

Notice of Exemption

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

From: Enter Public Agency
Enter address
Enter address

Project Title: Southern Regional Lab Pavement Rehab

Project Applicant: Department of Transportation District 8

Project Location - Specific: 08-SBd-15 PM R7.7

Project Location - City: Fontana Project Location - County: San Bernardino

Description of Nature, Purpose, and Beneficiaries of Project:

The project is slurry seal and dig outs of the parking lot of the Caltrans District 8 Southern Regional Lab located at 13970 Victoria Street in the City of Fontana, in San Bernardino County. East of Route 15 R7.7. All work is within State Right of Way.

Name of Public Agency Approving Project: Department of Transportation District 8

Name of Person or Agency Carrying Out Project: Andrew Kuria

Exempt Status (**check one**):

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Class 1(d) (PRC 21084; 14 CCR 15301)
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:

Scope of work falls under the following description: Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood

Lead Agency Contact Person: Andrew Kuria

Phone number: (909)261-4005

If filed by applicant:

1. Attach certified document of exemption finding.

2. Has a Notice of Exemption been filed by the public agency approving the project?

☒ Yes ☐ No

Signature: Cesar Garcia Date: 9/30/26 Title: Senior Environmental Scientist

☐ Signed by Lead Agency ☐ Signed by Applicant

Date Received for filing at OPR: _____

Authority cited: Sections 21083 and 21110, Public Resources Code.

Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.



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

Project Information

Project Name (if applicable): Southern Regional Lab Pavement Rehab

DIST-CO-RTE:08-SBd-15

PM/PM: R7.7

EA:1T000/0825000160

Federal-Aid Project Number: N/A

Project Description

The project is slurry seal and dig outs of the parking lot of the Caltrans District 8 Southern Regional Lab located at 13970 Victoria Street in the City of Fontana, in San Bernardino County. East of Route 15 R7.7. All work is within State Right of Way.

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(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

Cesar Garcia

Print Name

Cesar Garcia

Signature

9/29/2026

Date

Project Manager

Matthew Sapp

Print Name

Matthew Sapp

Signature

9/30/26

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)(__)**
- ☐ **23 CFR 771.117(d): activity (d)(__)**
- ☐ **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

N/A

Print Name

Signature

Date

Project Manager/ DLA Engineer

N/A

Print Name

Signature

Date

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

Date of Environmental Commitment Record or equivalent: 09/29/2026

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: Take preventive maintenance actions to delay or prevent more pavement deterioration.

Need: Pavement is in poor condition and needs to maintain its pavement surfaces.

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

Screened Undertaking Memorandum – September 10, 2026

Programmatic No Effect Memo- August 13, 2026

Air Quality Analysis Exemption Memorandum- September 15, 2026

Transportation Air Quality Conformity Findings Checklist – September 15, 2026

Noise Exemption Memorandum- September 17, 2026

Initial Site Assessment (ISA) Checklist- September 15, 2026

Construction GHG Emissions Estimate- September 28, 2026

CULTURAL RESOURCES:

In coordination with District Cultural Studies, a Screened Undertaking Memorandum was prepared and approved on **September 10, 2026**. Caltrans, pursuant to Section 106 PA Stipulation IX.A, has determined a Finding of **No potential to affect Caltrans-owned historic resources**. 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**. The provisions of 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.
- **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.



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- **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.
- **CR-3:** Cultural sensitivity training will be provided prior to the start of construction.

BIOLOGICAL RESOURCES:

In coordination with District Biology, a Natural Environment Study- No Effect Memo was completed on **August 13, 2026**. Caltrans determined the proposed work is minimally invasive and is confined to paved areas, and no vegetation removal nor new drainage will occur. No jurisdictional waters occur on or near the project site, nor any biological resources. Therefore, the proposed work would result in **No Effect and No Take** to federal or state listed species or habitats, respectively.

ENVIRONMENTAL ENGINEERING

AIR QUALITY:

In coordination with District Environmental Engineering, it was determined on **September 15, 2026**.

The project's purpose to take preventive maintenance actions to delay or prevent more pavement deterioration has been reviewed and determined to qualify as an exempt project from all air emissions analysis as it falls under the broad category of "Pavement resurfacing and/or rehabilitation" as outlined in Table 1 of the Caltrans Carbon Monoxide Protocol and Table 2 of 40 CFR 93.126; and therefore, no air quality study is needed.

Greenhouse Gas Emissions



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The project is not capacity increasing and would not increase the vehicle capacity. 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. Per memo from Caltrans Environmental Engineering, dated **September 28, 2026**, 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 30 working days and generate a total of **4.75 tons** of CO₂e. 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.

The following GHG measures should be considered for this project:

GHG-1: Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).

GHG-2: 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

GHG-3: Reduce construction waste. For example, reuse or recycle construction and demolition waste (reduces consumption of raw materials, reducing waste and transportation to landfill; saves costs).

GHG-4: Use recycled water or reduce consumption of potable water for construction.

NOISE AND VIBRATION

In coordination with District Environmental Engineering, it was determined on **September 17, 2026**. 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.

HAZARDOUS WASTE AND MATERIALS

In coordination with District Environmental Engineering, an Initial Site Assessment (ISA) checklist was prepared on **September 15, 2026**. According to the checklist, the project's potential for hazardous waste involvement is "Low Risk".



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This is a maintenance project; work on this project is limited to pavement repair (crack/slurry seal) of the parking lot inside Caltrans' Southern Regional Laboratory building.

Include the following Standard Special Provisions in the PS&E Package:

HAZ-1: SSP 6-1.03: Conditions for use of local material from non-commercial sources.

In conjunction with the results of the above technical documentation, the Avoidance and/or Minimization Measures(s) included in the ECR prepared for this project (attached separately), will be implemented during the Final Design (Plans, Specifications, and Estimates) phase and/or the Construction phase of this project, as applicable. If it is determined that revisions to the ECR are required for this project during the Final Design phase (PS&E), or during the construction phase, the ECR will be updated accordingly, based upon and following direct coordination with the Senior Environmental Planner assigned to this project.

Changes to the project's scope of work (including any changes necessitated by utilities), 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), will require that the District's Division of Environmental Planning be notified in a timely manner, to determine if performance of an Environmental Re-Evaluation will be required to confirm that the environmental documentation for CEQA compliance remains valid. Updates to the original Technical Studies, or preparation of new Technical Studies may be required, and/or a new CEQA 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 CEQA requirements.

If an Environmental Re-Evaluation is determined to be necessary, it would need to be completed before the associated scope of work (or project limits) change(s) being considered for the project were implemented.

An Environmental Certification will be required at the end of the Plans, Specifications, and Estimates phase.

The District's Division of Environmental Planning needs to be notified in a timely manner, if the project's scope of work, project limits, construction strategy and/or staging and storage requirements, and/or the timeframe of construction, changes during the Construction Phase, to determine if an Environmental Re-Evaluation (including possible updates to the original Technical Studies, or preparation of new Technical Studies) is required, and/or a new CEQA 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 CEQA requirements. If an Environmental Re-Evaluation is determined to be necessary, and/or additional analysis is required, all such efforts would be required to be completed before the scope of work



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(or project limits) change(s) being considered for the related portion of the project were implemented. Construction work consistent with the project scope included in the Environmental Certification issued for the project could continue, however, advance coordination with the Senior Environmental Planner assigned to this project would be necessary.

Completion of a *Certificate of Environmental Compliance* at Construction Contract Acceptance will be required following completion of construction of the project.