

# Exhibit C

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**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**

<b>05-MON-01</b> Dist.-Co.-Rte. (or Local Agency)	<b>43.1</b> P.M./P.M.	<b>05-1H490</b> E.A/Project No.	<b>051600081</b> Federal-Aid Project No. (Local Project)/Project No.
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**PROJECT DESCRIPTION:** (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)

Caltrans is proposing to upgrade the existing bridge rails on the Castro Canyon Bridge, located on SR-1 in the Big Sur region of Monterey County. The project is located about 35 miles south from Carmel-by-the-Sea. The existing bridge rails are made of wooden beams that are no longer compliant with current Caltrans Design and Safety standards. The new bridge rails will conform to current Caltrans design and safety standards. (continued on next page).

**CALTRANS CEQA DETERMINATION** (Check one)

- Not Applicable – Caltrans is not the CEQA Lead Agency       Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA

Based on an examination of this proposal, supporting information, and the above statements, the project is:

- Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)  
 **Categorically Exempt. Class 3** (PRC 21084; 14 CCR 15300 et seq.)

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

- 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]).]

**Matt Fowler**

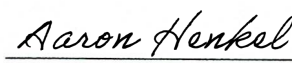
Print Name: Senior Environmental Planner or Environmental Branch Chief



Signature

**Aaron Henkel**

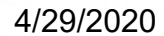
Print Name: Project Manager



Signature



Date



Date

**NEPA COMPLIANCE**

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

**CALTRANS NEPA DETERMINATION** (Check one)

- 23 USC 326:** The State 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). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(22)**  
 **23 CFR 771.117(d): activity (d)( )**  
 **Activity \_\_\_ listed in Appendix A of the MOU between FHWA and the State**

- 23 USC 327:** Based on an examination of this proposal and supporting information, the State 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.

**Matt Fowler**

Print Name: Senior Environmental Planner or Environmental Branch Chief



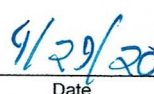
Signature

**Aaron Henkel**


Print Name: Project Manager/DLA Engineer



Signature



Date



Date

Date of Categorical Exclusion Checklist completion:

Date of ECR or equivalent:

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

Continued from page 1:

The new bridge rails will be a "see through" design, constructed of concrete and metal components. A bicycle railing will also be installed on top of the new bridge rail. The new bridge rail design would be taller and wider than the existing bridge rail. As part of the bridge rail upgrade, the overhang on the western and eastern side of the existing bridge deck would be extended by one foot to accommodate the new wider bridge rail. The existing bridge overhang will be extended for the entire length of the bridge. As a result of overhang extension on the existing bridge, the existing crib wall on the southwestern corner of the existing bridge will need to be modified to match the new bridge overhang width and to accommodate the new wider bridge rails. The overall width of the existing bridge after the new bridge overhangs and bridge rails are installed would be approximately 32 feet. The length of the bridge will remain 240 feet. The bridge deck will remain unpaved concrete.

The existing bridge approach and departure railings will also be upgraded with new Midwest Guardrail System that would meet current Caltrans Highway Design Manual and current Caltrans safety standards. The project will also upgrade existing crash cushion on the bridge to meet current Caltrans Highway Design Manual and current Caltrans safety standards. The project will only upgrade existing railings and will not install new railings. All upgraded railing components would be aesthetically treated.

The project will require re-striping of lanes and shoulders. The northbound and southbound lanes will remain 12 feet wide. The southbound shoulder will remain 1 foot wide and the northbound shoulder will remain 3 feet wide.

The proposed project will upgrade two existing down drains on the northwest and southwest corner of the bridge, along the southbound lane. The existing down drains are showing signs of corrosion and deformation. The existing down drain pipes are 9 inches in diameter and would be upgraded to 24-inch diameter drainage pipes. The inlet for the northwest down drain will be relocated further north to accommodate the bridge rail upgrade work. Relocating the inlet for the northwest down drain will require removal of the existing 20-foot drain pipe and the installation of a 60-foot drain pipe. The outlet location of the northwest down drain will remain the same. Rock slope protection will be added to the outlet of the southwest down drain to improve drainage condition. The inlets for both down drains will be replaced to match the larger diameter drainage pipes and will require minor paving adjustments to match the existing paved surface. Drainage upgrades will include installation of asphalt dikes.

