

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

01-HUM-CR-0 **RPSTPLE 5904(143)**
 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.)

Humboldt Bay Trail (Eureka-to-Bracut Segment) – In Eureka from X Street to the Bracut Industrial Facility near the Arcata city limits, along the U.S. Route 101 and NCRA railroad transportation corridor and along the shoreline of north Humboldt Bay. Construct a Class I multi-use path (trail). See attached for more detail.

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 . (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.

Exempt by General Rule. [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].)]

Print Name: Senior Environmental Planner or Environmental Branch Chief

Print Name: Project Manager

Signature

Date

Signature

Date

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.

Brandon Larsen

Susan Theiss

Print Name: Senior Environmental Planner or Environmental Branch Chief

Print Name: Project Manager/DLA Engineer

Signature

07/13/18
Date

Signature

7/16/18
Date

Date of Categorical Exclusion Checklist completion: 07/13/18

Date of ECR or equivalent: 07/11/18

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

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Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.
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Humboldt Bay Trail South RPSTPLE 5904 (143) (Humboldt County Department of Public Works)			

Project Description

The Humboldt Bay Trail South Project would provide non-motorized (primarily pedestrian and bike) transportation and recreational access by creating a Class I multi-use trail connection between the City of Eureka’s Waterfront Trail and the City of Arcata’s Humboldt Bay Trail North. Beginning at its southern terminus at the south end of the Eureka Slough Bridge, the project would make use of the unused NCRA railroad transportation corridor as it extends north towards Brainard’s Slough. For the purposes of this study, the approximately 4.2-mile-long Humboldt Bay Trail South alignment was divided into nine unique segments, in addition, a narrow extension continues north adjacent to the recently completed Humboldt Bay Trail North segment, where installation of a cable barrier is proposed between the pedestrian trail and Highway 101. The nine segments are listed below:

- Segment 1: Connection to Eureka Waterfront Trail
- Segment 2: Eureka Slough Crossing
- Segment 3: Eureka Slough North
- Segment 4: Eureka Slough to CRC
- Segment 5: CRC and South Eucalyptus Area
- Segment 6: CRC North Bay Crossing
- Segment 7: North Eucalyptus Area
- Segment 8: South of Bracut
- Segment 9: Bracut

Design Standards and Approach

Throughout the project alignment, the following design standards would be applied as the goal for design:

Trail Width and Surface (All Project Segments)

In accordance with the County of Humboldt’s Basis of Design Report for Trail Width (March 31, 2016), a context-based approach will be utilized for selecting the appropriate trail width for the project. Trail width is a key design parameter for user safety. Trails that are too narrow can result in a high rate of collisions or a perception of unsafe conditions, which could deter use and result in a failure to achieve the desired outcomes and benefits. Trail width is also a key design parameter for the quality of the user experience, with wider trails typically resulting in a higher quality user experience.

In order to satisfy the project need, while minimizing impacts on environmental sensitive areas, the standard trail would consist of a 10-foot-wide asphalt track with 2-foot-wide gravel shoulders on each side. A narrower trail width may be used in isolated areas, where special situations preclude construction of the standard trail width. In accordance to Class I bikeway design and accessibility standards, the trail would be designed with a two percent or less cross slope and a five percent or less running slope. In areas where the project crosses tidally influenced waters, the standard trail would consist of a bridge (described below). The proposed trail may include intersection lighting at the Bracut driveway intersection. This additional lighting would be located approximately 0.25

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miles from the proposed bridge at Brainard's Slough and 750 feet from the average high-tide water edge of Humboldt Bay to the west.

Streetscape Improvements (All Project Segments)

The viewing platforms and interpretive sign areas associated with the project may consist of either low-profile landscaped areas or raised deck platforms comprised of steel, asphalt-concrete, concrete, or wood or rail tie borders filled with crushed rock. Each platform/sign area may include interpretive signs, benches, trash receptacles and landscaping. These areas would encourage an appreciation of the environment and the socio-cultural history of the area by providing opportunities for nature and cultural study. The opportunities include providing up-close views of local vegetation/habitats, mid-range views of Eureka Slough/Humboldt Bay, long-range views of the surrounding ridge lines, and interpretive signs that provide information about local habitats and cultural/historical sites.

Directional and wayfinding signage would be installed at regular intervals to inform trail users of nearby connections to surface streets and nearby destinations.

