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

Project Information

Project Name: Perform Preventative Maintenance with Seal Coat

DIST-CO-RTE: 08-SBD-62 **PM/PM:** 94.0/106.0

EA: 08-1R660 **PN:** 0825000099 **Federal-Aid Project Number:** N/A

Project Description

Caltrans proposes to apply Polymer Modified Asphaltic Emulsion (PMAE) chip seal coat with flush coat on the entire width of the asphalt concrete (AC) pavement on Route 62 from Postmile (PM) 94.0 to PM 106.0 in San Bernardino County. In addition, the project will include 0.4' of AC replacement on defective areas along Route 62. All work will be done within the existing pavement and Caltrans Right of Way only.

There will be Driving/Parking off pavement. No ground disturbance will occur and connections to new infrastructure are not anticipated. There will also be no need for equipment staging areas. Utility relocations are to be determined. 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 (1)(c)**. (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	1/5/2026
Print Name	Signature	Date

Project Manager

Mike Ristic	Michael Ristic	1/5/2026
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: 12/19/2025

Continuation sheet:

A portion of this project is on Bureau of Land Management (BLM) land. According to the Right of Way (R/W) engineer, there will not be an issue so long as construction remains within existing pavement within Caltrans R/W.

Purpose and Need:
The Purpose and Need are as follows: Purpose: The purpose of this project is to preserve the existing pavement, prevent future deterioration, prolong the service life, and delay the need for rehabilitation. Need: The need of this project is to perform preventative maintenance actions to delay or prevent the existing AC pavement deterioration.

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 18, 2025.

In coordination with District Cultural Studies, the studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Public Resources Code (PRC) 5024 in accordance with the *2024 Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92 (PRC 5024 MOU)*.

The provisions of the PRC 5024 MOU, Attachment 2, have been applied to this project. This project falls under: Class 1, "Pavement reconstruction, resurfacing, shoulder backing, or placement of seal coats." And Class 10, "Repair of highway and its facilities."

Based on this review of materials, resources, and analyses, the undertaking, as currently proposed, has no potential to affect Historic Properties eligible for or listed on the National Register of Historic Places (NRHP). As a result, this undertaking is exempt from further review, no additional archaeological or built environment studies are required at this time and the 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 Scrivner, DNAC: (909) 260-8265. Further provisions of PRC 5097.98 are to be followed as applicable.

PALEONTOLOGICAL RESOURCES

Email to File: December 15, 2025.

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

NOISE

Memorandum to File: December 15, 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." This is considered an exempt project. Hence, no noise study is needed.

BIOLOGICAL RESOURCES

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

Caltrans has determined that the Project will result in "No Effect" to any federally-listed species, or United States Fish and Wildlife Services-designated critical habitat, pursuant to Section 7(c) of the Federal Endangered Species Act. Caltrans has determined, in accordance with the California Endangered Species Act, the Project would result in "No-Take" of any State-listed special status species or Species of Special Concern, or their respective habitat.

The project is not located within the boundaries of the Western Riverside Multiple Species Habitat Conservation Plan (WRMSHCP) or the Coachella Valley Multiple Species Conservation Plan (CVMSHCP). There is no habitat within the project impact area (PIA) that could be impacted by the project, but rather suitable habitat occurs in the biological study area (BSA). No environmental permits or agreements are required.

Avoidance, Minimization, and/or Mitigation Measures

- **BIO-1:** All staging, storing, and borrow sites require the approval of the Caltrans biologist.
- **BIO-2:** Pre-construction surveys for desert tortoise must be conducted by a qualified contractor-supplied biologist within the Project Impact Area and any staging areas within 14 days prior to project activities and following a habitat suitability assessment. If one of the species listed above or other special status species is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required.
- **BIO-3:** A Contractor-Supplied Biologist must present a biological resource information program/Worker Environmental Awareness Program (WEAP) for desert tortoise (gopherus agassizii) 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-4:** If Project activities cannot avoid the nesting season, generally regarded as Feb. 1 – Sept. 30, then pre-construction nesting bird surveys must be conducted 3-days prior to construction by a Contractor-Supplied 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 qualified biologist and/or monitored until the young have fledged or the nest is no longer active.

HAZARDOUS WASTE

Initial Site Assessment (ISA) Checklist: December 8, 2025.

In coordination with District Environmental Engineering, the hazardous waste potential for the project area is Low Risk. Per the information received from Maintenance on 11/19/25 stating that 1H670 as-builts show that hazardous striping/pavement marking within 1R660's footprint was removed back in 2018, this provides sufficient evidence that 1R660 is free from hazardous striping/pavement marking. GeoTracker and EnviroStor online database systems showed no hazardous contaminated sites at or near the project site.

Avoidance, Minimization, and/or Mitigation Measures

- **HW-1:** SSP 6-1.03 Conditions for use of local material from non-commercial source.
- **HW-2:** SSP 84-9.03B Separate removal of yellow traffic stripe and pavement marking with non-hazardous residue; requires a lead compliance plan (LCP) and item 070030 for LCP.

AIR QUALITY

Memorandum to File: December 10, 2025.

In coordination with District Environmental Engineering, this project has been evaluated as exempt project that falls under the broad category of exempt project type "*Pavement resurfacing and/or rehabilitation*" listed under Table 1 of Caltrans Carbon Monoxide Protocol and Table 2 "Projects Exempt from Regional Emissions Analysis" of 40 CFR § 93.126. All projects listed under these tables are exempt from conformity analysis. Therefore, no air quality study is needed. However, a Greenhouse Gas (GHG) analysis is needed for construction emissions.

GREENHOUSE GASES (GHG)/CLIMATE CHANGE

Construction GHG Emissions Analysis: December 10, 2025.

This 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. The estimated construction emissions were calculated using CAL-CET, and are measured in terms of Carbon Dioxide Equivalent (CO_2e). Construction of the project is estimated to last 40 working days and generate a total of 65 metric 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. 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

STORMWATER RESOURCES

Stormwater Data Report – Short Form: December 10, 2025.

In coordination with District Stormwater, the project is within the jurisdiction of the Colorado River Regional Water Quality Control Board (RWQCB). There are no receiving waterbodies around the project limits that are in the 2024 303(d) list. The project will not discharge into a Drinking Water Reservoir and/or Recharge Facilities, Areas of Special Biological Significance (ASBS), or any Total Maximum Daily Load (TMDL) watershed that Caltrans has been named as a stakeholder. A 401 Certificate is not required for this project.

The project will require a Water Pollution Control Program (WPCP). A Rainfall Erosivity Waiver is not applicable for this project. The construction Site BMP strategy will consist of implementing Tracking Control (TC), Non-Storm Water Management (NS), Waste Management (WM), and Sediment Control (SC) BPMs. No Wind Erosion (WE) or Soil Stabilization (SS) BMPs will be implemented. Also, the project is not required to incorporate Treatment BMPs.

HYDROLOGICAL RESOURCES

Memorandum to File: December 5, 2025.

In coordination with District Hydraulics, based on the project description, the proposed work is not anticipated to have any effect on the floodplain.

VISUAL/AESTHETICS

VIA Questionnaire: November 21, 2025.

In coordination with District Landscape Architecture, no visual resource related regulatory requirements. No or negligible visual changes to the environment are proposed. None or minimal public concern has been identified.

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.