The project will require temporary and permanent utility relocations. On the edge of the northbound lane, there are two utility poles that are in conflict with the bridge rail upgrade work. Within the project limits, utility lines crosses above the highway. It is anticipated that some permanent utility relocations will be placed underground or attached on the new bridge rails and overhangs.

It is anticipated that a retaining wall will be constructed just east of the southern bridge abutment to prevent upslope debris from resting directly on bridge structure. The retaining wall would be constructed within existing State right of way. The dimensions of the retaining wall would be approximately 20 feet long, 10 feet high and 10 feet wide. The top of the retaining wall would be lower than the existing bridge deck. Aesthetic treatments will be applied to the retaining wall.

All project related activities would occur within existing State right of way. It is anticipated that construction storage and staging sites would be located on paved or pre-disturbed areas within existing State right of way. The project will not require temporary construction easement. The project will require temporary access route for worker foot traffic to access underneath bridge and access drainage outlets.

The project will require temporary lane closures and one-way traffic management during construction. Within the project limits, public access on SR-1 will be maintained during construction. The project will maintain public access for Deetjen's Big Sur Inn during construction.

Environmental Measures & Commitments:

Visual/Aesthetics Resources

1. All metal components of new or replaced roadside elements, including but not limited to approach rails, guardrail, bridge rail, end treatments and crash cushions shall be colored or darkened to match surrounding visual character.
2. Crash cushion will be designed to be the minimum size allowable for their intended function.
3. Existing guardrails within the project limits not modified along the southbound road shall be darkened.
4. New bridge rail and end blocks will be consisted with the rusting and rural visual character of the site and the Big Sur Coast. Aesthetic treatments of bridge rails and end blocks will be developed with input from Caltrans Landscape Architect and the appropriate Big Sur Community group(s).
5. No trees will be removed as part of the project.

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

<b>05-MON-01</b> Dist.-Co.-Rte. (or Local Agency)	<b>43.1</b> P.M./P.M.	<b>05-1H490</b> E.A/Project No.	<b>0516000081</b> Federal-Aid Project No. (Local Project)/Project No.
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Biological Resources

1. To preserve as much existing habitat as feasible, fencing and/or flagging will be installed around Environmentally Sensitive Areas within the project limits. Environmentally Sensitive Areas will be identified within the project's design plans.
2. Areas disturbed by construction activities will be reseeded with appropriate native seed mix, to enhance and restore existing habitat.
3. Any woody debris found in the project area will be stockpiled and dispersed back into the project areas to retain any large cover that existed before project construction.
4. The project will implement all avoidance and minimization measures from the Programmatic Biological Opinion for California red-legged frog.
5. If feasible, all vegetation removal and tree trimming shall be scheduled to occur between October 1 and January 31, outside of the typical bird nesting season. If is not feasible to conduct vegetation removal and tree trimming work outside of the bird nesting season, a nesting bird survey shall be conducted by a qualified biologist no more than 14 days prior to the start of proposed work. If an active nest is found, a qualified biologist shall determine an appropriate Environmental Sensitive Area buffer or monitoring strategy based on the habits and needs of the species. The Environmental Sensitive Area buffer shall be avoided, and monitoring strategy implemented until a qualified biologist has determined that juveniles have fledge.
6. A Caltrans biologist or qualified representative will provide a bridge worker training and/or information material to be used in identifying California condors, protocols for responding to their presence within the project site if they arrive and notification procedures.
7. If California condors are observed within the construction area, all work shall cease within 250 feet from the animal until the animal leaves the areas on their own accord. The Caltrans Resident Engineer and Biologist will be notified immediately. The Biologist will call Ventana Wildlife Society to notify them and see what appropriate steps may be taken.

