



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION  
DETERMINATION FORM (rev. 04/2021)**

**Project Information**

**Project Name (if applicable):** Donner Pass CHP Lighting System

**DIST-CO-RTE:** 03-NEV-080

**PM/PM:** 19.25/19.25

**EA:** 1J930

**Federal-Aid Project Number:** N/A

**Project Description**

The California Department of Transportation (Caltrans) proposes to replace the under-truck lighting system at the Donner Pass California Highway Patrol (CHP) Commercial Vehicle Enforcement Facility on Interstate 80 in Nevada County near postmile 19.25. This facility operates 24 hours a day, 7 days a week, and serves as a port of entry on the Interstate 80 corridor.

The purpose of this emergency project is to restore operation of the facility's lighting system. The project is needed as the current lighting system has failed and become unsafe for CHP personnel.

**(Continued on Page 3)**

**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 11.** (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**

Mundeep Purewal	<i>Mundeep Purewal</i>	7/21/21
Print Name	Signature	Date

**Project Manager**

Anthony Thurman	<i>Anthony Thurman</i>	7/21/21
Print Name	Signature	Date



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Caltrans NEPA Determination (Check one)

[X] 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, 2019, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- [ ] 23 CFR 771.117(c): activity (c)(Enter activity number)
[ ] 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 December 23, 2016 and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

N/A

Print Name

Signature

Date

Project Manager/ DLA Engineer

N/A

Print Name

Signature

Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A

Date of Environmental Commitment Record or equivalent: 7/15/21



## CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

### **Continuation sheet:**

#### **Description** (Continued from Page 1)

A damage assessment indicates the light frames are flexed and bent upwards with protruding metal edges. These protruding metal edges are causing spalling of concrete and creating a safety hazard for the CHP Commercial Vehicle Inspection Specialists who inspect the underside of vehicles from mobile creepers. The creeper wheels get stuck on the protruding metal edges, which stops the creeper movement, causing the inspector to slide off the creeper onto the floor or into parts of the vehicle being inspected. A serious work-related injury was reported when an employee slid off the creeper and into the undercarriage of a vehicle being inspected. Additionally, often unreported, incidents consist of bruised heads, knees, arms, and legs. The inability to safely inspect commercial vehicles could result in unsafe vehicles and overloaded trucks causing damage to our highway system.

The proposed solution is to replace the failed under-truck lighting system and its obsolete electrical components. The scope of work includes the following components:

- Site preparation
- Removing failed underground lighting system
- Installing new underground lights
- Upgrading the electrical system, as needed
- Incidental work

#### **Staging**

If required, staging would occur within State right-of-way.

#### **Disposal/Borrow**

Based on the scope of the work and due to the nature of the project, a disposal/borrow site would not be required.

#### **Right-of-Way**

This project would be completed within State right-of-way.

#### **Consultation and Agency Coordination**

Based on the scope of work and due to the nature of the project, consultation and agency coordination are not required for this project.

#### **Permits**

Based on the scope of work, regulatory permits are not required.