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

Project Information

Project Name (if applicable): Poker Bar Culverts

DIST-CO-RTE: 02-TRI-299 **PM/PM:** 49.0/72.0

EA: 02-4H750 **Federal-Aid Project Number:** 0219000058

Project Description

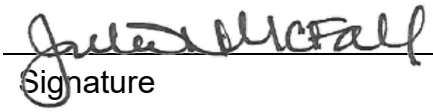
The California Department of Transportation (Caltrans), using state and federal funding, is proposing to restore or replace 72 culverts that are currently in fair or poor condition. The project will replace culverts along approximately 23 miles of SR 299 in Trinity County from PM 49.0 to 72.0.
Continued on page 3.

Caltrans CEQA Determination (Check one)

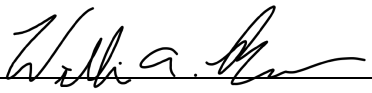
☐ **Not Applicable** – Caltrans is not the CEQA Lead Agency
☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

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		8/8/24
Print Name	Signature	Date

Project Manager

Bill Barnes		8/8/2024
Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

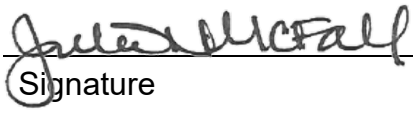
Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements 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:

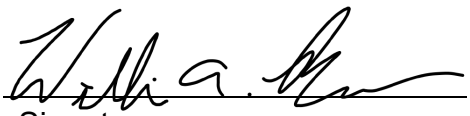
- ☐ **23 CFR 771.117(c): activity (c)(Enter activity number)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☒ **Activity 2 listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **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		8/8/24
Print Name	Signature	Date

Project Manager/ DLA Engineer

Bill Barnes		8/8/2024
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): 8/1/24
Date of Environmental Commitment Record or equivalent: 8/8/24

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).

Continuation sheet:

Additional work: Work will involve the replacement or repair of 72 drainage features using the following methods: cut and cover, installation of cementitious liners (non-Cast in Place Pipe Liner (CIPP)), two trenchless developments (PM 49.35, PM 63.50), installation of coupling bands, and placement of rock slope protection (RSP). A detailed description of each proposed drainage improvement is provided in Attachment 1.

The project also includes:
- Replacing guardrail
- Removal and replacement of thermoplastic pavement markings.
- Develop construction access roads at PM 49.35 (inlet and outlet), PM 63.50 (inlet and outlet), PM 66.63 (inlet and outlet), PM 67.70 (inlet), PM 67.80 (inlet), PM 68.45 (inlet), and PM 68.48 (inlet).

No sign replacement or overlay will be completed. Traffic control will use the one way reversing methodology with no detours. Pavement removal and replacement will be necessary on cut and cover method replacements.

Purpose: The purpose of the project is to replace and upsize culverts that area in fair and poor condition to re-establish the structural integrity and fulfill the drainage demands needed to maintain and protect the highway.

Need: Corrosion, abrasion, joint separation, alignment, and shape deformation deficiencies result in fair and poor culvert conditions. Some of these culverts have smaller diameters, making them more difficult to inspect and maintain, requiring more frequent cleaning to maintain hydraulic capacity. If not improved, the culvert conditions will continue to deteriorate, affecting the hydraulic capacity, threatening the integrity of the soil/pipe structure necessary to support the roadway above, and requiring increased maintenance efforts.

Right-of-Way
There will be a combination of permanent and temporary easements needed from private parties. The project crosses through lands managed by the Bureau of Land Management (BLM) and the State's Department of Transportation Easement (DOTE) from Shasta Trinity National Forest (STNF).

Staging/Stockpiling
Staging will be limited to existing paved or gravel pullouts within the project and Caltrans ROW limits. No vegetation removal will occur for the purpose of staging/stockpiling.

Disposal/Borrow Sites

The project would not utilize borrowed material. Three previously cleared locations (PM 62.50, PM 66.50, and PM 67.3) may be used by the contractor for the purpose of disposing materials. Hazardous Waste, such as pressure treated wood from the guardrails or removed thermoplastic material, must be disposed of at a waste treatment center certified for that type of waste.

Coordination/Consultation
To identify potential cultural resources, Caltrans staff conducted a review of internal and external agency resource records and databases. Additionally, a field review of the project area was completed by cultural staff. Once review was completed it was determined the proposed scope of work has no potential to affect cultural resources.

