



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION  
DETERMINATION FORM (rev. 04/2022)**

**Project Information**

**Project Name (if applicable):** H Street Improvements

**DIST-CO-RTE:** 03-City of Davis                      **PM/PM:**

**EA:**                      **Federal-Aid Project Number:** CML 5238(072)

**Project Description**

In the City of Davis, on H Street, from the H Street bike/pedestrian tunnel entrance to just south of the Davis Little League Fields. Project scope includes construct parking, roadway improvements, and traffic calming improvements.

**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



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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)(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 December 23, 2016 and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Laura Loeffler (Print Name), Laura Loeffler (Signature), 06/01/22 (Date)

Project Manager/ DLA Engineer

Joshua Chang (Print Name), Joshua Chang (Signature), 06/02/2022 (Date)

Date of Categorical Exclusion Checklist completion (if applicable): 4/26/22

Date of Environmental Commitment Record or equivalent: N/A



## CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

### **Continuation sheet:**

On H Street, between J Street and H Street: Construct pathway improvements at existing H Street tunnel, retaining wall improvements, new sidewalk, installation of fencing, utility adjustments, and new pathway along H Street.

The H Street / H Street tunnel is located along a major east-west bicycling corridor connecting two elementary schools, one junior high school, a high school, and institutional uses, beneath Union Pacific railroad tracks and is also located along the City's 13-mile Davis Bike Loop. Nearly 800 bicyclists use the tunnel each day. The tunnel is one of the City's first grade-separated crossings to which the current ramps on the west side do not provide adequate visibility. Between this and the failing surface, bicycle-to-bicycle and bicycle-to-ped crashes are common, though rarely formally reported to the Police Department because of minor injuries. However, Safe Routes to School surveys and community outreach conducted during the City's 2014 Walk Bike Audit Report indicate a significant concern among parents and community members.

The redesigned west approach to the tunnel will include wider ramps, enabled by construction of a retaining wall between the ramps and H Street. At the tunnel entrance is a mini bicycle roundabout, which will require a safe approach speed by bicyclists and provide the spacing and sightlines needed for safe entrance and exit to and from the tunnel, respectively. Alternative design solutions were limited due Union Pacific right of way east of the ramps and proximity to a 30-inch sewer main west of the ramps. The improved safety and comfort of the H Street tunnel and path will reduce stress, enable less skilled riders to use the facility, and make parents more comfortable with younger children riding their bicycles to school.

### **Purpose and Need**

The project will increase multi-modal travel by providing a new connection to the recently constructed Class I bikeway in the H Street Phase 1 project and the existing bike and pedestrian pathway system.

### **Utilities and Right of Way**

Efforts will be made to avoid utilities. However, if utility relocation is needed the City will work with utility companies, as necessary, for any utility relocation or adjustment. The proposed improvements would be constructed entirely within existing City. No additional right of way would be required.