



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

Project Information

Project Name (if applicable): State Route 116 Slide Repair Project

DIST-CO-RTE: 04-SON-116

PM/PM: 9.4-9.55

EA: 04-2K360

Federal-Aid Project Number: 0416000410

Project Description

The California Department of Transportation (Caltrans) has determined a NEPA categorical exclusion for the State Route (SR) 116 Slide Repair Project (Project). The Project would stabilize the embankment and prevent additional landslides through the construction of a soldier pile retaining wall with ground anchors adjacent to the westbound lane. This Project would also repair a downdrain culvert, also damaged by landslides, and would include other drainage improvements to help stabilize the slope over the long term. Concrete barriers and a metal beam guardrail system would be installed adjacent to the westbound lane.

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

N/A

Print Name

Signature

Date

Project Manager

N/A

Print Name

Signature

Date



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)(26)
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

Maxwell Lammert
Print Name
Signature
Date
2/06/2023

Project Manager/ DLA Engineer

Samira Norouzpour
Print Name
Signature
Date
02/06/2023

Date of Categorical Exclusion Checklist completion (if applicable): N/A
Date of Environmental Commitment Record or equivalent: 02/06/2023

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:

Purpose and need: The purpose of the proposed Project is to repair a slope damaged by storm-and erosion-induced landslides and to prevent future landslides onto this segment of SR 116. The Project is needed because heavy rains seasonally saturate the steep hillside and cause landslides that encroach onto westbound SR 116. In the past, this has necessitated temporary closures of SR 116 until cleanup was completed. If the underlying slope instability is not addressed, landslides may continue to occur, affecting highway accessibility and the safety of the traveling public.

Right of way: Right of way acquisition is not anticipated. All work should be able to take place within State or County ROW. A temporary construction easement (TCE) from Sonoma County is anticipated for work on Old Monte Rio Road and the southern portion of the Project footprint. Staging and contractor use areas would be limited to paved or gravel surfaces and disturbed areas. Staging would occur in closed traffic lanes and the existing pullout adjacent to the eastbound lane of SR 116. Temporary K-rails (or similar) would be used to separate open traffic lanes from closed traffic lanes.

Permitting: The Project is anticipated to receive a Biological Opinion from the U.S. Fish and Wildlife Service (USFWS) for California red-legged frog and Northern Spotted Owl. The Project anticipates impacts to Waters of the U.S. Thus, a Section 404 permit, issued by the U.S. Army Corps of Engineers (USACE), is required. A Section 401 certification, issued by the North Coast Regional Water Quality Control Board (RWQCB), is required. A California Department of Fish and Wildlife (CDFW) Section 1602 Lake and Streambed Alteration Agreement is also required. Approval of funding for the Project is required by the California Transportation Commission for each phase of the Project. No other permits, licenses, agreements, certifications, or approvals are anticipated to be required for the Project.

Section 7 consultation: Caltrans will initiate formal consultation with the U.S. Fish and Wildlife Service (USFWS) under section 7 of the Endangered Species Act, as Caltrans has determined that the Project “may affect, and is likely to adversely affect” California red-legged frog (*Rana draytonii*) and “may affect, and is not likely to adversely affect” Northern spotted owl (*Strix occidentalis caurina*). Caltrans would provide USFWS with a Biological Assessment to assist USFWS in preparation on the BO. Once the BO has been issued, the formal consultation process would be completed within 135 days. This process will not be complete within PAED phase, we have initiated the NEPA Improvement Process to request approval to obtain the USFWS BO during PS&E phase. We have entered this process by sending a letter requesting permission to Laura Leoffler, Headquarters Environmental and was approved on February 1, 2023.

More information about this document and permits can be found at <https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>.