Noise Generation

1. Construction activities will be limited to normally acceptable hours, Monday through Friday.
2. The public will be notified in advance of the construction schedule when upcoming construction activities are likely to produce adverse levels of noise.
3. When in operation, stationary construction equipment will be placed away from sensitive noise receptors. Especially loud pieces of stationary equipment shall be shielded from sensitive noise receptors.
4. Each internal combustion engine used on the job shall be equipped with mufflers recommended by the manufacture.
5. Heavily trafficked construction staging, and storage areas shall be placed at locations that would be least disruptive to surrounding sensitive noise receptors.

## Categorical Exclusion Checklist

**Dist/Co/Rte/PM:** 05/MON/01/43.1    **Fed. Aid No. (Local Project):** 0516000081    **EA/Project No.:** 05-1H490

**SECTION A: TYPE OF CE: Use the information in this section to determine the applicable CE and corresponding activity for this project.**

**1. Project is a CE under CE Assignment 23 USC 326.**     Yes     No

*If "yes", check applicable activity in one of the three tables below (activity must be listed in 23 CFR 771.117 (c) or (d) list or included in activities listed in Appendix A of the CE Assignment MOU to be eligible for 23 USC 326).*

**Activity Listed in 23 CFR 771.117(c)**

1 <input type="checkbox"/>	Activities that do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed; and Federal-aid system revisions that establish classes of highways on the Federal-aid highway system.
2 <input type="checkbox"/>	Approval of utility installations along or across a transportation facility.
3 <input type="checkbox"/>	Construction of bicycle and pedestrian lanes, paths, and facilities.
4 <input type="checkbox"/>	Activities included in the State's <i>highway safety plan</i> under <a href="#">23 U.S.C 402</a> .
5 <input type="checkbox"/>	Transfer of Federal lands pursuant to 23 U.S.C. 107(d) and/or 23 U.S.C. 317 when the land transfer is in support of an action that is not otherwise subject to FHWA review under NEPA.
6 <input type="checkbox"/>	The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction.
7 <input type="checkbox"/>	Landscaping.
8 <input type="checkbox"/>	Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.
9 <sup>1</sup> <input type="checkbox"/>	The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 U.S.C 5121): <sup>2</sup>
<input type="checkbox"/>	(i) Emergency repairs under 23 U.S.C 125;
<input type="checkbox"/>	(ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action: (A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and (B) Is commenced within a 2-year period beginning on the date of the declaration.
10 <input type="checkbox"/>	Acquisition of scenic easements.
11 <input type="checkbox"/>	Determination of payback under 23 U.S.C 156 for property previously acquired with Federal-aid participation.
12 <input type="checkbox"/>	Improvements to existing rest areas and truck weigh stations.
13 <input type="checkbox"/>	Ridesharing activities.
14 <input type="checkbox"/>	Bus and rail car rehabilitation.
15 <input type="checkbox"/>	Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.
16 <input type="checkbox"/>	Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.
17 <input type="checkbox"/>	The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities that themselves are within a CE.
18 <input type="checkbox"/>	Track and railbed maintenance and improvements when carried out within the existing right-of-way.
19 <input type="checkbox"/>	Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site.

