

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

3/Pla/49 Dist.-Co.-Rte. (or Local Agency)	3.7-7.5 P.M./P.M.	3H830 E.A/Project No.	6158(82) Federal-Aid Project No. (Local Project)/Project No.
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PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use *Continuation Sheet*, if necessary.)
 Placer County Transportation Planning Agency (PCTPA) is proposing to construct sidewalks and accessible curb ramps at various locations between post miles 3.7 and 7.5 along State Route 49 (SR 49) in and near Auburn, in Placer County, California. The purpose of the SR 49 Sidewalk Gaps Closure Project (project) is to provide pedestrian accessibility on SR 49 between Interstate 80 and Dry Creek Road. The project will close sidewalk gaps between Elm Avenue and Dry Creek Road. The proposed project will increase accessible routes in this corridor to 75 percent from 39 percent after completion of Caltrans' project EA 03-2F340, and provide a contiguous accessible path from I-80 to Dry Creek Road.

CALTRANS CEQA DETERMINATION (Check one)
 Not Applicable – Caltrans is not the CEQA Lead Agency **Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA**

Based on an examination of this proposal, supporting information, and the above statements, the project is:
 Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)
 Categorically Exempt. Class 1 . (PRC 21084; 14 CCR 15300 et seq.)
 Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

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].)]

<p>William Larson Print Name: Senior Environmental Planner or Environmental Branch Chief Signature _____ Date <u>12/6/19</u></p>	<p>Samuel Vandell Print Name: Project Manager Signature _____ Date <u>12/6/19</u></p>
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NEPA COMPLIANCE
 In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

CALTRANS NEPA DETERMINATION (Check one)
 23 USC 326: The State 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). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(3)**
- 23 CFR 771.117(d): activity (d)(__)**
- Activity __ listed in Appendix A of the MOU between FHWA and the State**

23 USC 327: Based on an examination of this proposal and supporting information, the State 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 December 23, 2016 and executed by FHWA and Caltrans.

<p>William Larson Print Name: Senior Environmental Planner or Environmental Branch Chief Signature _____ Date <u>12/6/19</u></p>	<p>Samual Vandell Print Name: Project Manager/DLA Engineer Signature _____ Date <u>12/6/19</u></p>
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Date of Categorical Exclusion Checklist completion: _____ Date of ECR or equivalent : _____

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Continued from page 1:

Biology: Refer to Natural Environment Study – Minimal Impacts

The following measures would be implemented to avoid, minimize, and/or mitigate impacts to riparian and wetland habitat:

- Prior to construction, Placer County Transportation Planning Agency will obtain a Section 404 Nationwide Permit from the U.S. Army Corps of Engineers, Section 401 Water Quality Certification from the Central Valley RWQCB, and a Section 1602 Streambed Alteration Agreement from CDFW for permanent impacts to waters of the U.S./State. To compensate for permanent impacts to waters of the U.S./State within Rock Creek (0.035 acres) and at Wetland Ditch #2 (0.0002 acres), PCTPA will purchase credits from a USACE- approved mitigation bank at a minimum ratio of 2:1, pay in-lieu fees to an agency-approved fund, or implement appropriate permittee-responsible mitigation, in coordination with the permitting agencies.
- Environmentally sensitive areas (ESAs) will be designated on project plans and in project specifications to avoid additional impacts to riparian and wetland habitats within the ESL (see NESmi Figure 3-1). Design personnel will coordinate with environmental personnel during the development of the project to determine the exact locations of proposed ESA areas.

ESA information will be shown on contract plans and discussed in the Special Provisions.

ESA provisions may include, but are not limited to, the use of temporary orange fencing to delineate the proposed limit of work in areas adjacent to sensitive resources, or to delineate and exclude sensitive resources from potential construction impacts. Contractor encroachment into ESAs will be restricted (including the staging/operation of heavy equipment or casting of excavation materials). ESA provisions shall be implemented as a first order of work and remain in place until all construction activities are complete.

- Containment measures and construction site Best Management Practices (BMPs) will be employed to prevent any construction material or debris from entering surface waters or their channels. BMPs for erosion control will be implemented and in place prior to, during, and after construction in order to ensure that no silt or sediment enters surface waters.