Trailheads associated with the project may include new or refurbished parking spaces, interpretive signs, gateway signage, kiosks, benches, trash receptacles, and landscaping. The proposed project does not include a defined trailhead at this time, but may be considered in the future as a separate project.

Structural Pavement Sections (All Project Segments)

The trail is anticipated to have a typical pavement structural section that has approximately 12 inches of aggregate base and approximately 3 inches of asphalt concrete. In areas of poor soils, the structural section may be increased to up to 3 feet of aggregate/engineered fill base or other soil stabilization measures such as the use of geotextiles and increased structural section depth.

California Redwood Company Area (Project Segment 5)

Approximately 1.1 miles of the proposed trail alignment follows the outer perimeter levee surrounding the CRC. The existing levee varies in width from 12 to more than 30 feet wide and averages approximately 10 feet higher than the adjacent Humboldt Bay mud flats. The standard trail section would be maintained along the levee, but may include additional fencing and/or slope/drop-off protection. In general, the trail elevation is proposed to be very similar to that of the existing levee; however, the elevation profile would vary as needed to comply with the standards and other design elements. Portions of the levee that are narrow or low in elevation may need additional embankment to widen or raise the elevation of the trail. Sections may also require reinforced steepened slopes or short retaining systems (e.g., gabion walls) to limit necessary embankment fill. If widening is necessary, it would generally occur on the CRC side of the levee rather than towards Humboldt Bay. The additional embankment would be added along the inside slope at an approximate 1.5:1 slope. In most cases, the added embankment would result in fill into the inboard ditch/wetlands. When this occurs, the inboard ditch would be reconstructed to provide for the necessary capacity and to also mitigate onsite for wetlands impacts associated with inboard ditch. The CRC portion of the trail is proposed to be connected to the adjacent rail-with-trail sections (on both ends) by bridges used to cross a mud flat (north end) and saltmarsh (south end) and provide a smooth transition back on to the main trail alignment located between the railroad tracks and highway. Proposed bridge designs are described below.

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Eureka Slough Crossing (Project Segments 2 and 3)

Approximately 700 feet to the northwest of the Highway 101 Eureka Slough crossing is via an existing railroad bridge owned by NCRA. The bridge is currently unused as there is no rail service within the area. If rail service were to resume, significant maintenance or improvements would be required to bring the system to operational standards. The proposed trail would occupy the railroad bridge by modifying the existing structure to accommodate the trail. One option is to remove the rails and ties and stockpile them for future reinstallation and to install an asphalt, concrete, or a wooden surface over the existing bridge surface. Another option is to leave the existing rails and ties in place and install an asphalt, concrete, or wooded surface over the rails. A third option would be to install asphalt, concrete, wooden, or pre-manufactured surface up to the level of the rails that would allow for cooperative use with trains, if trains were ever to resume use of the rails. All options would include new safety railing and minor cosmetic improvements to the bridge's appearance (such as painting over graffiti). During construction, management and protection measures would be implemented to prevent construction debris and other materials from falling from the bridge and entering the waterway below.

Brainard's Slough Crossing (Project Segment 9)

Brainard's Slough forms from the confluence of Washington Gulch and Rocky Gulch drainages, which is located east of Highway 101 before crossing under the highway towards the bay via a single reinforced box culvert, then under the NCRA railroad tracks. Two 48-inch diameter corrugated metal pipe culverts at the railroad crossing are significantly damaged and do not currently function. Replacement of these two damaged culverts with a pedestrian bridge structure along with bank rehabilitation in the vicinity of the trail crossing will be required for construction of the trail.

The bridge structure would need to be approximately 120 feet long. The bridge would consist of a single-span, pre-manufactured structural section composed of steel, aluminum, fiberglass, or concrete. The bridge would be supported on each end by abutments (including wingwalls) supported by up to five 18-inch diameter cast-in-steel-shell (CISS) piles (on each end). Up to 10 piles would be installed to a depth of up to approximately 100 feet below ground surface during periods of low tide. The steel shells would be installed using a vibratory hammer (American Pile driving Equipment Model 200 or similar), which would use a vegetable-based, non-toxic, hydraulic oil, in case of a hydraulic leak in or near Humboldt Bay. Each steel shell would be proofed by driving its final 5 feet using a conventional impact pile driver (135 kilojoules) to achieve design tip elevation and verify load capacity. No pile driving would occur in water, as installation would occur during low tides.