<sup>1</sup> On the CE form, distinguish between c9i or c9ii

<sup>2</sup> Include copy of the emergency declaration in the file

## Categorical Exclusion Checklist

<b>Dist/Co/Rte/PM:</b> 05/MON/01/43.1 <b>Fed. Aid No. (Local Project):</b> 0516000081 <b>EA/Project No.:</b> 05-1H490	
20	<input type="checkbox"/> Promulgation of rules, regulations, and directives.
21	<input type="checkbox"/> Deployment of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency or safety of a surface transportation system or to enhance security or passenger convenience. Examples include, but are not limited to, traffic control and detector devices, lane management systems, electronic payment equipment, automatic vehicle locaters, automated passenger counters, computer-aided dispatching systems, radio communications systems, dynamic message signs, and security equipment including surveillance and detection cameras on roadways and in transit facilities and on buses.
22 <sup>3</sup>	<input checked="" type="checkbox"/> Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way. Existing operational right-of-way means all real property interests acquired for the construction, operation, or mitigation of a project. This area includes the features associated with the physical footprint of the project including but not limited to the roadway, bridges, interchanges, culverts, drainage, clear zone, traffic control signage, landscaping, and any rest areas with direct access to a controlled access highway. This also includes fixed guideways, mitigation areas, areas maintained or used for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transportation power substations, transportation venting structures, and transportation maintenance facilities.  Note: As a clarifying example, if title 23 (or certain title 49) funds were authorized for the acquisition of the real property, then that property was acquired for an eligible purpose, which was construction, operation, or mitigation, and thus is part of the operational right-of-way. Real property interests acquired with title 23 funds, or otherwise conveyed for title 23 purposes, are eligible for this categorical exclusion as long as the interests are devoted exclusively to the purposes of that facility and the facility is preserved free of all other public or private alternative uses, unless such non-highway alternative uses are permitted by Federal law (including regulations) or the FHWA (23 CFR 710.403(b)).
23 <sup>4</sup>	Federally-funded projects: Enter project cost \$ _____ and Federal funds \$ _____ <input type="checkbox"/> (i) That receive less than \$5,500,515.05 of Federal funds; or <input type="checkbox"/> (ii) With a total estimated cost of not more than \$33,003,090.30 and Federal funds comprising less than 15 percent of the total estimated project cost.
24	<input type="checkbox"/> Localized geotechnical and other investigation to provide information for preliminary design and for environmental analysis and permitting purposes, such as drilling test bores for soil sampling; archeological investigations for archeology resources assessment or similar survey; and wetland surveys.
25	<input type="checkbox"/> Environmental restoration and pollution abatement actions to minimize or mitigate the impacts of any existing transportation facility (including retrofitting and construction of stormwater treatment systems to meet Federal and State requirements under sections 401 and 402 of the Federal Water Pollution Control Act (33 U.S.C. 1341; 1342) carried out to address water pollution or environmental degradation.
26	<input type="checkbox"/> Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section [771.117(e)]. <b>Note: In order to use this CE, certain constraints must be met. <a href="#">Complete Section A, Item 2 below.</a></b>
27	<input type="checkbox"/> Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting, if the project meets the constraints in paragraph (e) of this section [771.117(e)]. <b>Note: In order to use this CE, certain constraints must be met. <a href="#">Complete Section A, Item 2 below.</a></b>
28	<input type="checkbox"/> Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in paragraph (e) of this section [771.117(e)]. <b>Note: In order to use this CE, certain constraints must be met. <a href="#">Complete Section A, Item 2 below.</a></b>
29	<input type="checkbox"/> Purchase, construction, replacement, or rehabilitation of ferry vessels (including improvements to ferry vessel safety, navigation, and security systems) that would not require a change in the function of the ferry terminals and can be accommodated by existing facilities or by new facilities that themselves are within a CE.
30	<input type="checkbox"/> Rehabilitation or reconstruction of existing ferry facilities that occupy substantially the same geographic footprint, do not result in a change in their functional use, and do not result in a substantial increase in the existing facility's capacity. Example actions include work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals.
<b>Activity Listed in Examples in 23 CFR 771.117(d)</b>	
1	<i>Reserved.</i>
2	<i>Reserved.</i>
3	<i>Reserved.</i>
4	<input type="checkbox"/> Transportation corridor fringe parking facilities.
5	<input type="checkbox"/> Construction of new truck weigh stations or rest areas.

<sup>3</sup> On the CE form, identify in the project description that all work is within operation right-of-way.

<sup>4</sup> On the CE form, distinguish between c23i or c23ii.

