

# CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

<b>08-SBD-10</b>	<b>31.6/31.9</b>	<b>1E710/0814000079</b>	<b>n/a</b>
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

**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.)

San Bernardino County Transportation Authority (SBCTA), in coordination with the Caltrans and the City of Redlands, is proposing to improve the Interstate 10 (I-10)/ University Street Interchange in the City Redlands, San Bernardino County, California. The proposed project will widen the University Street /I-10 Interchange eastbound off-ramp and westbound on-ramp; provide westbound ramp metering and maintenance pull-out area; signalize the Central Avenue /I-10 westbound on-ramp intersection and the University street /I-10 eastbound off-ramp intersection, as well as modify the existing signal at University Street/Citrus Avenue; and restripe and add turn lanes along University Street to improve operations and reduce congestion. All improvements along University Street Central Avenue and Citrus Avenue will be constructed between existing curb lines. No new right of way will be acquired for the project. A triangular parcel of land northwest of the project footprint will be used as a staging area.

**CEQA COMPLIANCE** (for State Projects only)

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):

- 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.

**CALTRANS CEQA DETERMINATION** (Check one)

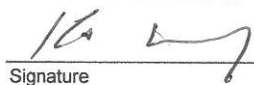

☐ Not Applicable – Caltrans is not the CEQA Lead Agency      ☐ Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA

☐ Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)

Based on an examination of this proposal, supporting information, and the above statements, the project is:

☒ **Categorically Exempt. Class1(C).** (PRC 21084; 14 CCR 15300 et seq.)

☐ **Categorically Exempt. General Rule 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 (CCR 15061[b][3].)]

<p><u>Kurt Heidelberg</u></p> <p>Print Name: Senior Environmental Planner or Environmental Branch Chief</p> <p> 2/16/17</p> <p>Signature      Date</p>	<p><u>Sameer Deeb</u></p> <p>Print Name: Project Manager</p> <p> 2/16/17</p> <p>Signature      Date</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)( )

☐ 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.

<p><u>NA</u></p> <p>Print Name: Senior Environmental Planner or Environmental Branch Chief</p> <p>_____ Signature      Date</p>	<p><u>NA</u></p> <p>Print Name: Project Manager/DLA Engineer</p> <p>_____ Signature      Date</p>
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Date of Categorical Exclusion Checklist completion: NA      Date of ECR or equivalent : 2-10-17

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## Continuation Sheet

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### Technical Report Summary

#### Aesthetics

Impacts to Aesthetics were analyzed in the Visual Impact Assessment Memorandum prepared for the project in January 2016. The proposed project would reconfigure lanes on University Street, signalize University Street with the eastbound I-10 off-ramp and westbound I-10 on-ramp intersections, and modify the signals at the intersection of University Street and Citrus Avenue. The proposed project would not substantially alter the existing visual character of the project area as seen by all viewer groups. The improvements would be very similar in appearance to the existing conditions and would not increase daytime glare. Additional street lighting to be installed would not result in substantial glare during nighttime hours. The staging area and construction equipment would be visible from patrons of Sylvan Park, vehicles traveling along Park Avenue and Division Street, and to residences located on the western portion of the Catalina Gardens apartment complex. However, the staging area would be shielded from view and would be temporary and short-term, lasting only the duration of construction. There are no City designated scenic highways, drive, or historic streets through the project area and I-10 is not a National Scenic Byway, County Scenic Highway, or designated by Caltrans as an official State Scenic Highway or eligible as a State Scenic Highway.

- **AES-1** Existing highway planting that is removed or disturbed by the project will be replaced.
- **AES-2** Project related structure (walls, bridges, etc.) aesthetics will be consistent with the I-10 Corridor Master Plan (CMP) and will be incorporated as such.

#### Biological Resources

Impacts to Biological Resources were analyzed in the Natural Environment Study (Minimal Impacts). No natural vegetation communities or habitats and natural communities of special concern occur within the Biological Study Area (BSA). No special-status plant or animal species were observed during field surveys. A burrowing owl habitat assessment was conducted within the proposed staging/storage area, however, no burrows potentially suitable for supporting burrowing owls were observed. Potential for bat roost habitat was identified in a portion of the I-10/University Street bridge. Implementation of measure BIO-1 through BIO-3 would ensure direct and indirect impacts on colonial roosting, maternal bats would be avoided and minimized. Measure BIO-4 through BIO-6 would ensure that direct and indirect impacts on burrowing owls would be avoided and minimized. Measure BIO-7 would ensure that direct and indirect impact on migratory nesting birds would be avoided and minimized. No temporary or permanent impacts on listed or sensitive species/habitats would occur from implementation of the proposed project. Furthermore, no jurisdictional wetlands or riparian habitat are present within the BSA. The following avoidance and minimization measures will be implemented to minimize potential impacts to biological resources.