The existing failed culverts and debris (including timber ties, supports and rock debris in the channel) would be removed, the remaining rail embankment regraded (as-needed), and riprap would be installed (including on the bay side) to stabilize the embankment/shoreline and reduce the potential for ongoing erosion.

Prior to completing the final design, the County will complete a geotechnical analysis to determine the bearing capacity of the soils and the size and target depth of piles.

CRC Bridge Structures (Project Segments 4, 5, 6, and 7)

Two bridge structures would be constructed at the north and south extents of the CRC property for trail portions that cross tidally influenced waters. The bridges would be at least 10-foot wide between railings and would be comprised of pre-manufactured wood, fiberglass, steel, aluminum,

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or concrete. The northern CRC bridge is anticipated to be a three-span bridge supported with four piers (one on each end and two within the mid-sections located in Humboldt Bay). Each pier is anticipated to be comprised of up to five 18-inch diameter CISS piles. Like the bridge structure proposed for the Brainard's Slough crossing, the steel shells would be installed to a depth of approximately 100 feet below ground surface using a vibratory pile-driver for the majority of the length and an impact hammer to proof each pile as previously described. In order to provide access for cranes on the bay mudflats, temporary sheet piles and washed coarse-grained aggregate fill would be used to construct an access road and landings along the alignment of the trail bridge. The sheet piles would be installed approximately 30 feet below ground surface using vibratory methods and the aggregate fill would be wrapped in geotextile fabric to separate native and fill soils. Water-filled bladders may also be used to construct a coffer dam to isolate the work area from the tidal bay waters. Isolating the work area with water-filled bladders would allow for work within the bay to be expedited as work would not be restricted to periods of low tides only. The coffer dam method would also reduce the likelihood of construction-generated sediment entering the bay and would reduce the possibility of entrapment of fish and other organisms in and around the temporary access road and work pad landings.

The southern CRC bridge would be a single-span bridge approximately 80 feet in length. Like the Brainard's Slough bridge, the southern bridge is anticipated to be supported on each end by abutments with a foundation of up to four 18-inch diameter CISS piles driven approximately 100 feet deep. The piles would be installed in the same manner and using the same equipment as described for the northern CRC bridge.

The vibratory driver used for the installation of sheet piles and steel shell piles at the north and south extents of the CRC property is anticipated to be operated for approximately 3 hours per day for a total of 20 days. It is anticipated that the proofing of the piles (up to 28 total) would require approximately 100 blows per pile driving 3 to 4 piles per day. The installation of sheet piles and steel shells would occur out of water during low tide or, in the case of the northern CRC bridge, be isolated by coffer dams to avoid and minimize hydroacoustic impacts (barotraumas) to fish and other marine organisms. Prior to completing the final design, the County will complete a geotechnical analysis to determine the bearing capacity of the soils and the size and target depth of piles.

Retaining Structures (Project Segments 5, 6, 7, and 8)

Retaining structures may be used at each end of the bridges (abutment wingwalls) and also along the segment of the trail beginning at the northwest corner of the CRC property and extending northwesterly for a distance of approximately 2,700 linear feet. This segment of trail north of CRC would be located between the railroad and the Highway 101 corridor, either directly adjacent to the railroad or directly adjacent to the highway (behind an existing metal beam guardrail). A retaining wall structure may be required in order to maintain minimum setbacks from the NCRA tracks or Highway 101 (depending on the alignment) while minimizing encroachment into the existing drainage ditch that is located between the railroad and highway. The structure may consist of cast-in-place concrete or soldier pile retaining wall. If soldier pile retaining wall is used, 30- to 40-foot long reinforced concrete or steel H section soldier piles would be driven at 8-foot intervals and approximately 22-34 feet below ground surface leaving approximately 6-8 feet exposed above the ground surface. Soldier piles would need to be driven using the same (or similar) pile driver that would be used for proofing the CISS pilings. Lagging (concrete or treated timber) would be used to retain the backfill. It is anticipated that the soldier piles (approximately 340 total) would require 100 blows per pile driving approximately 15 piles per day. The top of the retaining structures would not

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exceed the elevation of the railroad and the height to the ground surface is expected to be 6 feet or less. For safety purposes, the retaining structure would include railings that are designed to comply with the California Building Code.

