



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

Project Information

Project Name: SBD 215/330 – Install New Decanting Pad Sites

DIST-CO-RTE: 08-SBD-215/330

PM/PM: R4.0 & R29.0

EA: 08-1R800/ **PN:** 0825000134

Federal-Aid Project Number: N/A

Project Description

Caltrans proposes to construct decanting pads at 2 locations: Location 1 is on Route 10/215 Separation in Colton at Post Mile (PM) R4.0. This location would install a concrete decanter pad. There is an existing decanting site at this location, which would remain in place and not be included in the proposed work. Location 2 would be at Route 210/330 Separation in San Bernardino at PM R29.0. This location would place a larger decanter pad along the route and would remove two California Pepper trees. All work would be performed within Caltrans Right of Way. (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

Malisa Lieng	<i>Malisa Lieng</i>	11/24/2025
Print Name	Signature	Date

Project Manager

Matthew Sapp	<i>Matthew Sapp</i>	11/24/2025
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)(Enter activity number)

23 CFR 771.117(d): (d)(Enter activity number)

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 Categorical Exclusion Checklist completion (if applicable): N/A

Date of Environmental Commitment Record or equivalent: 11/21/2025

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).



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Continuation sheet:

Each replacement decanting pad would be constructed off the roadway and within a clear recovery area. The pad would measure approximately 55 feet in width, 70 feet in length, and 2 feet in depth, excavated to these dimensions. Excavated material would be reused onsite. The new decanting pads are concrete structures with no earth base material. There are no plastic, rubber, or other types of liners present, and no rock slope protection (RSP) has been installed. The decanting pads are flush with the ground surface. The new facilities would support maintenance operations by collecting and separating debris from runoff water. The decanting pads would not connect to any drainage facilities. Vegetation removal is needed to complete the project.

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

CULTURAL RESOURCES

A Screened Undertaking Memo was approved on **October 20, 2025**. 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 the Section 106 PA, Attachment 2, have been applied to this project. This project falls under: Class 10, "Repair of the highway and its facilities.", Class 11, "Modification of existing features, such as slopes, ditches, curbs, sidewalks, driveways, dikes, or headwalls, within or adjacent to the right of way.", and Class 18, "Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety." the National Register of Historic Places. As a result, there is **no potential to affect Historic Properties** eligible for or listed on the National Register of Historic Places. This undertaking is **exempt from further review**.

The following Standard Specifications apply:

- **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.



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- **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

In coordination with District Paleontology, it was determined on **November 05, 2025**, that no paleontological studies would be required for this project.

BIOLOGICAL RESOURCES

In coordination with District Biological Studies, a No Effect Memorandum was completed on **October 22, 2025**. Work would be limited to within Caltrans Right of Way. Standard BMPs would be implemented by Caltrans, along with avoidance measures. Due to these avoidance measures, this project would have *No Effect* and *No Take* of listed species or habitat.

The following measures apply:

- **BIO-1 Preconstruction Nesting Bird Survey: (Project site 1 & 2)** Preconstruction nesting bird surveys must be conducted no later than 3 days prior to construction by a qualified biologist to locate and avoid nesting birds. If an active avian nest is located, a no-construction buffer of 100 feet will be established and monitored by the qualified biologist.
- **BIO-2 Pre-construction Bat Surveys: (Project site 1 & 2)** Preconstruction surveys for bats must be conducted by a qualified biologist within the Project Impact Area at location 2 within 3 days prior to project activities. If one of the species listed below or other special status species is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination will be required.
- **BIO-3 Preconstruction San Bernardino Merriam's Kangaroo Rat Surveys: (Project site 1 & 2)** Preconstruction San Bernardino Merriam's kangaroo rat (*Dipodomys merriami parvus*) surveys must be conducted by a qualified biologist 5 days prior to project activities within project sites 1 & 2. If one of the species listed below 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.

HAZARDOUS WASTE

In coordination with District Environmental Engineering, an Initial Site Assessment (ISA) checklist was prepared on **October 10, 2025**. According to the checklist, the project's potential for



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hazardous waste involvement is “Low Risk”. Testing for Aerially Deposited Lead (ADL) and metals were completed on Route 330 and no metals were found.

NOISE

In coordination with District Environmental Engineering, it was determined on **November 5, 2025** that this project falls under Type III project categories of 23CFR772.7 in the Traffic Noise Analysis Protocol. Per Traffic Analysis Protocol, “Type III projects do not require a noise analysis.” This is considered an exempt project. Hence, no noise study is needed.

AIR QUALITY

In coordination with District Environmental Engineering, it was determined on **September 26, 2025** that the scope of the Project has been evaluated as exempt project that falls under the broad category of exempt project type “*projects that correct, improve, or eliminate a hazardous location or feature*” listed under Table 1 of Caltrans Carbon Monoxide Protocol and Table 2 of 40 CFR 93.126. All projects listed under these tables are exempt from conformity analysis. An air quality report is not needed.

GREENHOUSE GASES (GHG) / Climate Change

The project is not capacity increasing and would not increase the vehicle capacity of State Route (SR) 215 and 330. Because the project would not increase the number of travel lanes on SR 215 And 330, no increase in vehicle miles traveled (VMT) would occur. Therefore, no increase in operational GHG emissions is anticipated.

Construction of the project would increase GHG emissions during the construction phase of the project. Per memo from Caltrans Environmental Engineering, dated **August 19, 2025**, the Caltrans Construction Emissions Tool (CAL-CET) was used to estimate construction GHG emissions for the project. Construction of the project is estimated to last **20 working days** and generate a total of **40 tons of CO₂e** (4,042 lbs CO₂e/day).

While the proposed project would result in GHG emissions during construction, it is anticipated that the project would 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 greenhouse gases. With implementation of the following construction GHG reduction measures, the impact would be less than significant.

The following measures apply:

- **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:



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- Maintain equipment in proper tune and working condition
- Use right sized equipment for the job
- Use equipment with new technologies

Permits:

According to the Natural Environment Study – No Effect Memo(NEM) no permits are required.

In conjunction with the results of the above technical documentation, the Avoidance and Minimization Measures included in the initial ECR prepared for this project will be implemented during the preparation for and performance of all activities related to construction activities. If it is determined that revisions to the ECR are required for this project, the ECR will be updated accordingly.

Changes to the project's scope of work, limits, construction strategy, and/or staging and storage requirements, and/or the timeframe of construction, as well as final design (PS&E) efforts not addressed during preliminary design (PA&ED), requires that the District's Division of Environmental Planning be notified in a timely manner, to determine if an Environmental Re-Evaluation (and/or updates to the Technical Studies performed) are required.