Construction activities will require tribal monitoring for all ground disturbing activities.

Utilities
Utilities are anticipated to be protected in place. All utility conversations will be coordinated with Caltrans Right of Way.

Permits
The following permits are anticipated: a 401 from the North Coast Regional Water Quality Control Board, a 1600 Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife, and a 404 Non-Reporting from the U.S. Army Corps of Engineers.

Traffic
Construction will be conducted under the Standard Plan for reversing traffic control, with speed reduction. Most operations can be conducted during typical 12 hr work shifts. Lane closures on 2 lane conventional highways are not allowed during times when traffic volumes are high enough to create queues too large to clear in a standard traffic control cycle. News releases to the local media will be released as needed throughout the duration of the project to keep the public informed.

Post Mile	Existing Diameter (ft)	New Diam (ft)	Material	Existing Culvert Length (ft)	New Culvert Length (ft)	Scope of Work	Inlet Proposed	Outlet Proposed	Detailed Culvert Scope (PID)
49	2	2	CSP	92	92.0	Cut & Cover	FES	RSP	Replace C/C with 24" CSP, FES at inlet, RSP at outlet. Also replace downdrain near inlet.
49.1	2	2	CSP	74	74.1	Cut & Cover	GMP	RSP	Replace C/C with 24" CSP, GMP at inlet, RSP at outlet. Need TCDS.
49.12	1.8	2	CSP	98	74.5	Abandon. New shallower culvert with downdrain	GMP	RSP	Replace C/C with 24" CSP and downdrain, GMP at inlet, RSP at outlet. Need TCDS.
49.2	2.5	3	CSP	96	101.0	Cut and Cover	Keep Existing Headwall		Moderate invert rust, install cementitious liner. Keep existing headwall. Need TCDS.
49.22	2	2	CSP	75	53.7	Abandon. New shallower culvert with downdrain	GMP & GO	RSP	Abandon existing culvert and remove adjacent downdrain. Construct new culvert with GMP at inlet, 24" CSP under 299, GO at EB dike, and 24" CSP downdrain with RSP.
49.35	1.5	3	WSP	120	105.0	Trenchless	FES	Connect to existing downdrain	Abandon existing cross culvert. Construct new C/C cross culvert 24" CSP ~4' higher with FES at inlet. Connect to existing 18" downdrain.
50.53	2	2	CSP	73	66.8	Cut & Cover	GDO	RSP	Moderate to severe invert rust, replace C/C with shallow 24" CSP under road then 24" CSP downdrain. Replace DI with GDO, and include RSP at outlet.
52.37	1	1.5	CSP	93	93.0	Cut & Cover	G1		Replace C/C with 18" CSP with G1 at inlet.
52.71	1.3	1.3	HDPE	22	25.0	Cut & Cover, repair impacted landscaping and sidewalk	GO		Pipe is plugged and appears damaged ~15' from DI. Pipe is assumed to run to MH in planter 170' east down Martin Rd. Partial replace C/C 25' of 15" HDPE. Replace DI with new GO, remove/replace sidewalk, repair planting and irrigation.
52.71	2	2.5	RCP	187	180.0	Cut & Cover	FES	GDO	Replace C/C with 24" RCP with FES at inlet.
52.71	2	2.5	CSP	42	42.0	Cut & Cover	GDO		Replace C/C with 24" CSP, Replace DI (3) with GDO.
52.71	2	2.5	CSP	14	14.0	Cut & Cover			Replace C/C with 24" CSP (connected to upstream pipe - can not replace).
52.86	1.5	1.5	CSP	44	44.3	Replace 4' at inlet only	FES		Remove 2' of existing HDPE at inlet, place 4' of 18" CSP. Replace FES at inlet.
53.06	2.5' x 1.5'	2.5' x 1.5'	Oval RCP	82	80.0	Cut & Cover	GCP	FES	In addition to sediment, pipe condition looks bad. Heavy corrosion evident up to springline, plus at spots in soffit (possible soil side corrosion). Replace C/C with 2.5' x 1.5' Oval RCP. Replace DI at inlet with GCP, install concrete FES at outlet.
