



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

Project Information

Project Name (if applicable): SJ TMS Repair

DIST-CO-RTE: SJ/VAR/VAR

PM/PM: Various

EA: 10-1K680

Federal-Aid Project Number:

Project Description

The project proposes to replace or repair 11 Roadway Weather Information Systems (RWIS), seven Changeable Message Signs (CMS), two Traffic Monitoring Detection Station, and one Closed Circuit Television System (CCTV). Additionally, install all new three CCTV, one VDS (Vehicle Detection System), two Maintenance vehicle pullouts (MVP) at various locations on Interstate (I) 5 and State Route (SR) 99, 120 & 205 in San Joaquin County.

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

Jonathan Coley

Print Name

Signature

10/23/2025

Date

Project Manager

Powell Yang

Print Name

Signature

10 10/29/25

Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

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)(21)**

☐ **23 CFR 771.117(d): activity (d)(1)**

☐ **Activity 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

Jonathan Coley

Print Name

Signature

10/23/2025

Date

Project Manager/ DLA Engineer

Powell Yang

Print Name

Signature

10/29/25

Date

Date of Categorical Exclusion Checklist completion (if applicable): 10/20/2025

Date of Environmental Commitment Record or equivalent: 10/22/2025

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).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

Purpose and Need:

The purpose of this project is to enhance the performance and reliability of existing Transportation Management System (TMS) elements, minimize operation and maintenance costs, and provide designated maintenance areas.

This project is needed due to outdated or failing TMS elements and a lack of designated maintenance areas in the project area.

Project Description:

The project proposes to replace or repair 11 Roadway Weather Information Systems (RWIS), seven Changeable Message Signs (CMS), two Traffic Monitoring Detection Station, and one Closed Circuit Television System (CCTV). Additionally, install all new three CCTV, one VDS (Vehicle Detection System), two Maintenance vehicle pullouts (MVP) at various locations on Interstate (I) 5 and State Route (SR) 99, 120 & 205 in San Joaquin County.

General:

The project is Categorical Exempt under the California Environmental Quality Act and Categorical Excluded under the National Environmental Policy Act unless: (1) the scope of the project changes to include additional activities or areas; or (2) there is unforeseen discovery of sensitive or cultural resources. Environmental reevaluation will be required if either of these conditions are met.

Air: Per the Air Quality Memo, dated March 17, 2025, this project is not expected to cause any operational effects on air pollutants. This project is also not capacity increasing. During construction, the proposed project will generate air pollutants. The exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. However, the largest percentage of pollutants would be windblown dust generated during excavation, grading, hauling and various other activities. However, the provisions of Caltrans Standard Specifications, Section 14-9.02 "Air Pollution Control" and Section 10-5 "Dust Control", require the contract to comply with the air pollution control rules, ordinances, and regulations and statutes that apply to work performed under the contract, including those provided in Government Code §11017. The project will have a total disturbed surface area (DSA) of 0.60 acres. A Dust Control Plan (DCP) approved by the San Joaquin Air Pollution Control District is needed if at least 2,500 cubic yards of material is moved in a day for at least three days of the project, or 5 or more acres of land will be disturbed during construction.

Biology: Per the Biological Resources Evaluation (No Effect) Memo, dated August 12, 2025, the following significance determinations have been made:

Due to the project area being outside the range of the special status plant species considered for environmental review, the lack of suitable habitat components in the project area, the lack of detection during recent Caltrans surveys or because the project



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

would not harm individuals or alter the species' habitat it is Caltrans' determination that the proposed will have "no effect" on any:

- Federal Endangered Species Act (FESA)-listed, California Endangered Species Act (CESA)-listed plant species, California "rare" plant species, or plant species protected by California Native Plant Protection Act considered for environmental review
- Special status habitats or vegetation communities considered for environmental review
- FESA-listed or CESA-listed animal species, California species of concern, California Fully Protected Species, or CNDDDB tracked wildlife species considered for environmental review.

In addition, the project would not affect essential fish habitat since no wetlands or other non-wetland waters will be impacted. No Clean Water Act Section 404 permit or Section 401 Certification is required. No consultation under the FESA or CESA is required.

During work at Location 2, establishment of environmentally sensitive areas (ESA) to the north of Location 2 can be marked with temporary high visibility fencing to avoid potential resources.

For work that is scheduled for between February 1st and September 30th, a nesting migratory bird/nesting raptor survey would be performed 14 days before the proposed start date of any construction-related activities. Construction work would be approved if a survey of the jobsite within 14 days before the proposed start of the construction activity shows an absence of nesting birds.

If nesting migratory birds, raptor nests, tricolored bird nests, active burrowing owl burrows, active bumblebee hives, San Joaquin Kit Fox dens are detected during preconstruction surveys or during construction, species-specific no-work Environmental Sensitive Area Buffers would be established until further notice from the biologist.

Cultural: Per the Cultural Historic Property Survey Report, dated September 12, 2025: Based on the project scope, this project is assumed to have no affects to archaeological resources. As currently proposed, all work will remain within Caltrans established Right-of-Way. As currently proposed, there are no built environment resources that will be affected by the project. As a result, this project has no potential to affect historic properties and no potential to affect historical resources and is exempt from further cultural review at this time. Pursuant to Section 106, the project has a determination of Finding of No Adverse Effect with Standard Conditions-Environmentally Sensitive Areas (ESA). Native American monitoring will be required during construction activities in the areas of cultural sensitivity.