Project Features

- PF-AES-1, Temporary Fencing: Use temporary exclusion fencing to protect the roots and canopies of nearby trees from construction-related activities.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- PF-AES-2, Construction Equipment and Materials Storage: Construction equipment and materials should be stored in screened staging areas beyond the direct view of the traveling public and residential properties to the extent feasible.
- PF-AES-3, Nightwork: For nightwork, limit construction lighting to the Project footprint for construction-related activities, and use directional lighting, shielding, and other measures as needed to minimize light trespass to adjacent residences and to the traveling public.
- PF-AES-4, Vegetation Impacts and Protection: Reduce impacts to vegetation to the greatest extent possible while allowing the Project to be implemented. Vegetation to remain should be protected from construction activities by temporary fencing when vegetation is close to construction-related activities.
- PF-AES-5 Revegetate Disturbed Areas: Revegetate disturbed areas with regionally appropriate, commercially available, native seed mix.
- PF-AQ-1, Dust Control Measures: Implement dust control measures to minimize airborne dust and soil particles generated from construction-related activities, including watering or applying dust palliative to disturbed areas, preventing and promptly removing trackouts on SR 116 created by construction traffic, and covering soils or materials or providing adequate freeboard (space from the top of the material to the top of the truck) during transport.
- PF-AQ-2, Construction Vehicles and Equipment: Maintain and tune the construction vehicles and equipment in accordance with manufacturer's specifications.
- PF-AQ-3, Limit Idling: Limit idling times either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.
- PF-BIO-1, A Permit Compliance Binder would be maintained at the construction site at all times and presented to resource agency (e.g., USACE, NMFS, USFWS, RWQCB, State Lands Commission, and/or CDFW) personnel upon request. The Permit Compliance Binder would include a copy of all original permits and agreements and any extensions and amendments to the permits and agreements.
- PF-BIO-2, Except as they are contradicted by measures within the permits and agreements, all work would be conducted in conformance with the project description in the permits and agreements and the AMMs provided in the permits and agreements.
- PF-BIO-3, Work in the bed, bank, or channel of aquatic resources, and in any associated riparian habitat, would only be conducted during periods of dry weather. Forecasted



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

precipitation would be monitored. When 0.25 inch or more of precipitation is forecasted to occur, work would stop before precipitation commences. No Project activities would be started if their associated erosion control measures cannot be completed prior to the onset of precipitation. After any storm event, all sites currently under construction and all sites scheduled to begin construction within the next 72 hours would be inspected for erosion and sediment problems, and corrective action would be taken as needed; 72-hour weather forecasts from the National Weather Service would be consulted, and work would not start back up until runoff ceases, and there is less than a 50 percent forecast for precipitation for the following 24-hour period.

- PF-BIO-4, Prior to the start of construction, a biologist would provide a training session for all work personnel to identify any sensitive species that may be in the area, their basic habits, how they may be encountered in their work area, and procedures to follow when they are encountered. Any personnel joining the work crew later would receive the same training before beginning work. Upon completion of the education program, employees would sign a form stating they attended the program and understand all protection measures. A pamphlet that contains images of sensitive species that may occur within the Project area, environmentally sensitive areas within the Project area, key avoidance measures, and employee guidance would be given to each person who completes the training program. These forms would be made available to the resource agencies upon request.
- PF-BIO-5, Before construction begins, ESAs would be clearly delineated using high-visibility orange fencing, flagging, or similar marking to delineate sensitive habitats, including rare plants. The ESA marking would remain in place throughout construction. It may be removed during the wet season (and subsequently reinstalled) if needed to prevent materials from being washed away. The final Project plans would depict all locations where ESA markings would be installed and the manner of installation. The bid solicitation package special provisions would clearly describe acceptable marking material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within ESAs. ESA markings would be maintained in good condition throughout the Project as needed.
- PF-BIO-6, If Project activities occur between February 1 and September 30, then a pre-construction survey would be conducted for nesting birds no more than 3 days before construction. If active nests are found, then an appropriate buffer would be established, and the nest would be monitored for compliance with the Migratory Bird Treaty Act and California Fish Game Code Section 3503.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- PF-BIO-7, If an active bird nest is found during construction activities, then the following ESA buffers would be established: If an active raptor nest is observed, a 300-foot ESA buffer would be implemented to avoid affecting the young until they have fledged; if an active nest of migratory bird other than a raptor is observed, a suitable ESA buffer would be determined by a qualified biologist and implemented to protect the young until they have fledged, or as otherwise determined by consultation with USFWS and CDFW regarding appropriate action to comply with the Migratory Bird Treaty Act and California Fish and Game Code Section 3503.
- PF-BIO-8, Water pollution control and erosion control BMPs would be developed and implemented to minimize wind- or water-related erosion. They would follow the requirements of the RWQCB and standards outlined in Construction Site Best Management Practices Manual (Caltrans 2017). At a minimum, protective measures would include the following:
 1. Prohibiting discharge of pollutants from vehicle and equipment cleaning into storm drains or watercourses.
 2. Maintaining equipment to prevent the leakage of vehicle fluids, such as gasoline, oils, or solvents. Hazardous materials such as fuels, oils, solvents, etc. would be stored in sealable containers in a designated location that is at least 50 feet from aquatic habitats.
 3. Servicing vehicles and construction equipment, including fueling, cleaning, and maintenance, at least 50 feet from aquatic habitat unless separated by a topographic or engineered drainage barrier.
 4. Collecting and disposing of concrete wastes and water from curing operations in appropriate washouts, located at least 50 feet from watercourses.
 5. Maintaining spill containment kits onsite at all times during construction operations, staging, and fueling of equipment.
 6. Using water trucks and dust palliatives to control dust in unvegetated areas and covering of temporary stockpiles when weather conditions require.
 7. Protecting graded areas from erosion using a combination of silt fences, fiber rolls, or straw wattles along toes of slopes or along edges of designated staging areas; erosion control netting (jute or coir); hydraulic mulch; temporary cover; drainage inlet protection; or other appropriate sediment control methods. To prevent wildlife from becoming



