



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

<u>Project Information</u>	
Project Name (if applicable):	
DIST-CO-RTE: 04-ALA,CC-VAR	PM/PM: VAR
EA: 2Y150	Federal-Aid Project Number: 04230000076
<u>Project Description</u>	
<p>The California Department of Transportation, District 4 Maintenance Division is conducting environmental studies to install signals and CCTV's as part of the "Governor's CCTV Pilot Project" located in Alameda and Contra Costa Counties on Routes 80, 112, 123, 580, and 238 at various postmiles. Work includes upgrading and adding video detection and upgrading CCTV. No work will take place outside of the Caltrans right of way (ROW). (SEE PAGE 3 FOR CONDITIONS)</p>	

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 1d.** (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

Mariam Farrar	<i>Mariam Farrar</i>	11/22/22
Print Name	Signature	Date

Project Manager

Monique Nguyen		11/22/22
Print Name	Signature	Date



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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)
23 CFR 771.117(d): activity (d)
Activity 4 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

N/A

Print Name

Signature

Date

Project Manager/ DLA Engineer

N/A

Print Name

Signature

Date

Date of Categorical Exclusion Checklist completion (if applicable): 11/22/22
Date of Environmental Commitment Record or equivalent: 11/22/22

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).



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Continuation sheet:

Cultural

If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find.

Bio

All construction work to remain within Caltrans right-of-way. Equipment shall be staged within Caltrans right-of-way in an area absent of vegetation. If additional work is added to the project increasing the scope of work and size or nature of disturbed area then the entire project will have to be re-evaluated and at a minimum resulting in an amended environmental document.