Caltrans' Standard Specifications require the Contractor to submit a Water Pollution Control Plan (WPCP). This plan must meet the standards and objectives to minimize water pollution impacts set forth in section 7-1.010 of Caltrans' Standard Specifications. The WPCP must also be in compliance with the goals and restrictions identified in the Central Valley Region Basin Plan. These standards/objectives, also referred to as BMPs, include but are not limited to:

1. Where working areas encroach on live or dry streams, lakes, or wetlands, CVRWQCB-approved physical barriers adequate to prevent the flow or discharge of sediment into these systems shall be constructed and maintained between working areas and streams, lakes and wetlands. During construction of the barriers, discharge of sediment into streams shall be held to a minimum. Discharge will be contained through the use of CVRWQCB-approved measures that will keep sediment from entering protected waters.
 2. Oily or greasy substances originating from the Contractor's operations shall not be allowed to enter or be placed where they will later enter a live or dry stream, pond, or wetland.
 3. Asphalt concrete shall not be allowed to enter a live or dry stream, pond, or wetland.
- All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated nonsensitive upland habitat areas. The designated upland areas will be located in such a manner as to prevent any spill runoff from entering waters of the United States.
 - To avoid attracting predators of sensitive species, the proposed project site will be kept as clean of debris as possible. All food-related trash items will be enclosed in sealed containers and regularly removed from the site(s).

To avoid spreading invasive plant species the following measures will be implemented:

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- Weed Abatement Program. In compliance with EO 13112 and guidance from the FHWA, the landscaping and erosion control plans included in the project will not use species listed as invasive. A weed abatement program shall be developed for the proposed project and incorporated into the Plans, Specifications, and Estimates (PS&E) package to avoid and/or minimize the importation of nonnative plant material during and after construction. At a minimum, the program shall include the following measures:
 - During construction, invasive plant material will be removed from the proposed project work area. All removed invasive plant material will be disposed of properly in a landfill or other suitable facility.
 - During construction, the Construction Contractor shall inspect and clean construction equipment at the beginning of each day and prior to transporting equipment from one project location to another.
 - During construction, soil and vegetation disturbance will be minimized to the greatest extent feasible.
 - During construction, the Construction Contractor shall ensure that all material stockpiled is sufficiently watered or covered to prevent excessive amounts of dust. During construction, soil, gravel, and rock will be obtained from weed-free sources.
 - Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control.
 - After construction, affected areas adjacent to native vegetation will be revegetated with plant species that are native to the vicinity as approved by the District Biologist.
 - After construction, all revegetated areas will avoid the use of species listed on the California Invasive Plant Council (Cal-IPC) California Invasive Plant Inventory that have a High or Moderate rating.
 - Erosion control and/or revegetation sites will be monitored after construction to detect and control the introduction/invasion of nonnative species. The monitoring period will be determined in consultation with resource agencies.
 - Eradication procedures (e.g., spraying and/or hand weeding) will be outlined should an infestation occur; the use of herbicides will be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the District Biologist.
 - All woody invasive species will be removed from the proposed project limits.

The following measures would be implemented to avoid and minimize impacts to migratory birds:

- Restrict Timing of Woody Vegetation Removal: It is recommended that the removal of any woody vegetation (trees and shrubs) required for the project is completed between October 1st and January 31st prior to project construction, outside of the predicted nesting season for raptors and migratory birds in this area. Vegetation removal outside this time period may not proceed until a survey by a qualified contractor-supplied biologist determines that no migratory bird nests are present or in use.
- Nesting Bird Avoidance: If woody vegetation removal, structures construction, grading, or other project-related improvements are scheduled during the nesting season of protected raptors and migratory birds (February 1st to September 30th), a focused survey for active nests of such birds shall be conducted by a qualified contractor-supplied biologist within 15 days prior to the beginning of project-related activities. If active nests are found, PCTPA shall consult with USFWS regarding appropriate action to comply with the Migratory Bird Treaty Act of 1918 and with CDFW to comply with provisions of the CFGC. If a lapse in project related work of 15 days or longer occurs, another survey and, if required, consultation with USFWS and CDFW will be required before the work can be reinitiated.