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

entangled or trapped in erosion control materials, plastic monofilament netting (i.e., erosion control matting) or similar material would not be used. Acceptable substitutes include coconut coir matting or tackifying hydroseeding compounds.

- PF-BIO-9, The following site restrictions would be implemented to avoid or minimize potential impacts on sensitive biological resources:
 1. Enforcing a speed limit of 15 miles per hour for project vehicles in unpaved portions of the site to reduce dust and excessive soil disturbance.
 2. Locating construction access, staging, storage, and parking areas within the Caltrans ROW and outside of any designated ESA to the extent practicable. Access routes, staging and storage areas, and contractor parking would be limited to the minimum necessary to construct the proposed Project. Routes and boundaries of roadwork would be clearly marked before initiating construction.
 3. Certifying that borrow material is nontoxic and weed free.
 4. Enclosing food and food-related trash items in sealed trash containers and removing them from the site at the end of each day.
 5. Prohibiting pets from entering the Project area during construction.
 6. Prohibiting firearms within the Project site, except for those carried by authorized security personnel or local, state, or federal law enforcement officials.
- PF-BIO-10, To reduce the spread of invasive, non-native plant species and minimize the potential decrease of palatable vegetation for wildlife species, Caltrans would comply with Executive Order 13112. This order is provided to prevent the introduction of invasive species and provide for their control to minimize the economic, ecological, and human health effects. If noxious weeds are disturbed or removed during construction-related activities, the contractor would be required to contain the noxious weed plant material and dispose of it in a manner that would not promote the spread of the species. The contractor would be responsible for obtaining all permits, licenses, and environmental clearances for properly disposing of materials. Areas subject to noxious weed removal or disturbance would be replanted with fast growing native grasses or a native erosion control seed mixture. Where seeding is not practical, the target areas within the Project area would be covered to the extent practicable with heavy black plastic solarization material until the end of the Project.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

If work occurs in sensitive habitat, vehicles and equipment would be thoroughly cleaned before arriving on the site to prevent the spread of noxious weeds from other locations.

- PF-BIO-11, Vegetation would be cleared only where necessary and would be cut above soil level, except in areas that would be permanently affected or excavated. This would allow plants that reproduce vegetatively to resprout after construction.
- PF-BIO-12, Temporarily disturbed areas would be restored. Exposed slopes and bare ground would be reseeded with native grasses to stabilize and prevent erosion. Where disturbance includes the removal of trees and woody shrubs, native species would be replanted, based on the local species composition.
- PF-BIO-13, A habitat assessment would be conducted for potentially suitable bat roosting habitat prior to construction activities. If the habitat assessment reveals that any structures are suitable roosting habitat for bats, then the appropriate exclusionary measures would be implemented prior to construction during the period from March 1 to April 15 or August 31 to October 15. Potential avoidance may include exclusionary blocking or filling potential cavities with foam, visual monitoring, and/or staging Project work to avoid bats. If bats are known to use the structures, then exclusion netting would not be used.