Eucalyptus Trees (Project Segments 5, 6, and 7)

A grove of existing aging eucalyptus trees located along the NCRA railroad north of the CRC property would need to be removed as part of the project. Some trees are in direct conflict with the trail alignment and all pose a safety hazard to trail users (i.e., falling debris and ground litter). The trees would be limbed and trunks rigged, felled, and lowered in sections (i.e., sectional felling). Tree stumps would be removed to the extent practicable through excavating, grinding or other means, with remaining stumps and root systems treated with an herbicide to prevent regrowth. Required equipment and workers would access the trees from both the highway and railroad sides. The removal operation would likely require the temporary closure of one or more lanes of Highway 101. The project would also remove all eucalyptus saplings in the vicinity of the trail (generally from the highway to the railroad prism).

Shoreline Protection (Project Segments 6, 7, 8, and 9)

As previously discussed, the project includes localized shoreline restoration and protection at the Brainard's Slough crossing. In addition to Brainard's Slough, there are multiple areas along the project where the existing railroad fill prism has deteriorated and shows significant signs of erosion as a result of wave action from Humboldt Bay. The area between CRC and Bracut is generally in the worst condition with more areas of deterioration between Eureka Slough and CRC. In order to protect the trail prism from future erosion and damage, sections of the rail prism would be reconstructed and armored with rock rip-rap. The rock armoring is anticipated along both the bay side and highway side to protect against direct wind and wave action and wash over erosion. The shoreline protection along the bay side (the western side of the railroad prism) would be limited (horizontally) to the bayward extent of the existing rip-rap. No additional encroachment into the bay beyond the toe of existing rock armoring is proposed.

Striping and Vehicle Control (All Project Segments)

The trail may include a centerline stripe throughout or at specific locations only, such as driveway crossings, curves, or bridge approaches. Standard trail-related traffic-control signage would be installed in order to comply with Class I standards and MUTCD requirements. At locations where the trail intersects a vehicular roadway, removable bollards would be installed to prevent motorized vehicles from entering the trail. Authorized personnel (e.g., police, emergency-responders, County/City maintenance crews, etc.) would be able to remove the bollards and temporarily access some portions of the trail with motorized vehicles.

Drainage (All Project Segments)

The trail would typically have a two percent or less cross slope to allow surface water to flow off of the trail surface. When the trail is directly adjacent to the railroad or the highway facilities, the cross slope of the trail would slant away from the railroad/highway in order to convey runoff towards the drainage ditch. In locations where the existing drainage ditches are in close proximity to the proposed trail alignment, culverts may need to be extended or added. Similarly, in cases where the trail's fill prism encroaches into the existing drainage ditch causing a reduction in capacity, the drainage ditch may need to be reconstructed at approximately the same grade and depth, but at a location (horizontally) offset from the original position.

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Barriers and Fencing (All Project Segments)

Safety railing and fencing is proposed along retaining walls, viewing platforms, the CRC levee, and at the edge of the trail when adjacent to steep embankments. The railing and fencing would be constructed from wood or metal material.

High-tension cable barriers and metal beam guard rail would be utilized between Highway 101 and the trail to provide additional protection of trail users from errant vehicles. The cable barrier would be installed along portions of the proposed Humboldt Bay Trail South project, as well as along the existing Humboldt Bay Trail North project. The high-tension cable barrier would be set back approximately 10 feet from the edge of trail and approximately 8 to 12 feet from the edge of the highway shoulder. The cable barrier would consist of steel wire ropes (typically 4 strands) mounted on steel posts secured in concrete foundations. A 2-foot wide concrete weed mat would be installed along the length of the cable barrier. Figure 2 shows a typical cable barrier along a highway.

Where the trail is less than 10 feet from the edge of the highway shoulder, a metal beam guard rail or other positive barrier will be required. In this situation the trail would be located approximately 3 feet behind the metal beam guard rail wood posts. A weed control mat would be installed along the length of new metal beam guardrail to help control vegetation.

Billboards (Project Segments 7 and 8)

There are four billboards in the vicinity of the project, all of which are situated on private property. Three of the billboards are located outside the project area on the bay side of the railroad prism. One of the billboards is located within the project area between the highway and railroad. Depending on the final trail alignment, the trail may narrowly avoid this billboard, or the billboard may conflict with the trail, which may result in removal or relocation of the billboard. The future disposition of the remaining three billboards located outside the project area is unknown at this time and are not analyzed in this document.