- **BIO-1 Delineation of Project Limits.** Construction limits will be demarcated by construction personnel under supervision of a biological monitor where project limits are located adjacent to biological resources (i.e., suitable nesting habitat for migratory birds, potentially jurisdictional aquatic features, etc.) Demarcation will occur five days prior to the initiation of construction. Construction personnel will strictly limit their activities, vehicles, equipment, and construction materials to the project footprint and designated staging areas and routes of travel. The construction area(s) will be the minimal area necessary to complete the proposed project and will be specified in the construction plans. Construction personnel will be instructed that their activities are restricted to construction areas.
- **BIO-2 Best Management Practices for Erosion Control and Water Pollution.** Applicable BMPs will be implemented. These will include, but are not limited to:
  - Active construction areas will be watered regularly to control dust and minimize impacts on adjacent vegetation.
  - Water pollution and erosion control plans will be developed and implemented in accordance with RWQCB requirements.
  - Equipment storage, fueling, and staging areas will be located at sites with minimal risks of direct drainage into surface waters. Project-related spills of hazardous materials will be reported to appropriate entities, including, but not limited to, the county and/or RWQCB, and cleaned up immediately. Contaminated soils will be removed to approved disposal areas.
  - To avoid attracting wildlife to the project site, the construction area 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).

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- Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction. Cleaning of equipment will occur at least 300 feet from Environmentally Sensitive Area fencing in a designated area.
- Any exotic species that are removed during construction will be properly handled to prevent sprouting or regrowth.
- Trucks carrying loads of vegetation removed from the project site will be covered; vegetation will be disposed of in accordance with applicable laws and regulations.
- Appropriate firefighting equipment (e.g., extinguishers, shovels, water truck) will be available on the project site during all phases of project construction to help minimize the chance of construction-related wildfires; personnel will be trained in the use of such equipment. Shields, protective mats, and/or other fire-preventative methods will be used during grinding, welding, and other spark-inducing activities. Smoking will be prohibited within an adjacent to flammable vegetation.

- **BIO-3 Use of Shields for Nightlighting.** While nighttime construction activities are not currently proposed for the construction of the project, should nighttime construction activities occur, shields to direct lighting away from suitable bat roosting habitat, such as the existing I-10/University Street Bridge, within and adjacent to the project footprint will be installed to minimize potential impacts to bat activities and behavior from nighttime lighting.

- **BIO-4 Take Avoidance Burrowing Owl Survey.** To determine if Burrowing Owl are occupying the project limits or adjacent areas prior to construction, a take avoidance survey following CDFW protocol (2012) will be conducted no less than 14 days prior to initiating ground disturbance activities. In addition, any time lapses between project activities would trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance. The survey will be conducted from civil twilight to 10:00 am or two hours before sunset until evening civil twilight within areas providing suitable habitat for Burrowing Owl. The survey will include the proposed project limits and a 300-foot buffer if performed between February 15 and August 31 (nesting season) and a 100-foot buffer if the survey is conducted outside of the nesting season. If Burrowing Owls are present, BIO-5 or BIO-6 shall be implemented.

- **BIO-5 Avoidance of Burrowing Owl During the Nesting Season.** If Burrowing Owl are found during pre-construction take avoidance surveys (BIO-4) during the nesting season, the Burrowing Owl will be fully avoided by establishing an appropriate buffer in coordination with CDFW (minimum of 300 feet), where feasible.

- **BIO-6 Passive Relocation of Burrowing Owl.** If Burrowing Owl are found during pre-construction take avoidance surveys outside of the nesting season, passive relocation by a qualified ornithologist will be conducted once it has been confirmed that pairing activities have not begun. Passive relocation efforts will be conducted in coordination with CDFW. If the Burrowing Owl is found to be paired and exhibiting potential nesting behavior, construction disturbance will not occur within 300 feet of the active burrow(s) until it is confirmed by the qualified biologist that the pair is not nesting and that young are not present, or if present are independently foraging.

- **BIO-7 Preconstruction Survey for Nesting Migratory Birds.** If vegetation removal commences during the bird breeding season (defined as February 15 through September 15), a preconstruction survey by an experienced biologist will occur within three days prior to construction activities. The survey will occur within all suitable nesting habitat proposed for removal and/or disturbance within the LOD and a 100-foot buffer (plus an additional 200-foot visual assessment for nesting raptors), as access is allowed. If nesting birds are found, a 100-foot passerine species and 250-foot raptor species (or a width determined through coordination with the wildlife agencies) avoidance area will be established around the nest until a

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qualified biologist has determined that young have fledged or nesting activities have ceased. If nesting listed species are detected, the wildlife agencies will be contacted and a 500-foot (or a width determined through coordination with the wildlife agencies) avoidance are will be established around the nest until a qualified biologist has determined that young have fledged or nesting activities have ceased.