If the habitat assessment reveals suitable bat habitat in trees, and tree removal is scheduled from April 16 through August 30 and/or October 16 through February 28, then presence/absence surveys would be conducted 2 to 3 days prior to any tree removal or trimming. If presence/absence surveys are negative, then tree removal would proceed following a two-phase tree removal system. If presence/absence surveys indicate bat occupancy, then the occupied trees would only be removed from March 1 through April 15 and/or August 31 through October 15 by following the two-phase tree removal system. The two-phase system would be conducted over 2 consecutive days. On the first day (in the afternoon), limbs and branches are removed by a tree cutter using chainsaws or other hand tools. Limbs with cavities, crevices, or deep bark fissures are avoided and only branches or limbs without those features are removed. On the second day, the entire tree would be removed.

Bats would not be disturbed without specific notice to, and consultation with, CDFW.

- PF-BIO-14, To prevent inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches more than 1 foot deep would be covered at the close of each workday by plywood or similar materials or provided with one or more escape ramps constructed of earthen fill or wooden planks at an angle no greater than 30 degrees. Before



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

such holes or trenches are filled, they would be thoroughly inspected for trapped animals. Pipes, culverts, or similar structures stored in the Project area overnight would be inspected before they are subsequently moved, capped, or buried.

- PF-BIO-15, For unavoidable nighttime work, all lighting would be shielded and directed downward toward the active construction area to avoid exposing nocturnal wildlife to excessive glare.
- PF-CULT-1, 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.
- PF-ENERGY-1, Recycle Waste and Materials: Recycle nonhazardous waste and excess materials offsite to reduce disposal, if feasible.
- PF-ENERGY-2, Solar Energy: Use solar energy as the energy source for construction equipment, such as, but not limited to, signal boards, if feasible.
- PF-ENERGY-3, Use regular vehicle and equipment maintenance.
- PF-HYD-1, Water Quality Best Management Practices. This Project would require a SWPPP, which would provide guidance on erosion control BMPs to be implemented to minimize wind- or water-related erosion. These BMPs would also be implemented via language in the *Construction Site Best Management Practices (BMPs) Manual* (Caltrans 2017), which provides guidance for including provisions in all construction contracts to protect sensitive areas and prevent and minimize stormwater and non-stormwater discharges. BMPs would include wind erosion controls (such as temporary covers, hydraulic mulch, hydroseeding and wood mulching), and drainage inlet protection. This may include:
 - Soil Stabilization: Scheduling, Preservation of Existing Vegetation, Slope Protection, Slope Interrupter Devices, and Channelized Flow;
 - Sediment Control: Temporary Fiber Rolls, Temporary Silt Fence and Storm Drain Inlet Protection;
 - Tracking Controls: Stabilized Construction Entrance/Exit, and Street Sweeping;
 - Wind Erosion Controls; Hydraulic Mulch and Temporary Covers;
 - Non-storm Water Management: Water Conservation Practices, Dewatering Operations, Paving and Grinding Operations, Potable Water/Irrigation, Vehicle



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

and Equipment Operations (Fueling, Cleaning and Maintenance), Concrete Waste Management, and Material & Equipment Use;

- Waste Management and Materials Pollution Control: Material Delivery and Storage, Material Use, Stockpile Management, Spill Prevention and Control, Solid & Concrete Waste Management, Hazardous Waste & Contaminated Soil Management, and Sanitary/Septic & Liquid Waste Management.