53.06	1.5	1.5	RCP	9	10.0	Cut & Cover	GCP		Incidental to replacing pipe (14+13). C/C with 18" RCP, add GCP at inlet.
53.08	1.5	1.5	CSP	26	23.0	Cut & Cover	GO		Replace culvert(3-2) cut/cover with 18" CSP. Replace DI (3) with GO. Additionally, replace 10' of 18" HDPE on culvert(4-3).
53.25	1.5	2	CSP	86	85.0	Cut & Cover	GCP	RSP	Replace culvert(2-1) cut/cover with 24" CSP. Replace DI (2) with GCP. Additionally, replace 10' of (18' HDPE on culvert(3-2). Provide RSP at outlet.
53.3	1.5	2	CSP	24	23.0	Cut & Cover	FES	Connect to Corrugated Pipe Arch at PM 53.31	Replace C/C with 24" CSP and FES at inlet. Connect to new system 53.31 Corrugated Pipe Arch culvert.
53.3	1.5	N/A		47	46.9	Remove culvert, not needed after work above			Remove - obsolete after other system 53.30 & 53.31 work.
53.31	5.2' x 3.7' Elliptical	64" x 43"	Corrugated Steel Pipe Arch	148	147.0	Cut & Cover	Headwall+ Debris Rack	Headwall	Replace C/C with 6' x 4' Precast RCB. Replace headwalls at both ends, and replace debris rack at inlet. Need TCDS.
53.35	2	2	CSP	52	51.0	Cut & Cover	GCP		Replace C/C with 24" CSP, replace DI (2) with GCP.
53.35	2	2	CSP	78	82.0	Cut & Cover	Headwall		Cracking, joint issues, and delineator through top of pipe. Replace C/C with 24" CSP, construct headwall at inlet. Need TCDS.
53.42	3	3	Cementitous	124	127.0	2" concrete liner	Headwall		Retaining wall for private sign built on top of pipe at outlet. Place cementitous liner. Construct headwall at inlet. Need TCDS.
53.59	2	2	CSP	65	65.0	Cut & Cover	GDO		Replace C/C with 24" CSP, replace DI (2) with GDO.
54.05	3	3	CSP	85	84.8	Cut and Cover	Headwall		Looks deeper than culvert inventory says. Install Cementitous liner. Construct Headwall at inlet.
54.17	3	4	CSP	69	69.3	Cut & Cover	FES		Replace C/C, upsize to 48" CSP for wildlife and hydraulic capacity. Place FES at inlet.
54.72	2	2	CSP	43	45.0	Cut & Cover	GDO	RSP	Debris along the bottom, old pipe (riveted), dent in pipe, outlet pic looks rusty. Replace C/C with 24" CSP, replace DI with GDO. Need TCDS. RSP at outlet.
54.91	4	4	Cementitous	77	75.5	3" concrete liner	Headwall	Trim 4.5 ft off outlet to enhance AOP	Trim 4.5' off outlet to eliminate drop-off and improve AOP, place cementitious liner, construct headwall at inlet.
56.65	0.7	1.5	CSP	39	56.0	Cut & Cover	GMP		Significant rust, culvert starts at top of cut. Replace C/C with 18" CSP buried downdrain, add GMP at top.
56.65	1.5	2	CSP	60	58.0	Cut & Cover	GDO		Significant rust. Replace C/C with 24" CSP, replace DI with GDO.
56.71	2	2	CSP	54	51.0	Cut & Cover (last 10ft at outlet only)			Looks good other than outlet. Replace last 10' of 24" CSP at outlet to repair apparent impact damage.
57.46	1.5	2	CSP	82	83.0	Cut & Cover	Sloped Headwall		Moderate rust, borderline condition. Replace C/C with 24" CSP, sloped headwall at inlet.
57.77	2	2	CSP	129	134.0	Cut & Cover	GMP		Replace C/C with 24" CSP, replace inlet with GMP.
58.48	2.5	3	CSP	18	20.0	Cut & Cover	Headwall		Significant rust. Replace C/C with 36" CSP, replace headwall at inlet.
58.48	2.5	3	CSP	112	102.0	Cut & Cover	G4 with double grates	RSP	Pipe 1/3 filled with rock and sediment, assume rust is similar to pipe 3>2. Kind of deep and not straight. Replace or abandon C/C with 36" CSP, bring up elevation a few feet, add RSP at outlet. Replace DI (2) with expanded Type G4 DI with double grates.
59.41	2	2	CSP	75	82.0	Cut & Cover	Headwall		Significant invert rust. Replace C/C with 24" CSP, sloped headwall at inlet, extend outlet ~5'.