## Categorical Exclusion Checklist

<b>Dist/Co/Rte/PM:</b> 05/MON/01/43.1		<b>Fed. Aid No. (Local Project):</b> 0516000081		<b>EA/Project No.:</b> 05-1H490	
6	<input type="checkbox"/>	Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.			
7	<input type="checkbox"/>	Approvals for changes in access control.			
8	<input type="checkbox"/>	Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.			
9	<input type="checkbox"/>	Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required, and there is not a substantial increase in the number of users.			
10	<input type="checkbox"/>	Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.			
11	<input type="checkbox"/>	Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning, and where there is no significant noise impact on the surrounding community.			
12	<input type="checkbox"/>	<p>Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.</p> <p>(i) Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others.</p> <p>(ii) Protective acquisition is done to prevent imminent development of a parcel that may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.</p>			
13	<input type="checkbox"/>	Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section.			
<b>Activity Listed in Appendix A of the CE Assignment MOU for State Assumption of Responsibilities for Categorical Exclusions</b>					
1	<input type="checkbox"/>	Construction, modification, or repair of storm water treatment devices (e.g., detention basins, bioswales, media filters, infiltration basins), protection measures such as slope stabilization and other erosion control measures throughout California.			
2	<input type="checkbox"/>	Replacement, modification, or repair of culverts or other drainage facilities.			
3	<input type="checkbox"/>	Projects undertaken to assure the creation, maintenance, restoration, enhancement, or protection of habitat for fish, plants, or wildlife (e.g., revegetation of disturbed areas with native plant species; stream or river bank revegetation; construction of new, or maintenances of existing fish passage conveyances or structures; restoration or creation of wetlands).			
4	<input type="checkbox"/>	Routine repair of facilities due to storm damage, including permanent repair, to return the facility to operational condition that meets current standards of design and public health and safety without expanding capacity (e.g., slide repairs, construction or repair of retaining walls).			
5	<input type="checkbox"/>	Routine seismic retrofit of facilities to meet current seismic standards and public health and safety standards without expansion of capacity.			
6	<input type="checkbox"/>	Air space leases that are subject to Subpart D, Part 710, title 23, Code of Federal Regulations.			
7	<input type="checkbox"/>	Drilling of test bores/soil sampling to provide information for preliminary design and for environmental analyses and permitting purposes.			



## Categorical Exclusion Checklist

Dist/Co/Rte/PM: 05/MON/01/43.1    Fed. Aid No. (Local Project): 0516000081    EA/Project No.: 05-1H490

### 2. This section must be completed in order to use a CE under 23 CFR 771.117(c)(26), (c)(27), or (c)(28).

The action **DOES NOT** include any of the following constraints found in 23 CFR 771.117(e):

- A.
  - An acquisition of more than a minor amount of right-of-way or that would result in any residential or nonresidential displacements
- B.
  - A bridge permit from the U.S. Coast Guard; OR
  - An action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under section 404 of the Clean Water Act (i.e., does the project require a Standard 404 permit [Individual Permit or Letter of Permission]?) AND/OR
  - A permit required under Section 10 of the Rivers and Harbors Act of 1899
- C.
  - A finding of "adverse effect" to historic properties under the National Historic Preservation Act; OR
  - The use of a resource protected under 23 U.S.C. 138 or 49 U.S.C. 303 (section 4(f)) except for actions resulting in *de minimis* impacts; OR
  - A finding of "may affect, likely to adversely affect" threatened or endangered species or critical habitat under the Endangered Species Act
- D.
  - Construction of temporary access or the closure of existing road, bridge, or ramps that would result in major traffic disruptions
- E.
  - Changes in access control
- F.
  - A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths); OR
  - Construction activities in, across, or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers

If the action includes any of the constraints listed above, it **MAY NOT** be processed under 23 CFR 771.117(c)(26), (c)(27), or (c)(28), however, the project may qualify for a CE under 23 CFR 771.117(d)(13).

### 3. Project is a CE for a highway project under NEPA Assignment 23 USC 327.    Yes    No

*(Use only if project does not qualify under CE Assignment 23 USC 326 [activities not included in three previous lists above].)*

### 4. Independent Utility and Logical Termini

The project complies with NEPA requirements related to connected actions and segmentation (i.e. the project must have independent utility, connect logical termini when applicable, be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made and not restrict further consideration of alternatives for other reasonably foreseeable transportation improvements). (FHWA Final Rule, "Background," *Federal Register* Vol. 79, No. 8, January 13, 2014.)

### 5. Categorical Exclusions Defined (23 CFR 771.117[a]).

FHWA regulation 23 CFR 771.117(a) defines categorical exclusions as actions which:

- do not induce significant impacts to planned growth or land use for the area;
- do not require the relocation of significant numbers of people;
- do not have a significant impact on any natural, cultural, recreational, historic or other resources;
- do not involve significant air, noise, or water quality impacts;
- do not have significant impacts on travel patterns; or
- do not otherwise, either individually or cumulatively, have any significant environmental impacts.