Avoidance and Minimization Measures

- AMM-AES-1, Aesthetically treat the wall and coping to simulate natural rock slopes, such as those that occur within the Sonoma SR 116 corridor between PM 4.4 and PM 10.7, in order to reduce visual contrast and produce a more varied surface texture and color that is compatible with the surrounding environment.
- AMM-AES-2, Color treat barriers dark brown to reduce visual contrast with the surrounding environment.
- AMM-AES-3, Color galvanized steel guardrails and other metal safety systems such as alternative end treatments and crash cushions (if practicable), a dark brown color to reduce visual contrast with the surrounding environment.
- AMM-AES-4, Route drain pipes to avoid damage to, or removal of, scenic resource trees (coast redwoods) on the river side of the highway.
- AMM-AES-5, Recess down-drain into the wall plane to avoid distracting shadowing and the appearance of engineered features strapped to the surface of the aesthetically treated wall.
- AMM-AES-6, Stockpile and re-use native topsoil to the extent practicable, to assist in revegetation success and re-establish native plants present in the native soil.
- AMM-AES-7, Soil fill and vegetate RSP to the extent practicable.
- AMM-TRANS-1, Transportation Management Plan: A TMP would be prepared prior to the beginning of construction to aid in coordinating and providing further safety measures for those accessing the Project corridor during construction. The TMP would identify traffic delays and alternative routes for emergency and medical vehicles associated with essential services, and would minimize impacts to service ratios, response times, and other performance objectives for public services. The TMP would provide priority to emergency vehicles during traffic control, as well as include instructions for response or evacuation in the event of an emergency.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- AMM-AES-8 Prune trees under the supervision of a certified arborist to accommodate construction access to the maximum extent practicable, prior to considering tree removal.
- AMM-AES-9, If construction work results in the unavoidable removal of existing trees of diameter breast height (caliper size) 4 inches or greater, replant trees within the Project limits with native and climatically appropriate species to the extent practicable; provide a minimum of three years of planting establishment for replacement trees.
- AMM-AES-10, Remove prior landslide debris and round grades at the berm adjacent to the river side of the highway, and revegetate this soil, to appear more natural.
- AMM-AES-11, Minimize appearance of construction equipment and staging areas. Screen the staging area from views from the river, to the extent practicable.
- AMM-BIO-1, During the spring season prior to construction, Caltrans would conduct focused pre-construction surveys for the rare plants identified as having potential to occur in the Project area. The extent and abundance of the rare plants would be mapped and flagged in the field for future relocation, salvage, and transplantation. These surveys would be conducted during the season that the rare plants are detectable and in the correct phenological stage of development for correct identification (typically late spring).

If a rare plant is identified within the Project area during the pre-construction survey, a rare plant transplantation plan would be prepared. The transplantation plan would be submitted to the regulatory agencies for approval prior to the beginning of construction. The rare plant salvage and transplantation plan would include salvage and replanting methods, success criteria, the establishment of photo points, and monitoring methods. The rare plant salvage and transplantation plan would be prepared and approved by the regulatory agencies prior to the beginning of construction.

- AMM-BIO-2, Preconstruction surveys for CRLF will be conducted by the USFWS-approved biologist(s) no more than 24 hours prior to any initial ground disturbance and immediately prior to ground-disturbing activities (including vegetation removal) beyond the existing pavement. These efforts will consist of walking surveys of the Project footprint focusing on the mesic areas at the existing culvert intake and outfall and, if possible, on accessible adjacent areas of upland habitat within at least 50 feet of the Project footprint. The biologist(s) will investigate potential cover sites when it is feasible and safe to do so. This includes a thorough investigation of mammal burrows, rocky outcrops, appropriately sized soil cracks, tree cavities, and debris. Native vertebrates found in the cover sites within the Project footprint will be documented and relocated to an adequate cover site in the vicinity.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Safety permitting, the biologist(s) will investigate areas of disturbed soil for signs of frogs within 30 minutes following initial disturbance of the given area.