Hazardous Waste: Per the Hazardous Waste Initial Site Assessment, dated March 10, 2025, there is potential to encounter non-hazardous concentrations of Aerially Deposited Lead (ADL) while working in unpaved areas within project limits. The



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Caltrans Standard Special Provision, 7-1.02K(6)(j)(iii), which pertains to Earth Material Containing Lead, shall be added to the construction contract. A lead compliance plan prepared by a Certified Industrial Hygienist (CIH) is required. Guardrail will be replaced; therefore, disposal of Treated Wood Waste is anticipated. The handling and disposal of electrical equipment will be required for this project. The Caltrans Standard Specification 14-11.5 outlines the disposal and special handling requirements.

Noise: Per the Noise Memo dated, December 17, 2024, the project would not introduce any potential for long-term traffic noise impacts under the requirements for Type I or Type II traffic noise project under 23CFR772. Therefore, the project falls under the category of Type III noise projects. Type III projects do not require noise analysis, so no noise analysis has been conducted however, during construction, the project would comply with Caltrans Standard Specification section 14-8. "Noise control" regarding construction noise.

No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications Section 14-8.

Furthermore, implementing the following measures would minimize the temporary noise impacts from construction:

- Do not exceed 86 dBA Lmax at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

Paleontology: Per the Paleontology Memo, dated January 15, 2025, the project locations are in areas having low sensitivity for paleontological resources. In addition, the project locations are in highly disturbed urban areas. Given the location setting, scope of work, and low sensitivity rating the potential for encountering significant paleontological resources on this project is considered minimal. If unanticipated fossil discovery were to occur during construction, Specification 14-7.03 of the 2018 Standard Specifications identifies the procedure required to protect the resource.

Water: Per the Water Compliance Memo, dated January 7, 2025, this signal upgrade project is not expected to result in long-term water quality impacts on nearby surface water and groundwater. Short-term potential impacts to nearby surface and groundwater could occur due to accidental spills or poor management of handling hazardous materials, fuels, and other potential chemicals used during construction activities.

These activities should be anticipated and addressed in the Design and Construction phase of the project. To eliminate or minimize any potential impacts on the



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

environment, appropriate Best Management Practices (BMPs) should be selected and implemented per the Project Planning and Design Guide. By incorporating proper and accepted engineering practices and BMPs, the proposed project will not have significant impacts on water quality during construction or its operation.

If the project disturbs one acre or more of soil, the following requirements would be required:

1. A Notification of Intent (NOI) is to be submitted to the appropriate Regional Water Quality Control Board at least 30 days before the start of construction.
2. A Stormwater Pollution Prevention Plan (SWPPP) is to be prepared and implemented during construction to the satisfaction of the Resident Engineer.
3. A Notice of Termination (NOT) shall be submitted to the Regional Board upon completion of construction and site stabilization. A project will be considered complete when the criteria for final stabilization in the Construction General Permit are met.

Visual: Per the Visual Memo, dated February 2, 2025: Due to the locations and scope of work primarily consisting of replacement and upgrading equipment. There will be little to no negative impact on the aesthetics throughout the project limits because of the work being done.

Section 4(f): The proposed project will not result in the temporary or permanent use of a Section 4(f) resource. Therefore, the provisions of Section 4(f) do not apply.

Community Impact Assessment: All the locations of the proposed project are within right of way. It has been determined that proposed project would have no direct impacts on the surrounding communities.

Climate Change Assessment: The project is anticipated to temporarily generate greenhouse gas emissions during construction due to material processing and transportation, onsite construction equipment, and possible traffic delays from construction. The standard measures listed below will be implemented for the project to reduce greenhouse gas emissions and potential climate change impacts from the project:

- ✓ Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).
- ✓ Use alternative fuels such as renewable diesel for construction equipment.
- ✓ Use solar-powered construction equipment.
- ✓ Specify Long-Life Pavement. Minimize life-cycle costs by designing long-lasting pavement structures. Consider future climate conditions in decisions. (For example, areas that are expected to experience increased temperatures and extreme heat days may have different pavement needs than areas expecting



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

more frequent freezing temperatures)

<https://www.sustainablehighways.org/764/179/long-life-pavement.html>

- ✓ Use permeable pavements to reduce “urban heat islands.” The void structure of pervious concrete acts as insulation and prevents the pavement from storing heat that would otherwise raise air temperatures (resulting in a greater use of air conditioning in nearby buildings). <http://blog.nwf.org/2009/12/permeable-concrete-reduces-emissions>
- ✓ Specify cold in-place recycling. This pavement rehabilitation treatment is used on low traffic-volume, Hot Mix Asphalt (HMA) pavements to extend the pavement service life and to recycle natural resources. The treatment also reduces emissions and energy use associated with processing and hauling these materials. <https://www.dot.ny.gov/programs/climate-change/activities>
- ✓ Produce HMA using warm mix technology.
<https://www.fhwa.dot.gov/pavement/asphalt/wma.cfm>
- ✓ Install urban planting/vegetation, especially canopy trees, to reduce “heat island” effects.
- ✓ Include project features that maximize planting of native tree species.
- ✓ Incorporate native plants and vegetation to the project design. Replace more vegetation than was removed to increase carbon sequestration.
- ✓ Avoid an ultimate (new trees at projected maturity) net loss of tree canopy within the project limits through a combination of preservation and new planting. Trees sequester carbon and provide cooling shade.
- ✓ Replace removed trees at a minimum 1 to 1 ratio.
- ✓ If overall available planting area has been reduced, compensate for trees lost with trees either nearby or off-site.
- ✓ Implement Arterial Traffic Management Strategies:
 - Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary.
 - Signal Synchronization:
 - Expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic.
 - Coordinate controlled intersections so that traffic moves more efficiently through congested areas.
 - Where traffic signals or streetlights are installed, require the use of Light Emitting Diode (LED) technology or similar energy-efficient technology.