



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

Project Information

Project Name (if applicable): Plumas 89 DO Completion

DIST-CO-RTE: 02-PLU-89

PM/PM: 26.95

EA: 02-0K790

Federal-Aid Project Number: 0224000001

Project Description

The California Department of Transportation (Caltrans), using state funding only, has completed repairs related to damage caused by landslides in June 2023. The project was located in Plumas County on State Route 89 at Post Mile 26.95. While only state funding was used for repairs, documentation has been prepared to NEPA standards in case federal reimbursement becomes available at a later date.

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 1c.** (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

Julie McFall		12/22/23
Print Name	Signature	Date

Project Manager

Austin Buist		12/27/23
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)
23 CFR 771.117(d): activity (d)(Enter activity number)
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 December 23, 2016 and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Julie McFall
Print Name Signature Date 12/22/23

Project Manager/ DLA Engineer

Austin Buist
Print Name Signature Date 12/27/23

Date of Categorical Exclusion Checklist completion (if applicable): 12/8/2023
Date of Environmental Commitment Record or equivalent: 12/20/23

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:

Additional work

A slide on June 11, 2023 at PM 26.95 was depositing material on the highway due to highly saturated soil and drying out and loss of vegetation. Geotech and Division of Engineering Services (DES) proposed to have the remaining slope be laid back above the previously placed RSP, in order to stabilize the slope.

Project work included: clearing the slide material off the traveled way, cut slope above the right-hand side of scarp beginning at a 2:1 ratio, 24-hour traffic control, removing temporary K-rail, replacement of damaged metal beam guard rail (MBGR), and hauling slide material to an approved disposal site for Maintenance use for later work.

Purpose: The purpose of this project was to remove hazards, replaced damaged assets and repair facilities to Caltrans standards in order to restore public safety.

Need: The project was needed because the landslide prohibited travel for the public and damaged Caltrans assets.

Right-of-Way

Acquisitions or TCEs were not needed for this project due to work being confined to Caltrans Right of Way.

Staging/Stockpiling

Staging and stockpiling took place on paved or graveled pullouts within Caltrans Right of Way.

Disposal/Borrow Sites

The project did not utilize borrowed material. Excess slide material was disposed of at a previously cleared disposal area (approx. PLU-89-PM 33) for Maintenance crews to access for later projects.

Coordination/Consultation

Caltrans had environmental evaluations conducted for a similar emergency project that occurred in January 2023 (02-0K140) which took place within the same project limits and similar scope of work. The environmental evaluations consisted of a review of resource records and databases, consultation, and coordination with applicable agencies and individuals, including the Native American Heritage Commission and local tribes.

Permits

No permits were necessary based on the scope of work.