- AMM-BIO-3, Prior to the start of construction, WEF will be installed along the Project footprint in areas where CRLF could enter the Project site. The WEF location will be surveyed and included on the Project plans. The final Project plans will show where and how the WEF will be installed. The special provisions in the bid solicitation package will clearly describe acceptable fencing material and proper WEF installation and maintenance. The WEF will remain in place throughout the duration of the Project and will be regularly inspected and maintained.
- AMM-BIO-4, The USFWS-approved biologist will appoint a biological monitor (e.g., the crew foreman) who will be responsible for ensuring that all crew members comply with permit guidelines. Environmental training will be conducted for new personnel before they can participate in construction activities. The approved biologist will notify the Resident Engineer who will address any work stoppage, and the Service will be contacted if a CRLF is encountered during Project activities.
- AMM-BIO-5, If a CRLF is encountered in the immediate work area, the following procedures will be followed:
 1. If a CRLF is discovered during surveys or proposed work activities, the resident engineer and USFWS-approved biologist(s) will be immediately informed. If a CRLF gains access to a construction zone, work will be halted immediately within 50 feet until the animal leaves the construction zone.
 2. The USFWS-approved biologist(s) will have the authority to halt work through coordination with the resident engineer if a CRLF is discovered within the Project footprint. The resident engineer will ensure construction activities remain suspended in any construction area where the qualified biologist(s) has determined that a potential take of the CRLF could occur. Work will resume once the animal leaves the site voluntarily, or it is determined that the CRLF is not being harassed by construction activities.
 3. Caltrans will submit post-construction compliance reports prepared by the biologist to the USFWS within 60 calendar days following completion of Project activities or within 60 calendar days of any break in construction activity lasting more than 60 calendar days. This report will detail (1) dates that relevant Project activities occurred; (2) pertinent information concerning the success of the Project in implementing avoidance and minimization measures for listed species; (3) an explanation of failure to meet such



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

measures, if any; (4) known Project effects on the CRLF, if any; (5) documentation of employee environmental education; and (6) other pertinent information.

- AMM-BIO-6, An approved biologist will conduct pre-construction surveys for western pond turtle as needed. A visual encounter survey will be conducted immediately before ground-disturbing activities. Suitable habitat within the Project footprint will be visually inspected. If western pond turtle (WPT) is found within the Project footprint and at risk of harm, then it will be relocated outside of the Project footprint by the approved biologist.
- AMM-BIO-7, To ensure that potential adverse noise or visual impact effects on NSO are avoided and/or minimized, a preconstruction survey will be conducted during the NSO breeding season in areas of potential NSO habitat within the 330-foot visual line of disturbance contour (which includes the 295-foot, 82 A-weighted decibels (dBA) noise tolerance threshold) of the Project site. The focus of the survey should be on the detection of the species and potential active nest sites that could be affected by the proposed Project.

If an active nest is found within the 330-foot contour visual line of disturbance, the start of construction will be delayed until the young have fledged. NSO young generally leave the nest (that is, fledge) in late May or June. If an active nest is found within the 330-foot visual line of disturbance contour it will be monitored by a USFWS-approved biologist to document when the young have left the nest and construction can start.

- AMM-BIO-8, To minimize noise generated from the proposed Project to the degree possible, all construction equipment, fixed or mobile, will be fitted with properly operating and maintained mufflers consistent with manufacturers' standards.
- AMM-BIO-9, If clearing and grubbing occurs between May 1 and September 1, an agency-approved bat biologist would conduct visual and acoustic bat surveys for roosting, or evidence of roosting. The bat biologist will visually inspect tree foliage, bark, and cavities, and any other structures that could provide roosting habitat for bats. If a maternity colony is discovered, construction activity, including tree removal and vegetation trimming, will cease within 100 feet of the colony, and Caltrans will coordinate with CDFW for technical assistance.
- AMM-BIO-10, Trees would be removed using a two-step process to avoid take of bats and minimize potential disturbance to roosting habitat. If observed during pre-construction surveys, ESA fencing would be installed to protect the roosting trees before construction begins, and the Project biologist would coordinate with USFWS and/or CDFW for technical assistance.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- AMM-NOISE-1, If feasible schedule construction activities during the day, 6:00 a.m. to 9:00 p.m.
- AMM-NOISE-2, Careful planning of tasks such that equipment producing the highest noise levels are operated between 6:00 a.m. to 9:00 p.m.
- AMM-NOISE-3, Locate staging and storage areas away from residential areas.
- AMM-NOISE-4 Use quieter alternative methods of equipment.
- AMM-NOISE-5, Prevent idling of equipment near sensitive receptors.
- AMM-NOISE-6, Equip all internal combustion engine with the manufacturer- recommended muffler. Do not operate an internal combustion engine on the Project site without the appropriate muffler.
- AMM-NOISE-7, If feasible, use solar or electricity as power source instead of diesel generators.