

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

08-SBd-71	R0.0/R8.5	0G790/0814000176	---N/A---
08-Riv-71	R0.0/G3.0		
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)

Caltrans proposes to replace, repair, upgrade or install new Traffic Management System (TMS) field elements on State Route 71 from the Los Angeles County Line (PM R0.0) to the Riverside County Line (PM R8.5) in San Bernardino County, and from the Riverside County Line (PM R0.0) to State Route 71/State Route 91 junction (PMG3.0) in Riverside County. All work is to be conducted within the state Right of Way.

(Additional information on attached continuation sheets)

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**

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

Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)
 Categorically Exempt. Class 1. (PRC 21084; 14 CCR 15300 et seq.)

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:

- 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.

Exempt by General Rule. [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].)]

Gabrielle Duff

Print Name: Senior Environmental Planner or Environmental Branch Chief

 11/28/18
 Signature Date

Martha Santana

Print Name: Project Manager

 11/28/18
 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)(21)**
- 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. 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 December 23, 2016 and executed by FHWA and Caltrans.

Gabrielle Duff

Print Name: Senior Environmental Planner or Environmental Branch Chief

 11/28/18
 Signature Date

Martha Santana

Print Name: Project Manager/DLA Engineer

 11/28/18
 Signature Date

Date of Categorical Exclusion Checklist completion: 11/28/18

Date of ECR or equivalent : 11/28/18

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

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Continued from page 1:

The following activities are proposed:

- Installation of approximately 11.5 miles of FOC backbone system
- Installation of eight (8) Data Node Cabinets, one (1) Mini Hub, three (3) Changeable Message Signs (CMS), fourteen (14) Closed Circuit Television (CCTV) cameras, and sixteen (16) Ramp Metering Stations (RMS).
- Connecting the proposed FOC backbone system to the following existing elements: twelve VDS, sixteen RMS, nine (9) Traffic Signals and five (5) CCTV cameras.
- Connecting power to four (4) existing VDS and upgrading five (5) existing CCTV.

The purpose of this project is to improve the capability and efficiency of the District's Transportation Management Center (TMC) to gather and disseminate real time traffic information within the project limits and to better manage incidents which adversely affect traffic.

The need for this project is that the existing TMS within the project limits is incomplete and insufficient to provide real time monitoring and/or collection of traffic information to mitigate congestion and manage traffic incidents that may adversely affect the safety of the traveling public. Where TMS elements exist, they are not connected to a FO Communication (FOC) backbone system, and they use unstable wireless link. The wireless communication system also requires a recurring cellular bill be paid by the District. Finally, SR-71 does not have (CCTV) in San Bernardino County, which allows the TMC to access the effects of incidents on traffic flow installed throughout the project limits. These conditions do not allow real time monitoring and/or collection of traffic data to mitigate traffic congestion and enhance the safety of the traveling public.

This Project is currently programmed in the 2018 State Highway Operations and Protection Program (SHOPP) under the 201.315 Transportation Management Program for delivery in the 2021/22 Fiscal Year.

The following technical documentation was prepared in conjunction with determining and addressing applicable National Environmental Policy Act (NEPA) and applicable California Environmental Quality Act (CEQA) documentation and compliance requirements.

Initial Site Assessment – August 31, 2018

Transportation Air Quality Conformity Findings Checklist – May 16, 2018

Noise Study Memorandum – August 28, 2018

Natural Environmental Study No Effects Technical Memorandum – October 27, 2018

Cultural Studies Screened Undertaking Memorandum - April 16, 2018.

ENVIRONMENTAL ENGINEERING

In coordination with District Environmental Engineering, an Initial Site Assessment (ISA) Checklist was prepared 8/27/2018. According to the checklist, the project's potential for hazardous waste involvement is "LOW RISK".

The ISA provided the following recommendations 1) The project is not expected to encounter aerially deposited lead and should include the special provision 7-1.02K Earth Material Containing Lead for non-hazardous soils, 2) If the project will remove and dispose of electrical equipment containing hazardous material, removal requires Head Quarters approval. (*Batteries as described in 22 CA Code Regs § 66273.2, light bulbs, mercury lamps, fluorescent tubes, bulbs, and lamps are universal waste and shall be managed under 22 CA Code Regs § 66261.9*).

Hazardous Waste Environmental Commitments include:

- HW-1 SSP 7-1.02K(6)(j)(iii) for Lead Compliance Plan (LCP)
- HW-2 SSP 14-11.15 disposal of electrical equipment requiring Special Handling

Also in coordination with District Environmental Engineering it was determined on May 16, 2018 that this project has no potential air quality impacts subject to NEPA analysis according to the initial screening procedure of the Carbon Monoxide (CO) Protocol, qualifies for a NEPA Categorical Exclusion pursuant to 23 USC 326; and qualifies for a Categorical Exemption under CEQA. It was also determined that the proposed project is a Type III project per the Traffic Noise Analysis Protocol (TNAP) and therefore exempt from traffic noise analysis. No Air Quality Report or Noise Study was prepared for this project.