Construction Staging, Activities, and Equipment

Construction staging is planned at four discrete areas located on either end of the CRC and Bracut Industrial Park property. These four discrete staging areas are in addition to general staging areas that are anticipated within the project work area and the Caltrans and NCRA right-of-ways. These four discrete staging areas are located on private property and use would be dependent on approval from the landowners.

Construction activities would primarily include removal of trees and vegetation, excavation and grading, bridge foundation construction and pre-manufactured bridge installation, trail paving, fencing, and signage, along various segments of the project alignment. All construction activities would be accompanied by both temporary and permanent erosion and sediment control best management practices (BMPs).

Construction equipment required for trail construction would include: tracked excavators, backhoes, graders, bulldozers, dump trucks, rollers, paving machines, cranes, water trucks, drill rigs, vibratory and impact hammer pile-drivers, and pick-up trucks. Equipment required for pre-manufactured bridge assembly and placement would include excavators and cranes.

Roadways that would be used for construction access and the staging areas include Highway

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101, the entrance into CRC, and the entrance into Bracut Industrial Park. It is not anticipated that any temporary utility extensions, such as electric power or water, would be required for construction.

Traffic Control

In accordance with jurisdictional requirements, the construction contractor would be required to obtain an encroachment permit from the County, the City of Eureka, NCRA, and Caltrans prior to beginning the work along Highway 101. As part of the encroachment permit process, the construction contractor will be required to prepare a traffic control plan for review and acceptance of planned work within the public right-of-way. The development and implementation of a traffic control plan would include, but not necessarily be limited to: temporary traffic control systems, delineators, signs, and flaggers conforming to the current California Manual of Uniform Traffic Control Devices.

Erosion and Sediment Control

Erosion control measures shall be implemented during construction of the proposed action. These measures shall conform to the provisions in Sections 20-2 and 20-3 of the Caltrans Standard Specifications and the special provisions included in the contract for the proposed action. Such provisions include the preparation of a SWPPP, which describes and illustrates the best management practices (BMPs) at the proposed action sites. Erosion control measures to be included in the SWPPP or to be implemented by the County include, but are not limited to, the following:

- To the maximum extent practicable, activities that increase the erosion potential in the action area shall be restricted to the relatively dry summer and early fall period to prevent or minimize the potential for rainfall events to transport sediment to surface water features. In-channel and in-bay construction activities would be restricted to the period of July 1st–September 31st. Upland construction would likely occur throughout the year as long as work activities comply with the conservation and avoidance and minimization measures identified herein and for the protection of other sensitive or special-status plant or animal species. For upland construction activities that must take place during the late–fall, winter, or spring (e.g., vegetation removal prior to avian nesting periods), then temporary erosion and sediment control structures shall be in place and operational at the end of each construction day and maintained until permanent erosion control structures are in place.
- Areas where wetland and upland vegetation are to be removed shall be clearly identified in the construction documents and reviewed by the County prior to issuing for bid.
- Within 10 days of completion of construction, in those areas where subsequent ground disturbance will not occur for 10 calendar days or more, disturbed areas shall be temporarily stabilized to reduce the potential for short-term erosion. Prior to a rain event or when there is a greater than 50 percent possibility of rain within the next 24 hours, as forecasted by the National Weather Service, appropriate BMPs will be installed upon completion of the day’s activities to control erosion and prevent sediment laden stormwater from leaving the construction area.
- Suitable perimeter control BMPs, such as silt fences, or straw wattles, shall be placed below all construction activities at the edge of surface water features to intercept sediment before it reaches the waterway. These BMPs shall be installed prior to any clearing or grading activities.

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Environmental Analysis

Cultural Resources

An Area of Potential Effects (APE) Map was approved on 12/19/17, an Archaeological Survey Report, Historic Resource Evaluation Report, and a Historic Property Survey Report were all approved on 04/03/18. The reports found No Historic Properties Affected as a result of the project. Caltrans requested SHPO to concur that several resources within the APE are not eligible for inclusion in the National Register, concurrence was received from SHPO on 06/19/18.

Biological Resources

A Natural Environment Study (NES) was prepared and then approved on 03/15/18. In preparing the NES it was determined that the project may affect, but is not likely to adversely affect Tidewater Goby, SONCC coho salmon, CC Chinook salmon, NC steelhead, and Southern DPS green sturgeon or their designated habitats. It was determined that the Programmatic Letter of Concurrence between USFWS and Caltrans for potential effects to Tidewater Goby would apply. The project will incorporate the measures outlined in the PLOC to avoid and minimize potential effects to the species. A Biological Assessment was submitted to National Marine Fisheries on 02/23/18 and a Letter of Concurrence (LOC) was received on 03/22/18. It was also determined that the project will have no effect on other federally listed threatened or endangered species that have potential to exist within the project limits. Conditions for avoiding and minimizing effects to federal and state listed species are contained within the NES and LOC.

