 15. Is any analysis required by steps 1-13 of this form?⁵

- ☐ If yes, then Caltrans prepares the appropriate analysis and documentation for the project file and makes the conformity determination through its signature on the CE form. No FHWA involvement is required. See the AQCA Annotated Outline. Go to Step 18.
- ☐ If no, then Caltrans makes the conformity determination through its signature on the CE form. No FHWA involvement is required. Go to Step 18.

Step 16. Is the project located in a non-attainment/maintenance area for **ozone only and considered not regionally significant/non-exempt?**

- ☐ If yes, go to Step 18.⁶
- ☐ If no, then **an AQCA is needed**. See the AQCA Annotated Outline. Caltrans submits a conformity determination request to FHWA for FHWA's conformity determination. Go to Step 17.

Step 17. Send FHWA Request for Conformity Determination package and [FHWA Submittal Package Checklist](#) to DOTP- Air Quality (rodney.tavitas@dot.ca.gov) and DEA-Air Quality (daisy.laurino@dot.ca.gov) for completeness review. Please direct technical questions to DOTP-Air Quality office. Headquarters staff will coordinate with FHWA on behalf of the district.

Date of FHWA air quality conformity determination: _____

Step 18. STOP as all air quality conformity requirements have been met.

SIGNATURE

Vincent Heim

Associate Environmental
Planner

Vincent Heim

Signature

6/2/2022

Date

⁵ Please note that not all projects that qualify for a categorical exclusion will be exempt from air quality conformity requirements. Many types of projects that may qualify for a CE (such as the addition of auxiliary lanes less than one-mile, weaving lanes less than one-mile, turning lanes less than one-mile, climbing lanes less than one-mile, parking, road diets, ramp metering, and even many bridge projects) MAY require some level of project level conformity analysis and may even require interagency consultation. Additionally, please note that for ALL projects the project file must include evidence that one of the three following situations apply: 1) Conformity does not apply to the project area; or 2) The project is exempt from all conformity analysis requirements; or 3) The project is subject to project-level conformity analysis (and possibly regional conformity analysis) and meets the criteria for a conformity determination. The project file must include all supporting documentation and this checklist.

⁶ Project-level conformity analysis shows that the project will conform to the State Implementation Plan. Because the project area is Attainment/Unclassified for carbon monoxide (CO) and particulate matter (PM10 and PM2.5), no hot spot analysis is required for the project-level conformity determination by 40 CFR 93.116 and 93.123. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Include documentation of interagency consultation review in the final CE/EA/EIS, if applicable.



Categorical Exclusion Checklist

PROJECT INFORMATION

DIST-CO-RTE: 01-MEN-CR-0

PM/PM: N/A

Fed. Aid Number (Local Project): BRLO-5910(099)

EA/Project Number: N/A

SECTION A: Type of CE

Use the information in this section to determine the applicable CE and corresponding activity for this project.

1. Project is a CE under CE Assignment 23 USC 326 (activity must be listed in 23 CFR 771.117 (c) or (d) list (See [Chapter 30 in the SER](#)) or included in activities listed in [Appendix A of the CE Assignment MOU](#) to be eligible for 23 USC 326).

☒ Yes, **Activity:** 28 ☐ No

Notes for specific activities:

- **If using (c)9**, distinguish between (c)9(i) or (c)9(ii) on the form and include copy of the emergency declaration in the file.
- **If using (c)22**, identify in the project description that all work is within operational right-of-way.
- **If using (c)23**, distinguish between (c)23(i) and (c)23(ii) on the form.
- **If using (c)26, (c)(27), or (c)(28)**, ensure that the action DOES NOT include any of the constraints found in 23 CFR 771.117(e). If it does, it may not be processed under (c)(26), (c)(27), or (c)(28), however, the project may qualify for a CE under 23 CFR 771.117(d)(13).

2. Project is a CE for a highway project under NEPA Assignment 23 USC 327 (Use only if project does not qualify under CE Assignment 23 USC 326 (activities not included in question 1)).

