



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

<b><u>Project Information</u></b>	
<b>Project Name:</b> Encroachment Permit 12-25-6-US-0710	
<b>DIST-CO-RTE:</b> 12-ORA-39	<b>PM/PM:</b> 9.49
<b><u>Project Description</u></b>	
See next page.	

**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(b).** (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		9/16/25
Print Name	Signature	Date

**Project Manager**

Pauline Wong		9/16/25
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)(2)
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

Smita Deshpande
Print Name
Signature
Date 9/16/25

Project Manager/ DLA Engineer

Pauline Wong
Print Name
Signature
Date 9/16/25

Date of Categorical Exclusion Checklist completion (if applicable): 9/10/25
Date of Environmental Commitment Record or equivalent: N/A, See continuation sheet



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### Continuation sheet:

The Proposed Project is located on the BARRE-SHAWNEE-TRASK 66KV transmission line in the City of Stanton, Orange County, California. The Proposed Project consists of the removal and replacement of one (1) transmission pole. The existing pole has an AGL height of 70 feet. The replacement pole will have an AGL height of 75 feet. The Proposed Project is located along the west side of Beach Boulevard, approximately 890 feet south of Chapman Avenue.

Ground disturbance for the wood pole removal would include excavation by truck-mounted auger and/or backhoe measuring approximately 2-3 feet in diameter and approximately 7-11 feet deep. Work activities would generally take place within a 50-foot buffer around the pole. The work area is accessible via the roadside of Beach Boulevard Street. No vegetation removal would be required. Traffic and pedestrian control may be required.

**Table 1. Project Location and Scope**

Facility Designation	Circuit Name	X Coordinate*	Y Coordinate*	Access	Scope	Existing Height** (above ground)	New Height** (above ground)
2002437E	BARRE-SHAWNEE-TRASK 66KV	33.7857944444	-117.99313611	Beach Boulevard	Replace Wood Pole	70	75

\*Decimal Degrees

\*\*Height in Feet

The purpose of this CE is to provide a brief discussion of the potential environmental effects of Southern California Edison (SCE) project TD1608776, which consists of one (1) wood transmission pole replacement in the City of Stanton, California. As the Proposed Project is located within a state highway right-of-way, an Encroachment Permit issued by Caltrans will be required. The Proposed Project would have minimal environmental effects and clearance under the California Environmental Quality Act (CEQA) via a Categorical Exemption.

No significant environmental consequences are anticipated with the proposed project. In addition to the measures related to construction noise, air pollution control, water pollution control, erosion, cultural resources, and any subsequent requirements as given in the Caltrans Standard Specifications, the following conditions are required:

### **Hazardous Waste**

- If the proposed project results in minimal soil disturbance, due to work on items such as pole replacement, driveways, service connections, utility distribution box etc., the Permittee must reuse the soil within the work limits in the immediate area from which it was excavated. If any excess soil is generated, it becomes the property of the permittee. Permittee must transport all excess soil outside of Caltrans' right-of-way and dispose of it in accordance with all applicable environmental laws and regulations.



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- If the project involves more than minimal soil disturbance as described in item 1 above and excess soil is generated which cannot be reused within the work limits and needs to be transported off of the project site then Permittee shall comply with the following special provisions which are also specified in Form TR-0408, Appendix K of the Encroachment Permit Manual as follow:
  - a) construction debris/materials/water/excess soil must become the property of the Permittee, and must be transported and disposed of, outside of Caltrans' right-of-way, in accordance with all applicable environmental laws and regulations. The Permittee must be identified as the generator for all construction debris/materials/water/excess soil and must be responsible for proper identification (including sampling and analysis) and management of all construction and contaminated debris/materials/water/excess soil that are removed, and/or excavated, from the work site. If hazardous waste is generated, the Permittee must obtain an Environmental Protection Agency (EPA) Identification Number issued in their name. State Permit Inspector does not sign any manifests or shipping papers. The Permittee must be named as the generator on all Uniform Hazardous Waste Manifests and shipping papers. Caltrans must not be identified or written anywhere on the manifests or shipping papers. Prior to waste disposal, the Permittee should submit the waste generator form(s) to State Permit Inspector for verification. The Permittee must submit to the State Permit Inspector, a copy of all manifests and/or shipping papers generated for materials removed, transported and/or excavated from the state right-of-way.
  - b) If contaminated material is encountered, Permittee is to stop work and contact the State Permit Inspector immediately. The Permittee must submit a Sampling and Analysis Plan (SAP), and a Health and Safety Plan (HaSP) prepared by a Certified Industrial Hygienist (CIH) and in conformance with California Code of Regulations title 8, section 5192, "Hazardous Waste Operations and Emergency Response" for sampling activity through a separate permit application. Upon the permit review, additional environmental documents may be required prior to resumption of construction activity.
  - c) Permittee is responsible for any violation, penalty, enforcement action, corrective action, remedial action, and any other type of consequences resulting from cross contamination of groundwater (including perched groundwater), improper handling/managing of hazardous materials and/or placement of contaminated materials inside Caltrans right-of-way.
  - d) It is the Permittee's responsibility to comply with the Department of Toxic Substances Control (DTSC)ADL requirements for roadway soil management. Reuse of soils containing greater than 80 mg/kg total lead is not allowed without written approval of the DTSC and Caltrans. The Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils between Caltrans and the DTSC does not constitute written approval for the Permittee to reuse soils containing greater than 80 mg/kg total lead.