A wetland delineation was conducted and included as an appendix to the NES. It was determined that there will be take of both state and federal wetlands. A Wetlands Practicable Alternative Finding was produced and concluded that the proposed action includes all practicable measures to minimize harm to wetlands as a result of the project.

Visual

A Visual Impact Assessment was conducted and approved by Caltrans on 03/22/18. In general, the document concluded that the project would have a minimal effect and a beneficial impact on the existing and planned visual resources in the project alignment or vicinity. This would include improvements to existing aesthetics and visual resources, as well as creation of additional viewing opportunities of Humboldt Bay, mudflats, and marshland. New features such as signage, bridge crossings, and viewing platforms will be constructed to be unobtrusive and blend with the landscape. Tree removal associated with the project was determined to lessen the aesthetic quality along the trail but according to the VIA it would not be a significant impact.

Hazardous Waste

An Initial Site Assessment (ISA) for Hazardous Waste was completed and then approved on 12/14/17 by a Caltrans Hazardous Waste specialist. The ISA found that there is potential for hazardous waste at two locations within the project limits due to historic activities. It was determined that there is a low potential for encountering the material due to the scope of the project but a Preconstruction Site Investigation with soil borings will occur prior to construction.

4(F)

The project will have minor permanent impacts to property owned and operated by USFWS. Potential impacts to public lands are subject to review under Section 4(f) of the Department of Transportation Act (49 U.S.C. 303). Based on the small-scale and minimal impacts anticipated for the proposed project, it was determined that it would have a *de minimis* effect (i.e., would not have

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an adverse effect) on the existing use, features, or attributes that compose the Humboldt Bay National Wildlife Refuge. These findings were posted for a 30-day public review period and USFWS concurred on 05/01/18.

Other Environmental Considerations

Other than a temporary increase in ambient noise from equipment during construction, there were no noise related impacts. The project will also have no significant floodplain encroachment.

The project will have five permanent right of acquisitions and two temporary easements. There is no public controversy anticipated in association with the acquisitions or easements.

There has been some public concern related to the removal of a stand of Eucalyptus adjacent to the project as a public safety measure for trail users. The trees are not a native species to the area and they were previously evaluated for their historic significance. The determination was made that they are not eligible for inclusion in the National Register.

Permits

- Coastal Development Permit from the Coastal Commission
- 404 Permit from Army Corps of Engineers
- 401 Permit from Waterboard
- 1600 Permit from California Department of Fish and Wildlife

Categorical Exclusion Checklist

Dist/Co/Rte/PM:	01-HUM-CR-0	Fed. Aid No. (Local Project):	RPSTPLE 5904(143)	EA/Project No.:	
SECTION A: TYPE OF CE: Use the information in this section to determine the applicable CE and corresponding activity for this project.					
1. Project is a CE under CE Assignment 23 USC 326. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If "yes", check applicable activity in one of the three tables below (activity must be listed in 23 CFR 771.117 (c) or (d) list or included in activities listed in Appendix A of the CE Assignment MOU to be eligible for 23 USC 326).</i>					
Activity Listed in 23 CFR 771.117(c)					
1	<input type="checkbox"/>	Activities which do not involve or lead directly to construction such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed; and Federal-aid system revisions which establish classes of highways on the Federal-aid highway system.			
2	<input type="checkbox"/>	Approval of utility installations along or across a transportation facility.			
3	<input checked="" type="checkbox"/>	Construction of bicycle and pedestrian lanes, paths, and facilities.			
4	<input type="checkbox"/>	Activities included in the State's <i>highway safety plan</i> under 23 U.S.C 402.			
5	<input type="checkbox"/>	Transfer of Federal lands pursuant to 23 U.S.C 107(d) and/or 23 U.S.C 317 when the land transfer is in support of an action that is not otherwise subject to FHWA review under NEPA.			
6	<input type="checkbox"/>	The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction.			
7	<input type="checkbox"/>	Landscaping.			
8	<input type="checkbox"/>	Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.			
9 ¹		<p>The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 U.S.C 5121):²</p> <p><input type="checkbox"/> (i) Emergency repairs under 23 U.S.C 125;</p> <p><input type="checkbox"/> (ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:</p> <p style="margin-left: 20px;">(A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and</p> <p style="margin-left: 20px;">(B) Is commenced within a 2-year period beginning on the date of the declaration.</p>			
10	<input type="checkbox"/>	Acquisition of scenic easements.			
11	<input type="checkbox"/>	Determination of payback under 23 U.S.C 156 for property previously acquired with Federal-aid participation.			
12	<input type="checkbox"/>	Improvements to existing rest areas and truck weigh stations.			
13	<input type="checkbox"/>	Ridesharing activities.			
14	<input type="checkbox"/>	Bus and rail car rehabilitation.			
15	<input type="checkbox"/>	Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.			
16	<input type="checkbox"/>	Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.			
17	<input type="checkbox"/>	The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.			
18	<input type="checkbox"/>	Track and railbed maintenance and improvements when carried out within the existing right-of-way.			
19	<input type="checkbox"/>	Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site.			

