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

Project Information

Project Name: RIV 10 Road Weather Information System (RWIS) Repair

DIST-CO-RTE: 08-RIV-10 **PM/PM:** 34.8/34.8 and 48.4/48.4

EA: 08-1R570 **PN:** 0825000085 **Federal-Aid Project Number:** N/A

Project Description

Caltrans proposes the installation of a Road Weather Information System (RWIS) and Closed-Circuit Television (CCTV) cameras along State Route (SR) 10 in Riverside County. The work limits extend from approximately postmile 34.8, east of Indian Canyon Drive, to postmile 48.4, west of Washington Street. The scope of work includes installing a new service pedestal with foundation, establishing connections through the installation of a 4-inch conduit with conductors, placed 30-inches below grade, and constructing a 24-inch long by 4-inch-thick concrete pad in front of the Type III-BF service cabinet foundation. The foundation will be set 2-inches above grade in unpaved areas. All the work will be done within Public Right of Way.

There will be Driving/Parking off pavement. No utility relocations or connections to new infrastructure are anticipated. Ground disturbance for boring, trenching, conduit and foundation installation will occur. This project is funded by State-only funding. (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 (3)(d)**. (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

Kourtney Graves	Kourtney Graves	12/16/2025
Print Name	Signature	Date

Project Manager

Matthew Sapp	Matthew Sapp	12/16/2025
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 (X)(X)**
- ☐ **23 CFR 771.117(d): activity (X)(X)**
- ☐ **Activity X 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

N/A	N/A	N/A
Print Name	Signature	Date

Project Manager/ DLA Engineer

N/A	N/A	N/A
Print Name	Signature	Date

Date of NEPA Categorical Exclusion Checklist completion (if applicable): N/A
Date of Environmental Commitment Record or equivalent: 12/16/2025

Continuation sheet:

Purpose and Need:
The Purpose and Need are as follows: Purpose: The purpose of this project is to provide Road Weather Information and other traffic information to motorists. Need: The need of this project is to replace the stolen RWIS and CCTV cameras at these locations.

The service cabinet is located outside of State Right of Way but located within Public Right of Way. An encroachment permit may be required during construction. Permit To Enter (PTE) is not required and confirmed by Right of Way.

The following technical documentation was prepared in conjunction with determining and addressing applicable California Environmental Quality Act (CEQA) documentation and compliance requirements.

CULTURAL RESOURCES

Screened Undertaking Memorandum: December 4, 2025.

In coordination with District Cultural Studies, the studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the December 2024 Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, the United States Army Corps of Engineers' Sacramento District, San Francisco District, and Los Angeles District, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of the Federal-Aid Highway Program in California (Section 106 PA).

The provisions of PRC 5024 MOU, Attachment 2, have been applied to this Project. This project falls under: Class 20, "*Modification of traffic control systems or devices utilizing existing infrastructure, including installation, removal, or modification of regulatory, warning, or informational signs or signals.*" and Class 21, *"Installation of freeway surveillance or ramp metering equipment."*

Based on this review of materials, resources, and analyses, the undertaking, as currently proposed, has no potential to affect historic properties or historic resources eligible for or listed on the NRHP/CRHR. As a result, this undertaking is exempt from further review, no additional archaeological or built environment studies are required at this time and the Section 106 compliance process, CEQA cultural resources component, and PRC 5024 compliance are complete.

Avoidance, Minimization, and/or Mitigation Measures

- **CR-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.

- **CR-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 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909) 501-5142, and Julie Scriver, DNAC: (909) 260-8265. Further provisions of PRC 5097.98 are to be followed as applicable.

PALEONTOLOGICAL RESOURCES

Email to File: November 7, 2025.

In coordination with District Paleontology, due to the nature of the project description, no paleontological studies will be required for this project.

BIOLOGICAL RESOURCES

Natural Environmental Study, No Effect Memorandum (NES-NEM): December 1, 2025.

Caltrans has determined that the Project will result in "No Effect" on the federally-listed species or their designated Critical Habitat, and no formal or informal section 7 consultation is required. Caltrans has determined, in accordance with the California Endangered Species Act, the Project will have "no take" of State-listed as threatened, endangered, fully protected, or candidate species.

The project lies within the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). Critical habitat exists within the Project Impact Area (PIA) at postmile 48.4, but the project footprint consists of previously disturbed soil and graded shoulders with no suitable habitat for these species. No environmental permits or agreements are required.