Checking this box certifies that project meets the above definition for a Categorical Exclusion.

### 6. Exceptions to Categorical Exclusions/Unusual Circumstances (23 CFR 771.117[b]).

FHWA regulation 23 CFR 771.117(b) provides that any action which normally would be classified as a CE but could involve *unusual circumstances* requires the Department to conduct appropriate environmental studies to determine if the CE classification is proper. Unusual circumstances include actions that involve:

- Significant environmental impacts;
- Substantial controversy on environmental grounds;
- Significant impact on properties protected by section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

**All of the above unusual circumstances have been considered in conjunction with this project.** (Please select one.)

Checking this box certifies that **none of the above conditions apply** and that the project qualifies for a Categorical Exclusion.

Checking this box certifies that unusual circumstances **are involved**. However, the appropriate studies/analysis have been completed, and it has been determined that the CE classification is still appropriate.

## Categorical Exclusion Checklist

**SECTION B: Compliance with FHWA NEPA policy to complete all other applicable environmental requirements<sup>5</sup> prior to making the NEPA determination:**

During the environmental review process for which this CE was prepared, all applicable environmental requirements were evaluated. Outcomes for the following requirements are identified below and fully documented in the project file. **[NOTE: EVERY SECTION BELOW MUST BE COMPLETED, DO NOT SKIP ANY SECTIONS.]**

### FSTIP

The project description on the Categorical Exemption/Categorical Exclusion Form matches the project description in the FSTIP and RTP, and the appropriate page of the FSTIP is in the project file.

### Air Quality

[Air Quality Conformity Findings Checklist](#) has been completed and project meets all applicable AQ requirements.  
 For 23 USC 326 projects which require an air quality conformity determination (this will apply to certain projects under 23 CFR 771.117(c)(22), (c)(23), (c)(26), (c)(27), and (c)(28)), list the date of the Caltrans conformity determination: \_\_\_\_\_  
 For 23 USC 327 projects, list date of FHWA concurrence on conformity determination: \_\_\_\_\_

### Cultural Resources

Section 106 compliance is complete.  Screened Undertaking  
 Select appropriate finding:  No Historic Properties Affected  No Adverse Effect with Standard Conditions  
 No Adverse Effect without Standard Conditions  Adverse Effect/MOA  Phasing/Project PA

### Noise

23 CFR 772  
 Is this a Type 1 project?  Yes  No (skip this section.)  
 Future noise levels with project either approach or exceed NAC or result in a substantial increase.  
 If yes,  Abatement is reasonable and feasible  Abatement is not reasonable or feasible

### Waters, Wetlands

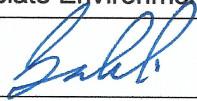
- **Section 404 of the Clean Water Act**  
 Impacts to Waters of the U.S.:  Yes  No; If yes, approval anticipated:  
 Nationwide Permit  Individual Permit  Regional General Permit  Letter of Permission
- **Section 401 of the Clean Water Act**  
 Exemption  Certification  Not Applicable
- **Wetland Protection (Executive Order #11990)**  
 No Wetland Impact  
 Permanent Wetland Impact; Only Practicable Alternative Finding is included in a separate document in the project file

### Biology

- **USFWS, Species List Date: 04/27/20 (must be < 180 days old)**  
 No Effect Section 7 (Federal Endangered Species Act)  
*Consultation with USFWS Findings (Effect determination):*  
 Not Likely to Adversely Affect with USFWS Concurrence. Date: \_\_\_\_\_  
 Likely to Adversely Affect with Biological Opinion Date: 01/16/20
- **NOAA Fisheries, Species List Date: 04/27/20 (must be < 180 days old)**  N/A: Project outside of NOAA jurisdiction  
 No Effect Section 7 (Federal Endangered Species Act)  
*Consultation with NOAA Fisheries Findings (Effect determination):*  
 Not Likely to Adversely Affect with NOAA Fisheries Concurrence. Date: \_\_\_\_\_  
 Likely to Adversely Affect with Biological Opinion Date: \_\_\_\_\_
- **Essential Fish Habitat (Magnuson-Stevens Act) Findings (Effect determination):**  
 Magnuson-Stevens Fishery Conservation and Management Act does not apply  
 No Adverse Effect  Adverse Effect and consultation with NOAA Fisheries

<sup>5</sup> Please consult the SER for a complete list of applicable laws, statutes, regulations, and executive orders that must be considered before completing the CE.

