



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

Project Information

Project Name: Correction of ADA Grievance Work on SR-74

DIST-CO-RTE: 08-RIV-74

PM/PM: PM 42.8 – PM 43.1

EA: 08-1P840 **PN:** 0824000134 **Federal-Aid Project Number:** N/A

Project Description

Caltrans proposes the correction of the 8 noncompliance driveways and 3 noncompliance sidewalks to meet current ADA standards, along the eastbound SR-74 starting at just before Stamford Street at PM42.8 and ending at S. Meridan Street at PM43.1 in the City of Hemet in Riverside County. Roadway grinding, an equipment staging area, ground disturbance, and night work will also take place. Temporary construction easements for two private parcels will also be required.

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

1/21/2026

Print Name

Signature

Date

Project Manager

Matthew Sapp

Matthew Sapp

01/21/2026

Print Name

Signature

Date



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Caltrans NEPA Determination (Check one)

[X] 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)(N/A)
[] 23 CFR 771.117(d): activity (d)(N/A)
[] Activity (N/A) 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 Print Name, N/A Signature, N/A Date

Project Manager/ DLA Engineer

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

Date of Categorical Exclusion Checklist completion (if applicable): N/A
Date of Environmental Commitment Record or equivalent: 1/21/2026

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:

Purpose and Need:

The Purpose and Need are as follows: Purpose: The purpose of this project is to correct non-compliant ADA driveways and sidewalks along the eastbound side of 08-Riv-SR-074 from Stanford Steet to S. Meridan Street to meet current ADA requirements. Need: The need of this project is to rehabilitate eight non-compliant ADA driveways and three non-compliant ADA sidewalks to bring them up to current ADA standards.

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.

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 Section 106 PA, Attachment 2, have been implemented for this project. This project falls under: Class 1, "Pavement reconstruction, resurfacing, shoulder backing, or placement of seal coats", 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 14, "Installation, removal or replacement of roadway markings, such as painted stripes, raised pavement markers, thermoplastic tape, or raised bars, or installation of sensors in existing pavements."

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. This memorandum documents compliance with the agreed-upon historic preservation procedures.

Please note that this assessment could change, and additional studies may be required if the project changes and ensure the following measures found in the Caltrans 2024 Standard Specifications in the Plans, Specifications, and Estimates apply to this project and are to be included in the Environmental Commitments Record.

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 (909) 501-5142 and Julie Scrivner, DNAC: (909) 260-8265. Further provisions of PRC5097.98 are to be followed as applicable.



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PALEONTOLOGICAL RESOURCES

Email to File: December 4, 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

Programmatic No Effect Memorandum (PNEM): December 31, 2025.

The Project Impact Area is the paved surfaces within Caltrans right-of-way (ROW). Equipment transport, delivery, and staging will occur entirely on existing paved surfaces within developed areas. No ground disturbance, vegetation, or tree work, trenching, excavation, or off pavement access is proposed. No in-water work.

There are no waterways, wetlands, riparian habitats, or native vegetation within the footprint of project activities. The USFWS IPaC official Species List (12/31/2025) identifies threatened, endangered, proposed, and candidate species in the region and indicated there are no designated critical habitats within the project area.

A CNDDDB desktop query for the Hemet area USGS 7.5' quad (printed 12/31/2025) reports regional occurrences for special status taxa. No suitable habitat or effect pathway occurs within the indoor/paved – only action area.

Because all work is restricted to the building interior and paved surfaces, the project will result in *No Effect* and *No Take* to Federal and State-listed species, respectively. No biological permits are required for the project scope described.

HAZARDOUS WASTE

Initial Site Assessment (ISA) Checklist: November 13, 2025.

In coordination with District Environmental Engineering, the hazardous waste potential for the project area is Low Risk. The project does not include soil disturbance or structure modifications, and there was no indication that the project will generate any hazardous waste. A task order for Aerially Deposited Lead (ADL) will be required.

NOISE

Per Memorandum to File: December 11, 2025.

In coordination with District Noise, 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. However, this project must comply with SSP 14-8.02 noise control measures if there will be nightwork or work done on Sunday.

Avoidance, Minimization, and/or Mitigation Measures

- **NOISE-1 SSP 14-8.02:** This project must follow noise control measures if there will be night work or work done on Sunday.

AIR QUALITY

Per Memorandum to File: December 12, 2025.

In coordination with District Air Quality, this project has been evaluated as an exempt project that falls under the broad category of exempt project type "*pedestrian facilities*" 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. No air quality report is needed.



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GREENHOUSE GASES (GHG) / Climate Change

Greenhouse Gas / Climate Change Memorandum: December 31, 2025.

The project is not increasing in capacity and would not increase the vehicle capacity of State Route 74. 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.

The estimated maximum daily construction emissions, calculated using CAL-CET, are below the applicable South Coast Air Quality Management District (SCAQMD) daily significance thresholds.

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 0.77 lbs. CO₂e/day (31 metric tons CO₂e total).

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 greenhouse gases. 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

Permits: According to the Programmatic No Effect Memorandum (PNEM), no permits 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.