Avoidance, Minimization, and/or Mitigation Measures

- **BIO-1:** Equipment Staging, Storing & Borrow Sites: All staging, storing, and borrow sites require the approval of the Caltrans biologist.
- **BIO-2:** Worker Environmental Awareness Program (WEAP): A Caltrans biologist must present a biological resource information program/WEAP for Burrowing Owl and Coachella Valley fringe-toed lizard prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.
- **BIO-3:** Preconstruction Nesting Bird Survey: If project activities cannot avoid the nesting season, generally regarded as February 1st through September 30th, then preconstruction nesting bird surveys must be conducted 3 days prior to construction by a Caltrans biologist to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer may be established and monitored by the Caltrans biologist.
- **BIO-4:** Preconstruction Burrowing Owl Survey: Two burrowing owl preconstruction surveys must be performed: one survey 14-30 days prior to project activities, and one survey 24 hours prior to project activities.

HAZARDOUS WASTE

Initial Site Assessment (ISA) Checklist: December 12, 2025.

In coordination with District Environmental Engineering, the hazardous waste potential for the project area is Low Risk. The project does include minimal soil disturbance.

NOISE

Memorandum to File: December 3, 2025.

In coordination with District Environmental Engineering, this project falls under Type III project categories of 23CFR772.7 in the Traffic Noise Analysis Protocol dated April 2020. Per the Traffic Noise Analysis Protocol, "Type III projects do not require a noise analysis." Thus, it is considered an exempt project. Hence, no noise study is needed.

Avoidance, Minimization, and/or Mitigation Measures

- **NOI-1:** Please ensure that the project complies with the construction noise requirements per Standard Specification Section 14-8.02 and SSP 14-8.02 (if applicable).

AIR QUALITY

Construction GHG Emissions Estimate: December 3, 2025.

The scope of the Project has been evaluated as exempt project that falls under the broad category of exempt project type "Construction or renovation of power, signal, and communications systems" listed under Table 1 "Projects Exempt from All Emissions Analysis" of Caltrans Carbon Monoxide Protocol or Table 2 "Projects Exempt from Regional Emissions Analysis" of 40 CFR § 93.126. Thus, no emissions analysis is needed for the project. However, a construction greenhouse gas (GHG) emissions analysis is required for all projects in accordance with the requirements of "AREAS SUBJECT TO CONFORMITY REQUIREMENTS" map dated 9/25/2018.

GREENHOUSE GASES (GHG) / CLIMATE CHANGE

Construction GHG Emissions Estimate: December 3, 2025.

The project is not capacity increasing and would not increase the vehicle capacity of Interstates/State Routes. Because the project would not increase the number of travel lanes, no increase in vehicle miles traveled (VMT) would occur. Therefore, no increase in operational GHG emissions is anticipated.

Construction of the project would temporarily increase GHG emissions during the construction phase of the project. Construction of the project is estimated to last 40 working days and generate a total of 6 tons of CO_2e.

While the proposed project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG. With implementation of the following construction GHG reduction measures, the impact would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

- **GHG/CC-1:** Limit idling to 5 minutes for delivery and dump trucks and other diesel [1] powered equipment (with some exceptions).
- **GHG/CC-2:** Schedule truck trips outside of peak morning and evening commute hours.
- **GHG/CC-3:** For improved fuel efficiency from construction equipment:
    - Maintain equipment in proper tune and working condition
    - Use right sized equipment for the job
    - Use equipment with new technologies

HYDROLOGICAL RESOURCES

Floodplain Evaluation Report Summary: December 10, 2025.

In coordination with District Hydraulics, due to the nature of the project description, no impact on the floodplain is expected.

STORMWATER RESOURCES

Email to File: November 13, 2025.

In coordination with District Stormwater, due to the nature of the project description, no stormwater impacts are anticipated.

Permits and Agreements:

According to the Natural Environment Study – No Effect Memorandum (NES-NEM) no permits or agreements are required.

In conjunction with the results of the above technical documentation, the Avoidance, Minimization, and/or Mitigation Measure(s) included in the Environmental Commitments Record (ECR), are expected to be implemented, as applicable. Changes to the project's scope of work, will require that the District's Division of Environmental Planning be notified in a timely manner, to determine if an Environmental Re-Evaluation will be required to confirm that the environmental documentation for NEPA/CEQA compliance, remains valid.

Updates to the original Technical Studies, or preparation of new Technical Studies may be required, and/or a new CE/CE Determination Form may need to be completed, and/or an Environmental Document may need to be prepared and approved, to document the project's compliance with all applicable NEPA/CEQA requirements.