59.91	1.5	1.5		44	57.0	Coupling Band at downdrain joint	RSP		Only issues appear to be separated joint on downdrain and erosion under OMP inlet at top of cut. Old irrigation/water supply facilities present. Install a new coupling band at joint coming apart on downdrain and place RSP around DI (3).
60.22	3	3	Cementitous	50	55.0	3" concrete liner	Paved Apron		Pictures don't show a major need, outlets through a crib wall. Place 3" cementitious liner. Redo paved apron at inlet.
60.55	2	2	CSP	46	53.0	Cut & Cover, replace overside drain only	FES	Reconstruct guardrail	Replace C/C with 24" CSP, replace FES at inlet, reconstruct guardrail. Replace OD 60.56.
60.81	1.5	2	CSP	102	52.3	Cut & Cover, replace overside drain only	GO		Significant rust and debris. Replace C/C with 24" CSP, replace DI with GO, also replace downdrain from top of cut (OD system 529940006811) with 18" CSP buried downdrain that connects to the new DI.
60.81	1.5	2	CSP	63	52.1	Cut & Cover		RSP	Moderate rust. Replace downdrain with 24" CSP downdrain and anchor assemblies. Include RSP at outlet.
60.97	2	2.5	CSP	116	112.0	Cut and Cover	Headwall	FES	Upsize to 30" and replace C/C, and install inlet headwall, FES at outlet.
62.92	2	2	CSP	188	87.0	Cut and Cover	Headwall	RSP	Replace C/C with 24" CSP at higher elevation, headwall at inlet, add downdrain and RSP at outlet. Add soil/cobble at inlet to elevate ground level to invert elevation. Remove 6' of pipe at inlet and abandon remaining.
63.01	2	2.5	CSP	107	99.0	Cut and Cover	Extend 48 Riser+ Debris Cage	RSP	Abandon existing. Offset 5' and replace C/C, upsize to 30", add downdrain and RSP at outlet. Install riser and debris cage.
63.5	2.5	4	WSP	301	301.0	Trenchless	Headwall	RSP	Moderate to severe invert rust, deep pipe, can't see daylight, has debris/ rock at inlet. Recommend jack /new 48" Trenchless Culvert (upsized to pass debris and improve wildlife crossing). Access to outlet looks easy via old highway alignment, might need to pioneer road to inlet, but doesn't look tough. Construct headwall at inlet, and rocks/RSP at outlet. Need TCDS.
64.5	1.5	2	CSP	97	95.0	Cut & Cover	FES	RSP	Looks pretty corroded, plus possible joint issue. Replace C/C with 24" CSP, FES at inlet. Need TCDS. RSP at outlet.
64.95	2	2.5	CSP	84	80.0	Cut and Cover	Replace Riser and debris cage	RSP	Abandon existing and place 30" CSP at higher elevation. Replace riser and debris cage, add downdrain and RSP at outlet.
65.07	3	4	CSP	70	76.0	Cut & Cover	Headwall	RSP	Moderate invert rust, shallow pipe. Replace C/C with 48" CSP (upsize for hydraulic capacity and wildlife crossing), headwall at inlet, RSP at outlet.
65.28	1.5	2	CSP	50	59.0	Cut & Cover	FES		Replace C/C with 24" CSP, replace FES at inlet.
65.64	1.5	2	CSP	78	85.0	Cut & Cover	GDO	RSP	Newer DI at (2) and RCP extension at outlet (1), but CSP in between looks bad. Replace C/C with 24" CSP, replace DI with GDO, extend outlet 10', RSP at outlet.
65.68	1.5	2	CSP	63	61.0	Cut & Cover	GDO	RSP	Replace C/C with 24" CSP, replace DI with GDO, RSP at outlet.
65.72	1.5	2	CSP	61	61.3	Cut & Cover	GDO	RSP	Replace C/C with 24" CSP, replace DI with GDO, RSP at outlet.
66.63	Channel			12	11.5	Streambed RSP to raise channel up to culvert outlet elevation			Add RSP basin.
66.63	1	1.5	CSP	23	30.0	Cut & Cover	FES		Condition OK, but included because part of same system. Replace C/C with 18" CSP downdrain. Provide FES at inlet.