**Cultural Resources**

Impacts to Cultural Resources were analyzed in the Historical Resources Compliance Report (HRCR) and Archaeological Survey Report (ASR). No previously recorded cultural resources were identified within the Project Area Limits (PAL) and no historical resources are located within the PAL. Furthermore, pedestrian field surveys did not identify archaeological resources within the PAL. Avoidance and minimization measures will be implemented for potential cultural resource discoveries.

- **CULT-1** If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area that is suspected to overlie remains and the county coroner shall be contacted. Pursuant to California Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, which will then notify the Most Likely Descendent (MLD). At that time, the person who discovered the remains will contact Gabrielle Duff, District Environmental Branch Chief for Caltrans District 8, Division of Environmental Planning at (909) 383-6933 and Gary Jones, District Native American Coordinator, at (909) 383-7505 so they can work with the MLD regarding the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.
- **CULT-2** It is Caltrans' policy to avoid cultural resources whenever possible. Further investigation may be needed if cultural resource sites cannot be avoided by the project. If buried cultural materials are encountered during construction, it is Caltrans' policy to stop work in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional surveys will be required if the project changes and includes areas that were not previously surveyed.

**Hazardous Materials**

Impacts to Hazardous Materials were analyzed in the Initial Site Assessment (ISA). The ISA included a records review of Federal, state and local databases, and a site reconnaissance survey. Based on the database and local regulatory agency records reviewed, one off-site facility (RUSD Transportation Yard) was further assessed as a potential hazardous waste impact to the project site. However, based on further review the former underground storage tanks (USTs) and reported release of gasoline constituents from piping in January 1997 from this facility were not considered hazardous waste impacts to the project site. In addition, The site reconnaissance survey did not reveal any evidence of potential hazardous wastes to the project site. The following avoidance and minimization measures will be implemented.

- **HAZ-1** The properties to the west of University Street, between Citrus Avenue and Central Avenue were used for agricultural purposes in the past. Pesticides may be present in soil as a result of historical agricultural use of the area. Soil sampling will be conducted for the potential presence of pesticides. The soil samples will be analyzed for organochlorine pesticides (OCPs) using U.S. Environmental Protection Agency (EPA) Method 8081. If signs of transite piping are observed during construction, sampling and analysis should be conducted at that time.
- **HAZ-2** Soils along University Street and I-10 will be tested for the presence of aerially deposited lead (ADL) prior to disposal, in accordance with Caltrans' policy. A lead compliance plan will be prepared prior to the start of construction activities.
- **HAZ-3** Residual concentrations of hydrocarbons may be present in soil along the I-10 eastbound off-ramp, westbound on-ramp, and University Street as a result of vehicle accident/leaks in the area. If signs of potential impact (odors, discolored soil, etc.) are noted or observed during construction activity, sampling and analysis should be conducted at that time. Analysis will include total petroleum hydrocarbons (TPH) with carbon chain analysis using U.S. EPA Method 8015B and volatile organic compounds (VOCs) by U.S. EPA Method 8260B.



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<ul style="list-style-type: none"> <li>- <b>HAZ-4</b> Yellow traffic markings (thermoplastic and paint) located on University Street, on the I-10 eastbound off-ramp and westbound on-ramp, and in crosswalks at the intersection of University Street and Citrus Avenue may contain hazardous levels of lead chromate. If yellow traffic markings are removed from the pavement, the markings should be sampled for lead chromate prior to construction, consistent with the latest Caltrans SSP.</li> <li>- <b>HAZ-5</b> If Impacted soils (evidenced by staining and/or odors) are encountered during construction activities, the Caltrans Unknown Hazard Procedures will be implemented during construction activities. The Resident Engineer overseeing construction will have available field monitoring equipment to facilitate timely detection of potentially hazardous conditions in the field.</li> <li>- <b>HAZ-6</b> Should groundwater be encountered during construction/excavation activities and dewatering becomes necessary, regulatory compliance and permitting consistent with Regional Water Quality Control Board (RWQCB) and National Pollutant Discharge Elimination System (NPDES) requirements shall be adhered to and groundwater sampling shall be conducted.</li> </ul>			

### Aerially Deposited Lead

An Aerially Deposited Lead (ADL) Site Investigation Report was prepared for the project and analyzed the outside shoulder of the eastbound (EB) I-10 off-ramp to University Street and inside shoulder of the westbound (WB) I-10 on-ramp from University Street. A total of 27 soil samples were collected and analyzed for total lead. The following recommendations were made in the ADL survey report:

- **ADL-1** The results of the soil sampling activities and statistical analysis indicates that soil along the EB off-ramp can be re-used without restrictions. Soil along the WB on-ramp can be re-used on site but must be covered with a minimum of one foot clean soil cover. Soil along the EB off-ramp would be considered a non-hazardous waste if removed from the site. Soil along the WB on-ramp would be disposed of as California-hazardous [non-Resource Conservation and Recovery Act (RCRA)] waste at a Class I facility.