## Categorical Exclusion Checklist

<b>Floodplains</b>	
Floodplains (Executive Order #11988) <input type="checkbox"/> No Floodplains <input checked="" type="checkbox"/> No Significant Encroachment <input type="checkbox"/> Significant Encroachment	
<b>Section 4(f) Transportation Act (23 CFR 774)</b>	
Section 4(f) regulation was considered as a part of the review for this project and a determination was made: <input checked="" type="checkbox"/> Section 4(f) does not apply <i>(Project file includes documentation that property is not a Section 4(f) property, that project does not use a Section 4(f) property, or that the project meets the criteria for the temporary occupancy exception.)</i> <input type="checkbox"/> Section 4(f) applies <input type="checkbox"/> De Minimis <input type="checkbox"/> Programmatic: Type _____ (List one of the five appropriate categories as defined in 23 CFR 774.3) <input type="checkbox"/> Individual: <input type="checkbox"/> Legal Sufficiency Review complete <input type="checkbox"/> HQ Coordinator Review Complete	
<b>Section 6(f) – Properties Acquired with Land and Water Conservation Fund grants</b>	
Was the above property purchased with grant funds from the Land and Water Conservation Fund? <input checked="" type="checkbox"/> No, Section 6(f) does not apply. No additional documentation required. <input type="checkbox"/> Yes <input type="checkbox"/> Documentation of approval from National Park Service Director (through California State Parks) has been received for the conversion/and replacement of 6(f) property.	
<b>Coastal Zone</b>	
Coastal Zone Management Act of 1972 <input type="checkbox"/> Not in Coastal Zone <input type="checkbox"/> Qualifies for Exemptions <input type="checkbox"/> Qualifies for Waiver <input checked="" type="checkbox"/> Coastal Permit Required <input type="checkbox"/> Consistent with Federal State and Local Coastal Plans <input type="checkbox"/> Federal Consistency	
<b>Coast Guard – Bridge Over Navigable Waters of the U.S.</b>	
<input checked="" type="checkbox"/> Not applicable <input type="checkbox"/> 23 USC 144(c) USCG Bridge Permit Exception <input type="checkbox"/> 33 CFR 115.70 Advance Approval <input type="checkbox"/> USCG Bridge Permit	
<b>Relocation and Right of Way</b>	
<ul style="list-style-type: none"> <li>• <b>Relocations</b>  <input checked="" type="checkbox"/> No Relocations  <input type="checkbox"/> Project involves _____ (#) relocations and will follow the provisions of the Uniform Relocation Act.</li> <li>• <b>Right of Way Acquisitions/Easements</b>  <input checked="" type="checkbox"/> No right of way acquisitions or easements  <input type="checkbox"/> Project involves _____ (#) acquisitions and _____ (#) easements.</li> </ul>	
<b>Hazardous Waste and Materials</b>	
<ul style="list-style-type: none"> <li>• Are hazardous materials or contamination exceeding regulatory thresholds (as set by U.S. EPA, Cal EPA, County Environmental Health, etc.) present?    <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</li> <li>• If yes, is the nature and extent of the hazardous materials or contamination fully known?    <input type="checkbox"/> Yes    <input type="checkbox"/> No</li> </ul> <p>If no, briefly discuss the plan for securing information:</p>	
<b>SECTION C: Certification</b>	
Based on the information obtained during environmental review process and included in this checklist, the project is determined to be a Categorical Exclusion pursuant to the National Environmental Policy Act and is in compliance with all other applicable environmental laws, regulations, and Executive Orders.	
Prepared by (print name):	Geramaldi
Title:	Associate Environmental Planner
Signature:	
Date:	04/27/20

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