66.63	Channel			30	29.9	Streambed RSP to raise channel up to culvert outlet elevation			Add RSP basin. Bring RSP basin elevation up to culvert outlet for stability.
66.63	4	4	Concrete	184	182.0	Invert paving	FES	Trim ~8 ft off outlet to enhance AOP	Moderate to severe invert rust, deep pipe, large unnamed tributary to Grass Valley Creek, likely need to address AOP but not fish. Trim ~8' projecting outlet, and install concrete invert liner with cobbles embedded for roughness to enhance AOP. Replace FES at inlet. Need TCDS.
66.95	1.5	2	CSP	93	93.4	Cut & Cover	GDO	RSP	Replace C/C with 24" CSP, replace DI with GDO, RSP at outlet.
67.5	2	2	CSP	126	123.0	Cut & Cover	Headwall	RSP	Invert in bad shape and not reflected by health score, see field review photos. On the deep end for C/C, but constructable since there are 3 lanes and wide shoulders. Replace with 24" CSP, construct headwall at inlet, RSP at outlet.
67.7	2	2	Cementitous	195	193.0	2" concrete liner	Replace riser and debris cage		Remove and replace riser and add new debris cage. Existing pipe is deep and has bends. Install cementitious liner.
67.8	2	2	Cementitous	128	151.0	2" concrete liner	Replace riser and debris cage		Remove and replace riser and add new debris cage. Existing pipe is deep, install cementitious liner.
68.28	2	2	CSP	50	49.6	Cut & Cover last 15' at outlet only	GO	RSP	Pipe under road looks good. Replace DI with GO. Remove and replace last ~15' of 24" CSP at outlet, Add larger RSP at outlet.
68.45	2	2	Cementitous	86	90.0	2" concrete liner	FES	RSP	Kind of deep plus guardrail present. Install cementitious liner, replace FES at inlet, RSP at outlet.
68.48	2	2	Cementitous	104	113.0	2" concrete liner	FES		Moderate to severe invert rust, deep pipe. Install cementitious liner, replace FES at inlet.
68.61	1.5	2	CSP	81	60.0	Cut & Cover	GDO		Severe rust, shallow pipe. Replace C/C with 24"CSP, replace DI with GDO, raise outlet ~2'. Downdrain connected to DI. Mtce need replacement?
68.66	2	2	CSP	113	63.0	Cut & Cover	GDO	RSP	Remove section of culvert(2-1) and abandon remaining. Cut/cover with 24"CSP at shallower depth and add 24" CSP downdrain. Replace DI with GDO. Provide RSP at outlet.
69.18			CSP		47.0	Overside drain			Replace overside drain.
69.24			CSP		29.0	Overside drain			Replace overside drain.
69.41	1.5	2	CSP	75	81.0	Cut & Cover	FES		Not replaced by Carr Fire emergency contract per field review. Replace C/C, replace FES at inlet.
69.71	2	2.5	CSP	150	121.8	Cut and Cover	GMP		Remove section of culvert and abandon remaining. Cut and cover at higher elevation, upsize to 30" CSP. Replace GMP Inlet with drain from sand trap intercept in GMP. Add downdrain.
71.25	2	2	CSP	70	76.0	Cut & Cover	GO		Borderline condition per database pics, field review showed significant rust. Replace C/C with 24" CSP, replace DI with GO. Need TCDS.
71.76	2	2	CSP	129	84.6	Cut & Cover	FES	RSP	Remove section of culvert at inlet and abandon remaining. Cut/cover with 24"CSP with 24" downdrain. Install FES at inlet. Provide RSP at outlet.
71.78	2	2	CSP	131	83.0	Cut & Cover	GDO	RSP	Remove section of culvert at inlet and outlet abandon remaining. Replace culvert(2-1) cut/cover with 24" CSP and 24"CSP downdrain. Replace DI with GDO. Provide RSP at outlet.
71.88	1.5	1.5	Cementitous	117	119.1	2" concrete liner	Replace riser and debris cage		Place 2" cementitious pipeliner for 18" CSP. Replace riser at inlet including new debris cage. Also replace adjacent overside downdrain (system 529940071187).