☐ Yes ☒ No

3. Independent Utility and Logical Termini

- ☒ The project complies with NEPA requirements related to connected actions and segmentation (i.e., the project must have independent utility, connect logical termini when applicable, be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made and not restrict further consideration of alternatives for other reasonably foreseeable transportation improvements). (FHWA Final Rule, "Background," Federal Register Vol. 79, No. 8, January 13, 2014.)

Categorical Exclusion Checklist

4. Categorical Exclusions Defined (23 CFR 771.117[a]).

FHWA regulation 23 CFR 771.117(a) defines categorical exclusions as actions which:

- do not induce significant impacts to planned growth or land use for the area;
- do not require the relocation of significant numbers of people;
- do not have a significant impact on any natural, cultural, recreational, historic or other resources;
- do not involve significant air, noise, or water quality impacts;
- do not have significant impacts on travel patterns; or
- do not otherwise, either individually or cumulatively, have any significant environmental impacts.

☒ Checking this box certifies that project meets the above definition for a Categorical Exclusion.

5. Exceptions to Categorical Exclusions/Unusual Circumstances (23 CFR 771.117[b]).

FHWA regulation 23 CFR 771.117(b) provides that any action which normally would be classified as a CE but could involve *unusual circumstances* requires the Department to conduct appropriate environmental studies to determine if the CE classification is proper. Unusual circumstances include actions that involve:

- Significant environmental impacts;
- Substantial controversy on environmental grounds;
- Significant impact on properties protected by section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

All of the above unusual circumstances have been considered in conjunction with this project. (Choose one)

☒ Checking this box certifies that **none of the above conditions apply** and that the project qualifies for a Categorical Exclusion.

☐ Checking this box certifies that unusual circumstances **are involved**. However, the appropriate studies/analysis have been completed, and it has been determined that the CE classification is still appropriate.

Categorical Exclusion Checklist

SECTION B: Compliance with FHWA NEPA policy to complete all other applicable environmental requirements¹ prior to making the NEPA determination:

During the environmental review process for which this CE was prepared, all applicable environmental requirements were evaluated. Outcomes for the following requirements are identified below and fully documented in the project file. **[NOTE: EVERY SECTION BELOW MUST BE COMPLETED, DO NOT SKIP ANY SECTIONS.]**

FSTIP

- ☒ The project description on the Categorical Exemption/Categorical Exclusion Form matches the project description in the FSTIP and RTP, and the appropriate page of the FSTIP is in the project file.

Air Quality

- ☒ [Air Quality Conformity Findings Checklist](#) has been completed and project meets all applicable AQ requirements.
- ☐ For 23 USC 326 projects which require an air quality conformity determination (this will apply to certain projects under 23 CFR 771.117(c)(22), (c)(23), (c)(26), (c)(27), and (c)(28)), list the date of the Caltrans conformity determination:
- ☐ For 23 USC 327 projects, list date of FHWA concurrence on conformity determination:

Cultural Resources

- ☒ Section 106 compliance is complete.
- ☐ A Screened Undertaking Memo was prepared, or
- ☒ A Historic Properties Survey Report was prepared, and the following finding was made:
- ☐ No Historic Properties Affected ☐ No Adverse Effect with Standard Conditions
- ☒ No Adverse Effect (with Non-Standard Conditions) ☐ Adverse Effect/MOA ☐ Phasing/Project PA

Noise

23 CFR 772

- ☐ Is this a Type 1 project? ☐ Yes ☒ No (skip this section.)
- ☐ Future noise levels with project either approach or exceed NAC or result in a substantial increase.
- If yes: ☐ Abatement is reasonable and feasible
- ☐ Abatement is not reasonable or feasible

¹ Please consult the SER for a complete list of applicable laws, statutes, regulations, and executive orders that must be considered before completing the CE.

