



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

Project Information

Project Name (if applicable): EB SR-22 Emergency Slope Repair

DIST-CO-RTE: 12-ORA-22

PM/PM: 3.0/4.0

EA: 0V220/1224000107

Federal-Aid Project Number: N/A

Project Description

This project proposes to repair a slope failure caused by storm damage on Eastbound State Route 22 (PM 3.0/4.0) embankment between Hoover Street and Beach Boulevard behind Caltrans soundwall in the City of Westminster. The purpose of the project is to restore the functional use of the state facility and prevent the loss or impairment of life, property, or essential public service. The project is financed with state funds only. The total disturbed soil area is less than 1 acre. All work will occur within Caltrans Right of Way; no new right of way is required.

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.** (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

Smita Deshpande	<i>Smita Deshpande</i>	May 16, 2024
Print Name	Signature	Date

Project Manager

Farid Nowshiravan	<i>Farid Nowshiravan</i>	May 20, 2024
Print Name	Signature	Date



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Caltrans NEPA Determination (Check one)

[X] 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)(Enter activity number)
[] 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

NA

Print Name

Signature

Date

Project Manager/ DLA Engineer

NA

Print Name

Signature

Date

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:

This project will repair a slope failure, caused by storm damage, on the eastbound SR-22 slope embankment between Hoover Street and Beach Boulevard behind Caltrans' soundwall. Per the recommendations of HQ Geotechnical Engineering, the project will excavate the entire displaced mass of the debris slide, approximately 1-foot past the ruptured surface in all directions with an excavator; backfill the slope with geogrid every two vertical feet to rebuild the slope to the original inclination with a small backhoe; and, replace two, 3- to 5-inch long sections of 3-inch diameter galvanized irrigation pipes with 3-inch diameter PVC pipes. Due to the steep slope and distant side streets, a crane may be used on the mainline to lift construction equipment over the soundwall and to the project site. There is an open channel at the base of the slope. No work will occur in the channel and construction standard BMP's will be implemented to avoid any discharge into the channel. Construction, including material procurement, is expected to take 30 days. Due to the close proximity of residential homes, work will likely occur during the day.

Biological Resources

BIO-1: If the project requires removal of large trees during nesting season (February 15-September 30), a qualified biologist shall conduct a pre-construction nesting birds survey 3 days prior to removal of the trees. If nesting birds found, no trees shall be removed, and the biologist will create a buffer zone and an ESA fence will be placed around the buffer zone. No construction work shall occur within the buffer zone until the nest is no longer active and all young birds fledged.

Water Quality

WQ-1: The Contractor is subject to Caltrans 2023 Standard Specifications including Section 13 Water Pollution Control

WQ-2: Construction Site Best Management Practices (BMPs) for protecting water quality during construction shall follow the latest version of the Caltrans Storm Water Quality Handbooks – Construction Site Best Management Practices (BMPs) Manual.

Cultural Resources

CR-1: While Caltrans concludes that this project will not affect any historic properties/historical resources, in the unlikely event that cultural or paleontological resources are encountered during this project, all construction work in the immediate area must cease until the Caltrans Cultural staff can inspect the find. As proposed, Standard Caltrans Cultural (Archaeological) & Paleontological Resources Specifications apply.



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Climate Change Assessment

The Environmental Division has evaluated this non-capacity increasing project for GHG emissions and other climate change impacts. It has determined that the project would not cause a significant impact on GHG emissions because it does not increase roadway capacity and has the following reduction strategies considered:

GHG-1: Fuel efficient measures for equipment and traffic management should be used where feasible in addition to reducing the frequency of vehicle idle times to the greatest extent possible

GHG	TOG	ROG	CO	NOx	PM10	PM2.5	CO2
Total Emissions (tons)	0.002	0.002	0.009	0.013	0.243	0.025	3

Hazardous Waste

HAZ-1: Lead is typically found within the top 2 feet of earth material near the highway. Aerially Deposited Lead (ADL) investigations along State Route 22 were conducted in 2001 and 2024, revealing average ADL concentrations below 80 mg/kg. Environmental engineering determined that the soil is non-hazardous based on DTSC regulation and does not require disposal at a permitted landfill or solid waste disposal facility. The RWQCB has jurisdiction over reuse of this material at locations outside of the job site limits. Therefore, all earth material should be reused on the job site in Caltrans right-of-way.

Air Quality

AQ-1: The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2022) for reducing impacts from construction activities. Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

Noise

NOI-1: The construction contractor would need to comply with Caltrans' Standard Specification 14-8.02 (2022) to control noise during construction.



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Technical Studies Completed:

Hazardous Waste Memo (CT, DEA, Bade, 5/15/2024)

No Effects Memo (CT, DEA, Ketsela, 4/26/24)

Water Quality Study (CT, DEA, Salas, 5/1/24)

Cultural Resources SU Memo (CT, DEA, Stosel, 4/18/24)