



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

Project Information

Project Name (if applicable): Repair/Old Transportation Management System

DIST-CO-RTE: 10-MPA-49/132/140 AMA-16/49/88/104/124 TUO-108

PM/PM: Various

EA: 10-1L860 **Federal-Aid Project Number:** 10200001179

Project Description

The project proposes to replace and/or repair Traffic Management System (TMS) elements at thirteen locations in Mariposa, Amador, and Tuolumne Counties.

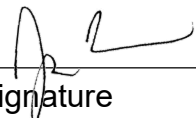
Caltrans CEQA Determination (Check one)

- 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 1(d).** (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

Jeremy Terhune		8/2/23
Print Name	Signature	Date

Project Manager

Mimi Huie		8/9/2023
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)(21)
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

Jeremy Terhune
Print Name Signature Date 8/2/23

Project Manager/ DLA Engineer

Mimi Huie
Print Name Signature Date 8/9/2023

Date of Categorical Exclusion Checklist completion (if applicable): Enter date
Date of Environmental Commitment Record or equivalent: Enter date

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:

Purpose and Need:

The purpose of this project is to enhance the performance and reliability of the existing Traffic Management Systems (TMS) system in District 10. The need is that 13 existing TMS locations in District 10 are not functioning properly due to age, damage, overexposure to environmental factors, communication problems, end of their life cycle, and other factors.

Description of work:

The proposed project is located at 13 locations in Mariposa, Amador, and Tuolumne Counties spread among five freeways (SR 49, 88, 108, 124, and 132) with some meeting at the junctions. These locations are:

Location	County	Route	PM	Description
1	MPA	49	18.5	JCT SR-140 (PM 21.20)
2	MPA	49	16.77	Ben Hur Rd
3	MPA	132	18.75	JCT SR-49 (PM 44
4	MPA	132	17.72	SR-132
5	MPA	49	42.91	Crown Lead Rd
6	MPA	49	45.68	Oakridge Ranch Rd
7	AMA	49	14.72	JCT SR-16 (PM 9.37)
8	AMA	49	17.3	Amador/El Dorado County Line
9	AMA	49	21.43	Bell Rd
10	AMA	88	12.68	East JCT SR-104 (PM 8.39)/SR-88
11	AMA	124	10.34	JCT SR-16 (PM 9.09)
12	TUO	108	37.40	Cow Creek Rd.
13	TUO	108	57.91	Kennedy Meadows Rd.

General:

The project is Categorically Exempt under the California Environmental Quality Act and Categorically Excluded under the National Environmental Policy Act unless: (1) the scope of the project changes to include additional activities or areas; or (2) there is unforeseen discovery of sensitive or cultural resources. Environmental reevaluation will be required if either of these conditions are met.



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Air:

The Repair/Replace Old TMS Project is located in Mariposa, Amador, and Tuolumne Counties, which are in the Mountain Counties Air Basin. The Mountain Counties Air Basin is in nonattainment for the federal Ozone (O₃) standard, and in attainment for the Federal PM₁₀ and PM_{2.5} standards. An area classified as “nonattainment” means that a primary National Ambient Air Quality Standard (NAAQS, or criteria pollutant) has not been exceeded more than three discontinuous times in 3 years. Pollutants in an area often designated “unclassified” indicates there is a lack of data for the EPA to form a basis of attainment status determination. This project is not expected to cause any operational effects on air pollutants.

Biology:

Based on the scope and description of the proposed project, no state or federally listed species; designated critical habitat; state or federally recognized sensitive habitats, or potential waters of the U.S. associated with this geographic region will be impacted or affected by the proposed project as long as the description of the proposed project as described in “Project Description” remains unchanged. This project will have no effect since there are no watercourses within the project area. Additionally, Army Corps of Engineer, California Department of Fish and Wildlife, U.S Fish and Wildlife Service, or Regional Water Quality Board permits will not be required for the proposed project.

Cultural:

This project has no potential to affect historic properties and no potential to affect historical resources and is exempt from further review. The reviews under Section 106, CEQA cultural resources component and PRC 5024 compliance are complete.

Hazardous Waste:

The database search (GeoTracker, EnviroStor, others listed above) did not identify hazardous materials sites that will be impacted by the project; therefore, no further studies are required at this time. Should the scope of work be altered and should there be a need for additional ROW and/or Temporary Construction Easement (TCE) acquisition, Preliminary Site Investigations (PSIs) of the listed parcels may become necessary.

No data identifying lead concentrations in soils was available for review for this project. Ongoing testing by Caltrans has indicated that aerially deposited lead (ADL) exists along the unpaved shoulders and medians of roadways due to emissions from vehicles powered by leaded gasoline. A project-specific ADL study has not been conducted. If the scope of the project changes to generate excess soil, then a hazardous waste study may be required. The study may take between 4-6 months to complete and cost as much as \$45,000 (Resource ID 06.CC32/450 hours).



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A lead compliance plan (LCP) is required. Applicable Caltrans Standard Special Provisions (SSP) 7-1.02K(6)(j)(iii) Earth Material Containing Lead and/or 14-11.08 address the proper handling and disposal of regulated/non-regulated soils, respectively. The estimated cost of the LCP is \$3,000.

Noise:

Based on the project description, the project would not introduce any potential for long term traffic noise impacts under the requirements for a Type I or Type II traffic noise project under 23CFR772. Therefore, the project falls under the category of Type III noise projects. As discussed above, 23CFR772 requires that noise impacts be evaluated for all Type I and Type II projects. Type III projects do not require noise analysis, so no noise analysis has been conducted; however, during construction, the project would comply with Caltrans Standard Specification section 14-8 "Noise control" regarding construction noise.

Paleontology:

The project area is underlain by geologic materials of high, low, and no potential paleontological resource underlies the project area. However, as proposed excavations are reportedly limited to shallow (< 3 feet) and/or discrete locations, it is unlikely that scientifically significant fossils will be encountered. If unanticipated fossil discovery occurs during construction, Specification 14-7.03 of the 2018 Standard Specifications identifies the procedures required to protect the resource.

Water:

By incorporating proper and accepted engineering practices and BMPs, the proposed project will not have significant impacts on water quality during construction or its operation. Because of the proposed project, it is our opinion that no further investigation concerning water quality is needed to proceed with the project. If the scope of work changes, please request an additional investigation for this project.

Environmental Justice:

Since this project is a rehabilitation of existing facilities, including adding complete streets to aid in pedestrian mobility and safety, and by research using the Environmental Justice Screening and Mapping Tool (Ver. 2020), Caltrans has determined no minority or low-income populations would be affected by the proposed project have been identified as determined above. Therefore, this project is not subject to the provisions of Executive Order 12898.