Categorical Exclusion Checklist

Biology

USFWS

Species List²:

- ☐ Not required
☒ Required, Date: 6/7/2022

Effect Determination:

- ☒ No Effect Section 7 (Federal Endangered Species Act)

Consultation with USFWS Findings (Effect determination):

- ☐ Not Likely to Adversely Affect with USFWS Concurrence. Date: _____³
☐ Likely to Adversely Affect with Biological Opinion Date: _____³

NOAA Fisheries

Species List²:

- ☐ Not required
☒ Required, Date: 6/7/2022

Effect Determination:

- ☐ No Effect Section 7 (Federal Endangered Species Act)

Consultation with NOAA Fisheries Findings (Effect determination):

- ☐ Not Likely to Adversely Affect with NOAA Fisheries Concurrence. Date: _____³
☒ Likely to Adversely Affect with Biological Opinion Date: 3/15/2022³

Essential Fish Habitat (Magnuson-Stevens Act) Findings (Effect determination):

- ☐ Magnuson-Stevens Fishery Conservation and Management Act does not apply
☐ No Adverse Effect ☒ Adverse Effect and consultation with NOAA Fisheries

Floodplains

Floodplains (Executive Order #11988)

- ☐ No Floodplains ☒ No Significant Encroachment ☐ Significant Encroachment

² See the "Changes to Species List Requirements" memo (April 9, 2021) for decision tree and information on determining if a list is required and date requirements.

³ If concurrence or BO is expected after PA&ED, enter "Pending" into this field.

Categorical Exclusion Checklist

Waters, Wetlands

Section 404 of the Clean Water Act

Impacts to Waters of the U.S.: ☐ No ☒ Yes; anticipated approval:

- ☐ Nationwide Permit ☒ Individual Permit ☐ Regional General Permit
☐ Letter of Permission

Section 401 of the Clean Water Act

- ☐ Exemption ☒ Certification ☐ Not Applicable

Wetland Protection (Executive Order #11990)

- ☒ No Wetland Impact
☐ Permanent Wetland Impact; Only Practicable Alternative Finding is included in a separate document in the project file

Section 4(f) Transportation Act (23 CFR 774)

Section 4(f) regulation was considered as a part of the review for this project and a determination was made:

- ☒ Section 4(f) does not apply
☐ There are no potential Section 4(f) properties in the project vicinity.
☐ The properties do not meet the definition of a Section 4(f) property, the project does not “use” a Section 4(f) property, or the project meets the criteria for an exception (e.g., temporary occupancy). Document in project file or CE.
☐ Section 4(f) applies
☐ De Minimis
☐ Programmatic: Type: List one of the five categories as defined in 23 CFR 774.3
☐ Individual:
☐ Legal Sufficiency Review complete ☐ HQ Coordinator Review Complete

Section 6(f) – Properties Acquired with Land and Water Conservation Fund grants

Was the above property purchased with grant funds from the Land and Water Conservation Fund?

- ☒ No, Section 6(f) does not apply. No additional documentation required.
☐ Yes: ☐ Documentation of approval from National Park Service Director (through California State Parks) has been received for the conversion/and replacement of 6(f) property.

Coastal Zone

Coastal Zone Management Act of 1972

- ☒ Not in Coastal Zone ☐ Qualifies for Exemptions ☐ Qualifies for Waiver
☐ Coastal Permit Required
☐ Consistent with Federal, State, and Local Coastal Plans ☐ Federal Consistency

Categorical Exclusion Checklist

Coast Guard – Bridge Over Navigable Waters of the U.S.

- ☒ Not applicable
- ☐ 23 USC 144(c) USCG Bridge Permit Exception
- ☐ 33 CFR 115.70 Advance Approval
- ☐ USCG Bridge Permit

Relocation and Right of Way

Relocations

- ☒ No Relocations
- ☐ Project involves Enter number relocations and will follow the provisions of the Uniform Relocation Act.

Right of Way Acquisitions/Easements

- ☐ No right of way acquisitions or easements
- ☒ Project involves 2 acquisitions and 9 easements.

Hazardous Waste and Materials

Are hazardous materials or contamination exceeding regulatory thresholds (as set by U.S. EPA, Cal EPA, County Environmental Health, etc.) present? ☐ Yes ☒ No

If yes, is the nature and extent of the hazardous materials or contamination fully known?

☐ Yes ☐ No

If no, briefly discuss the plan for securing information:

SECTION C: Certification

Based on the information obtained during environmental review process and included in this checklist, the project is determined to be a Categorical Exclusion pursuant to the National Environmental Policy Act and is in compliance with all other applicable environmental laws, regulations, and Executive Orders.

Prepared by:

Vincent Heim

Associate Environmental Planner



Signature

6/3/2022

Date