Air Quality Environmental commitments include:

- AQ-1 SSP 14-9.02 Air Pollution Control
- AQ-2 SSP 14-11.04 Dust Control
- AQ-3 SSP 18 Dust Palliatives

Noise Environmental commitments include:

- Noise 1 SSP 14-8.02 Noise and Vibration

BIOLOGICAL RESOURCES –No Effects Technical Memorandum dated 11/27/2018.

In coordination with District Biology, a Natural Environmental Study No Effects Memo was completed on October 27, 2018. The memo identified a number of special status species that have the potential to occur in the project area. In conjunction with addressing the Federal Endangered Species Act, Caltrans determined that project will have No Effect and No Take to listed special and their critical habitat because all work will be limited to the pavement and within the State Right of Way, and the project area is immediately surrounded by residential and commercial properties, and disked agriculture fields. The project will not impact Waters of the United States or Waters of the State will not be altered by the project.

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Continuation Sheet

No permits will be required for this project. This project will not result in adverse impacts to any "jurisdictional waters" and will not alter, modify, or fill State and/or Federal Waters. As currently proposed, the project will not require regulatory permits and will not result in impacts to natural resources under the jurisdiction of State or Federal regulatory agencies. Implementation of the avoidance and minimization measures identified in the Environmental Commitments Record (ECR), attached separately, will minimize impacts to species and their habitat.

- BIO-1: Vegetation Removal
- BIO-2: Preconstruction Nesting Bird Survey
- BIO-3: Preconstruction Meeting
- BIO-4 Materials and Stockpile Control
- BIO-5 Litter Control

CULTURAL STUDIES- Screened Undertaking Memorandum

Based on the cultural resources review completed on April 16, 2018, the proposed project has no potential to affect historic properties eligible for or listed in the National Register of Historic Places. As a result, this project is exempt from further review and the Section 106 compliance process, CEQA cultural resources component, and PRC 5024 compliance are complete. The following measures will minimize impacts from inadvertent discoveries are identified in the ECR, attached separately.

- CR-1 SSP 14-2.03A Archaeological Resources
- CR-2: Public Resources Code Section 5097.98 Human remains

Water Quality

In coordination with District Storm Water it was determined that there are several FEMA-defined flood plains in this area, all associated with Chino Creek, Prado Lake, and various tributaries. However, since the project consists only of placing fiber-optic communication lines resulting in no change to the elevation, there will be no effect on the water surface elevation anywhere within the project. The project is therefore in compliance with FHWA requirements outlined in 23 CFR 650 Subpart A. In addition, no Letter of Map Revision (LOMR) nor Conditional Letter of Map Revision (CLOMR) will be required.

PALEONTOLOGICAL RESOURCES

In coordination with District Paleontology, it was determined March 23, 2017 that Paleontological studies are not required for this project.

In conjunction with the results of the above technical documentation, the Avoidance and/or Minimization Measures(s) included in the ECR prepared for this project (attached separately), will be implemented during the Final Design (Plans, Specifications, and Estimates) phase and/or the Construction phase of this project, as applicable. If it is determined that revisions to the ECR are required for this project during the Final Design phase (PS&E), or during the construction phase, the ECR will be updated accordingly, based upon and following direct coordination with the Senior Environmental Planner assigned to this project.

Changes to the project's scope of work (including any changes necessitated by utilities), limits, construction strategy and/or staging and storage requirements, and/or the timeframe of construction, as well as Final Design (PS&E) efforts not addressed during preliminary design (PA&ED), will require that the District's Division of Environmental Planning be notified in a timely manner, to determine if performance of an Environmental Re-Evaluation will be required to confirm that the environmental documentation for CEQA compliance and NEPA compliance remains valid. Updates to the original Technical Studies, or preparation of new Technical Studies may be required, and/or a new CE/CE Determination Form may need to be completed, and/or an Environmental Document may need to be prepared and approved to document the project's compliance with all applicable CEQA and NEPA requirements.

If an Environmental Re-Evaluation is determined to be necessary, it would need to be completed before the associated scope of work (or project limits) change(s) being considered for the project were implemented.

An Environmental Certification will be required at the end of the Plans, Specifications, and Estimates phase.

The District's Division of Environmental Planning needs to be notified in a timely manner, if the project's scope of work, project limits, construction strategy and/or staging and storage requirements, and/or the timeframe of construction, changes during the Construction Phase, to determine if an Environmental Re-Evaluation (including possible updates to the original Technical Studies, or preparation of new Technical Studies) is required, and/or a new CE/CE Determination Form may need to be completed, and/or an Environmental Document may need to be prepared and approved to document the project's compliance with all applicable CEQA and NEPA requirements. If an Environmental Re-Evaluation is determined to be necessary, and/or additional analysis is required, all such efforts would be required to be completed before the scope of work (or project limits) change(s) being considered for the related portion of the project were implemented. Construction work consistent with the project scope included in the Environmental Certification issued for the project could continue, however, advance coordination with the Senior Environmental Planner assigned to this project would be necessary.

Completion of a *Certificate of Environmental Compliance* at Construction Contract Acceptance will be required following completion of construction of the project.