Transportation Air Quality Conformity Findings Checklist

PROJECT INFORMATION

Project Name: Poker Bar Culverts

DIST-CO-RTE-PM: 02-TRI-299-49.0/72.0

EA:02-4H750 **Federal Aid Number:** 0219000058

Document Type: ☒ 23 USC 326 CE ☐ 23 USC 327 CE ☐ EA ☐ EIS

CHECKLIST

Step 1. Is the project located in a nonattainment or maintenance area for ozone, nitrogen dioxide, carbon monoxide (CO), PM2.5, or PM10 per EPA's Green Book listing of non-attainment areas?

☒ If no, go to Step 18. **Transportation conformity does not apply to the project.**

☐ If yes, go to Step 2.

Step 2. Is the project exempt from conformity per 40 CFR 93.126 or 40 CFR 93.128?

☐ If yes, go to Step 18. **The project is exempt from all project-level conformity requirements (40 CFR 93.126 or 128)** (check one box below and identify the project type, if applicable).

☐ 40 CFR 93.126[1]
Project type from Table 2: _____

☐ 40 CFR 93.128

☐ If no, **go** to Step 3.

Step 3. Is the project exempt from regional conformity per 40 CFR 93.127?

☐ If yes, go to Step 8. **The project is exempt from regional conformity requirements (40 CFR 93.127)** (identify the project type).
Project type: _____

☐ If no, go to Step 4.

Step 4. Is the project located in a region with a currently conforming RTP and TIP?

☐ If yes, t**he project is included in a currently conforming RTP and TIP per 40 CFR 93.115. The project's design and scope have not changed significantly from what was assumed in RTP conformity analysis (40 CFR 93.115[b])** Go to Step 8.

☐ If no and the project is located in an isolated rural area, go to Step 5.

☐ If no and the project is not located in an isolated rural area, STOP and do not proceed until a conforming RTP and TIP are adopted.

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[1] Please refer to Clarifications on Exempt Project Determinations to verify exempt project type from Table 2. Road diets, auxiliary lanes less than one-mile, and ramp metering may be exempt under "projects that correct, improve, or eliminate a hazardous location or feature."

Step 5. For isolated rural areas, is the project regionally significant per 40 CFR 93.101, based on review by Interagency Consultation?

☐ If yes, go to Step 6.

☐ If no, go to Step 8. **The project, located in an isolated rural area, is not regionally significant and does not require a regional emissions analysis (40 CFR 93.101 and 93.109[e]).**

Step 6. Is the project included in another regional conformity analysis that meets the isolated rural area analysis requirements per 40 CFR 93.109, including Interagency Consultation and public involvement?

☐ If yes, go to Step 8. **The project, located in an isolated rural area, has met its regional analysis requirements through inclusion in a previously-approved regional conformity analysis that meets current requirements (40 CFR 93.109[e]).**

☐ If no, go to Step 7.

Step 7. The project, located in an isolated rural area, requires a separate regional emissions analysis.

☐ **Regional emissions analysis for regionally significant project, located in an isolated rural area, is complete. Regional conformity analysis was conducted that includes the project and reasonably foreseeable regionally significant projects for at least 20 years. Interagency Consultation and public participation were conducted. Based on the analysis, the interim or emission budget conformity tests applicable to the area are met (40 CFR 93.109[e] and 95.105).**[2] Go to Step 8.

Step 8. Is the project located in a CO nonattainment or maintenance area? (South Coast Air Basin only)

☐ If no, go to Step 9. **CO conformity analysis is not required.**

☐ If yes, **hot-spot analysis requirements for CO per the** CO Protocol (or per EPA's modeling guidance, CAL3QHCR can be used with EMFAC emission factors[3]) **have been met. Project will not cause or contribute to a new localized CO violation (40 CFR 93.116 and 93.123)**[4]. Go to Step 9.

Step 9. Is the project located in a PM10 and/or a PM2.5 nonattainment or maintenance area?

☐ If no, go to Step 13. **PM2.5/PM10 conformity analysis is not required.**

☐ If yes, go to Step 10.

[2] The analysis must support this conclusion before going to the next step.
[3] Use of the CO Protocol is strongly recommended due to its use of screening methods to minimize the need for modeling. When modeling is needed, the Protocol simplifies the modeling approach. Use of CAL3QHCR must follow U.S. EPA's latest CO hot spot guidance, using EMFAC instead of MOVES; see: http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm#co-hotspot.
[4] As of October 1, 2007, there are no CO nonattainment areas in California. Therefore, the requirements to not worsen existing violations and to reduce/eliminate existing violations do not apply.

Step 10. Is the project considered to be a Project of Air Quality Concern (POAQC), as described in EPA's Transportation Conformity Guidance for PM 10 and PM 2.5?

☐ If no, **the project is not a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Analysis Guidance. Interagency Consultation concurred with this determination on _____**. Go to Step 12.

☐ If yes, go to Step 11.

Step 11. The project is a POAQC.