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- e) The Permittee must implement the emergency notification requirements established in the California Office of Emergency Management Hazardous Materials, Spill / Release Notification Guidance(<http://www.caloes.ca.gov/>).
- f) Any imported material used for back fill must be free of contamination, and a certificate of the material as “clean” with the source area of the material must be provided to Permit Inspector upon request. Importing soils containing greater than 80 mg/kg total lead for use in state right-of-way is not allowed. Stockpiles of material containing aurally deposited lead shall not be placed where affected by surface run-on or run-off. Stockpiles shall be covered with plastic sheeting 13 mils minimum thickness or with one foot of nonhazardous material. Stockpiles shall not be placed in environmentally sensitive areas. Stockpiled material shall not enter storm drains, inlets, or waters of the State.

### **Biological Resources**

No effect. All project activity will occur on the State ROW. Project work will not increase ambient noise levels during the day and night-time work. No critical habitat is within or near the proposed project site. Therefore, there will be no effect to designated critical habitat. All the species on the IPaC and NMFS lists have a very low potential of occurring within the project areas; hence a No Effect determination has been made for this project.

### **Cultural Resources and Paleontological Resources**

While Caltrans concludes that this project will not affect any historic properties or fossil-bearing 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.

- PF-CUL-1: If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find. Standard Specification 14-2.03.
- PF-CUL-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 12 Division of Environmental Analysis; EBC, Project Archaeologist and/or DNAC: (949) 483-1018. Further provisions of PRC 5097.98 are to be followed as applicable. Standard Specification 14-2.03.
- PF-PAL-1: If unanticipated paleontological resources are discovered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified paleontologist can evaluate the nature and significance of the find. Standard Specification 14-7.03.



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### Greenhouse Gas Emissions

The construction contractor must comply with Caltrans' Standard Specification 14-9 (2024) for reducing impacts from construction activities. Section 14-9.02 specifically requires compliance by the contractor with all applicable environmental laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

Greenhouse gas emissions were estimated using the 2021 Caltrans Construction Emissions Tool v1.0.2. for a project duration of 2 working days. The project may result in around 0.045 metric tons CO<sub>2</sub>e emissions.

GHG-1: The following emissions reduction strategies should be implemented during construction:

- Reduction of construction waste
- Energy efficient construction methodologies
- Fuel efficient measures for equipment and traffic management
- Local materials be used where feasible/available to reduce GHG emissions
- Reduce frequency of vehicle idle times

### Water Quality

The applicant understands and agrees that immediately upon issuance of the encroachment permit, the applicant is bound by, subject to, and must comply with the "Encroachment Permit General Provisions" (TR-0045), "Stormwater Special Provisions" (TR-0400). This include compliance with all applicable water quality regulations and/or permit requirements of the State Water Resources Control Board (SWRCB) and any applicable local Regional Water Quality Control Board(s), including, but not limited to, the Caltrans Statewide NPDES Permit (Order No. 2022-033-DWQ, NPDES No. CAS000003), the Statewide NPDES General Permit for Storm Water Discharges Associated With Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002), and the Caltrans Storm Water Management Plan (SWMP), and any subsequent revisions and/or additional requirements at the time of construction.

### Technical Studies:

Section 106 Screened Undertaking Memo & Paleo Review (CT, DEA, Bernal, September 2025)

Environmental Engineering Memo (CT, DEA, Khalilifar, September 2025)

Biological Resources Review (CT, DEA, Sato, September 2025)

Water Quality Review (CT, DEA, Salas, September 2025)

Climate Change Assessment (CT, DEA, Lo, 07.30.2025)