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

Project Information

Project Name (if applicable): Install In-Ground Rumble Strips on State Route 79

DIST-CO-RTE: 08-RIV-79 **PM/PM:** R12.3 – R15.9

EA: 08-1P210 **PN:** 0823000108 **Federal-Aid Project Number:** NA

Project Description

Caltrans proposes to install in-ground rumble strips within the highway median and outside shoulders on State Route 79 (SR-79) from Post Mile (PM) R12.3 to PM R15.9, near the community of Winchester, in Riverside County. All work will be performed within Caltrans right of way (R/W).

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	10/27/2026
Print Name	Signature	Date

Project Manager

Michael Ristic	Michael Ristic	10/27/2026
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 (c)(27)**
- ☐ **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

Kourtney Graves	Kourtney Graves	10/27/2026
Print Name	Signature	Date

Project Manager/ DLA Engineer

Michael Ristic	Michael Ristic	10/27/2026
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): 10/27/2026
Date of Environmental Commitment Record or equivalent: 10/27/2026

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).

Continuation sheet:

Purpose and Need:

The purpose of this project is to install in-ground rumble strips to improve safety by reducing crossover collisions.

The need for this project is to prevent future cross-over accidents on the highway by installing in-ground rumble strips.

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

CULTURAL RESOURCES

Screened Undertaking Memorandum: September 14, 2026

This review is intended to ensure that this undertaking is 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 *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* (Section106 PA) and 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 the Governor's Executive Order W-29-92 (PRC 5024 MOU*).

Caltrans District 8 Professionally Qualified Staff (PQS) Diana Valadez, Co-Principal Investigator-Prehistoric Archaeology, conducted a review of cultural resources sensitivity for the above referenced undertaking based on the materials you have provided (Environmental Study Request (ESR) (08/26/2026), Plans (Title Sheet, X-1, and Q-1), email correspondence with Maintenance Engineering Design (Robin Chen 09/04/2026) as well as the Caltrans Cultural Resources Database (CCRD) Server. The following sources were also reviewed:

- California Historical Landmarks (CHL)
- California Points of Historical Interest (CPoHI)
- California Register of Historical Resources (CRHR) https://ohp.parks.ca.gov/ListedResources/
- National Register of Historic Places (NRHP)
- National Historic Landmarks (NHL)
- Caltrans Historic Bridge Inventory list (September 2026)

- BLM CA Land Status Surface Management Agency (SMA) GIS dataset https://data.cnra.ca.gov/dataset/blm-ca-land-status---surface-management-areas

The search of the CCRD identified approximately 18 site records within the project limit PMs. Review of these determined that the majority were segments of paved or unpaved roads that were in adjacent intersections or parcels but not part of the proposed improvements. Also, SR-79 has been determined not eligible. Other adjacent bedrock milling features, while nearby, are off the pavement and shoulders, therefore there was no potential to be impacted. One historic period archaeological site in the shoulder had data recovery in 2006 for SR-79 widening. It was determined that the material did not have potential for NRHP eligibility and was paved over. Therefore, it would not be in the area of direct impact with the current proposed scope and depths. No other historical resources or historic properties were listed on the NRHP, NHL, CRHR, CPoHI, nor the CHL. There are no bridges or other structures within the PMs. This project is not on tribal reservation lands or other agency jurisdiction.

Based on this review, the undertaking, as currently proposed, has no potential to affect historic properties eligible for or listed in the National Register of Historic Places. The work conforms to the following “classes of screened undertakings” listed in the Section 106 Appendix 2:

Class 1 – Pavement reconstruction, resurfacing, shoulder backing, or placement of seal coats.

As a result, this undertaking is exempt from further review, and no additional archaeological or built environmental studies are required at this time, and the Section 106 compliance process, California Environmental Quality Act (CEQA) cultural resources component and PRC 5024 compliance are complete.

Please note that this assessment could change if there are any changes to the proposed activities or if additional locations are added. If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find.

The following measures found in the Caltrans 2025 Standard Specifications in the Plans, Specifications, and Estimates apply to this project and are to be included in the Environmental Commitments Record (ECR) in the Resident Engineer’s (RE) File:

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, Environmental Branch Chief: (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 start of construction.

PALEONTOLOGICAL RESOURCES

Email to File: October 8, 2026

Due to the nature of project description, no paleontological studies will be required for this project.

BIOLOGICAL RESOURCES

Programmatic No Effect Memo (PNEM): October 9, 2026

The Project Impact Area (PIA) does not feature any habitat or natural communities. The proposed work is, within existing right of way with no ground disturbance. There are no critical habitats within the PIA. In addition, the location of the rumble strips are located in a highly commercial and residential area with very little to no natural communities within the vicinity. Therefore, proposed work would result in *No Effect and No Take* to federal or state listed species, respectively.

HAZARDOUS WASTE

Initial Site Assessment Checklist: October 6, 2026

Based on the Project Engineer's email, there will be no soil disturbance and no separate removal for stripping paint. This project has Low Risk for potential hazardous waste involvement.

Avoidance, Minimization, and/or Mitigation Measures:

- **Haz-1:** SSP 6-1.03 Conditions for use of local material from non-commercial source.
- **Haz-2:** SSP 36-4 Residue containing lead from paint and thermoplastic, requires a Lead Compliance Plan (LCP) and Bid Item 070030 for LCP.

NOISE

Noise Memorandum: October 8, 2026

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." Thus, it is considered an exempt project. Hence, no noise study is needed.

AIR QUALITY

Air Quality Memorandum: October 6, 2026

This project's purpose is to add ground-in rumble strips to enhance safety corridor by reducing the number of cross over collisions. The project has been reviewed and determined to qualify as an exempt project from all air emissions. The project falls under the broad category of "*Shoulder Improvements*" 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.

Transportation Air Quality Conformity Findings Checklist: October 6, 2026

The project is exempt from all project-level conformity requirements 40 CFR 93.1261; Project type from Table 2: Shoulder improvements.

GREENHOUSE GASES (GHG)/CLIMATE CHANGE

Construction GHG Emissions Analysis: October 22, 2026

Based on the project information provided by the Generalist of Environmental Planning, the Cal-CET air modeling software CAL-CET2021 Upgrade (v1.0.0) was used to estimate construction and Greenhouse gas (GHG) emissions that are summarized below. The GHG estimates for construction emissions on-road/offsite operations have been deduced as Carbon Dioxide Equivalent (CO_2e) averaging 0.67 Metric Tons and 13.46 Metric Tons during the 20 days of construction activity.

Project Construction GHG as CO_2e (CO_2 Equivalent) during the 20-days construction activity = 13.46 Metric Tons.

Avoidance, Minimization, and/or Mitigation Measures:

- **GHG/CC-1:** Limit idling to 5 minutes for delivery and dump trucks and other diesel 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.

PERMITS and AGREEMENTS

According to the Programmatic No Effect Memo, there are no permits for this project.

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.