☐ **The project is a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123, and EPA's Hot-Spot Guidance. Interagency Consultation concurred with this determination on _____. Detailed PM hot-spot analysis, consistent with 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Guidance, shows that the project would not cause or contribute to, or worsen, any new localized violation of PM10 and/or PM2.5 standards.** Go to Step 12.

Step 12. Does the approved PM SIP include any PM10 and/or PM2.5 control measures that apply to the project, and has a written commitment been made as part of the air quality analysis to implement the identified SIP control measures? [Control measures can be found in the applicable Federal Register notice at: https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-9#ca.]

☐ If yes, **a written commitment is made to implement the identified SIP control measures for PM10 and/or PM2.5 through construction or operation of this project (40 CFR 93.117).** Go to Step 14.

☐ If no, go to Step 13.

Step 13a. Have project-level mitigation or control measures for CO, PM10, and/or PM2.5, included as part of the project's design concept and scope, been identified as a condition of the RTP or TIP conformity determination? AND/OR

Step 13b. Are project-level mitigation or control measures for CO, PM10, and/or PM2.5 included in the project's NEPA document? AND

Step 13c (applies only if Step 13a and/or 13b are answered "yes")**.** Has a written commitment been made as part of the air quality analysis to implement the identified measures?

☐ If yes to 13a and/or 13b and 13c, **a written commitment is made to implement the identified mitigation or control measures for CO, PM10, and/or PM2.5 through construction or operation of this project. These mitigation or control measures are identified in the project's NEPA document and/or as conditions of the RTP or TIP conformity determination (40 CFR 93.125(a)).** Go to Step 14.

☐ If no, go to Step 14.

Step 14. Does the project qualify for a Categorical Exclusion pursuant to 23 USC 326?

☐ If yes, go to step 15.

☐ If no, the project requires preparation of a Categorical Exclusion, EA, or EIS pursuant to 23 USC 327. Go to Step 16.

Step 15. Is any analysis required by steps 1-13 of this form?[5]

☐ If yes, then Caltrans prepares the appropriate analysis and documentation for the project file and makes the conformity determination through its signature on the CE form. No FHWA involvement is required. See the AQCA Annotated Outline. Go to Step 18.

☐ If no, then Caltrans makes the conformity determination through its signature on the CE form. No FHWA involvement is required. Go to Step 18.

Step 16. Is the project located in a non-attainment/maintenance area for **ozone only** and considered not regionally significant/non-exempt?

☐ If yes, go to Step 18.[6]

☐ If no, then **an AQCA is needed**. See the AQCA Annotated Outline. Caltrans submits a conformity determination request to FHWA for FHWA's conformity determination. Go to Step 17.

Step 17. Send FHWA Request for Conformity Determination package and FHWA Submittal Package Checklist to DOTP- Air Quality (rodney.tavitas@dot.ca.gov) and DEA-Air Quality (daisy.laurino@dot.ca.gov) for completeness review. Please direct technical questions to DOTP-Air Quality office. Headquarters staff will coordinate with FHWA on behalf of the district.

Date of FHWA air quality conformity determination: _____

Step 18. STOP as all air quality conformity requirements have been met.

SIGNATURE

Aaron Bali	*Aaron Bali*	07/29/2024
Air Quality Specialist	Signature	Date

[5] Please note that not all projects that qualify for a categorical exclusion will be exempt from air quality conformity requirements. Many types of projects that may qualify for a CE (such as the addition of auxiliary lanes less than one-mile, weaving lanes less than one-mile, turning lanes less than one-mile, climbing lanes less than one-mile, parking, road diets, ramp metering, and even many bridge projects) MAY require some level of project level conformity analysis and may even require interagency consultation. Additionally, please note that for ALL projects the project file must include evidence that one of the three following situations apply: 1) Conformity does not apply to the project area; or 2) The project is exempt from all conformity analysis requirements; or 3) The project is subject to project-level conformity analysis (and possibly regional conformity analysis) and meets the criteria for a conformity determination. The project file must include all supporting documentation and this checklist.

[6] Project-level conformity analysis shows that the project will conform to the State Implementation Plan. Because the project area is Attainment/Unclassified for carbon monoxide (CO) and particulate matter (PM10 and PM2.5), no hot spot analysis is required for the project-level conformity determination by 40 CFR 93.116 and 93.123. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Include documentation of interagency consultation review in the final CE/EA/EIS, if applicable.