¹ On the CE form, distinguish between c9i or c9ii

² Include copy of the emergency declaration in the file

Categorical Exclusion Checklist

Dist/Co/Rte/PM: 01-HUM-CR-0	Fed. Aid No. (Local Project): RPSTPLE 5904(143)	EA/Project No.:
20 <input type="checkbox"/>	Promulgation of rules, regulations, and directives.	
21 <input type="checkbox"/>	Deployment of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency or safety of a surface transportation system or to enhance security or passenger convenience. Examples include, but are not limited to, traffic control and detector devices, lane management systems, electronic payment equipment, automatic vehicle locaters, automated passenger counters, computer-aided dispatching systems, radio communications systems, dynamic message signs, and security equipment including surveillance and detection cameras on roadways and in transit facilities and on buses.	
22 ³ <input type="checkbox"/>	"Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, ⁴ mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way." Existing operational right-of-way also does not include areas outside those areas necessary for existing transportation facilities such as uneconomic remnants, excess right-of-way that is secured by a fence to prevent trespassing, or that are acquired and held for a future transportation project. A transportation facility must already exist at the time of the review of the proposed project being considered for the CE. This precludes the acquisition of right-of-way and the subsequent use of this CE to build within that right-of-way.	
23 ⁵ <input type="checkbox"/>	Federally-funded projects: Enter project cost \$ _____ and Federal funds \$ _____	
<input type="checkbox"/>	(i) That receive less than \$5,403,484.88 of Federal funds; or	
<input type="checkbox"/>	(ii) With a total estimated cost of not more than \$32,420,909.28 and Federal funds comprising less than 15 percent of the total estimated project cost.	
24 <input type="checkbox"/>	Localized geotechnical and other investigation to provide information for preliminary design and for environmental analysis and permitting purposes, such as drilling test bores for soil sampling; archeological investigations for archeology resources assessment or similar survey; and wetland surveys.	
25 <input type="checkbox"/>	Environmental restoration and pollution abatement actions to minimize or mitigate the impacts of any existing transportation facility (including retrofitting and construction of stormwater treatment systems to meet Federal and State requirements under sections 401 and 402 of the Federal Water Pollution Control Act (33 U.S.C. 1341; 1342) carried out to address water pollution or environmental degradation.	
26 <input type="checkbox"/>	Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section [771.117(e)]. Note: In order to use this CE, certain constraints must be met. Complete Section A, Item 2 below.	
27 <input type="checkbox"/>	Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting, if the project meets the constraints in paragraph (e) of this section [771.117(e)]. Note: In order to use this CE, certain constraints must be met. Complete Section A, Item 2 below.	
28 <input type="checkbox"/>	Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in paragraph (e) of this section [771.117(e)]. Note: In order to use this CE, certain constraints must be met. Complete Section A, Item 2 below.	
29 <input type="checkbox"/>	Purchase, construction, replacement, or rehabilitation of ferry vessels (including improvements to ferry vessel safety, navigation, and security systems) that would not require a change in the function of the ferry terminals and can be accommodated by existing facilities or by new facilities which themselves are within a CE.	
30 <input type="checkbox"/>	Rehabilitation or reconstruction of existing ferry facilities that occupy substantially the same geographic footprint, do not result in a change in their functional use, and do not result in a substantial increase in the existing facility's capacity. Example actions include work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals.	
Activity Listed in Examples in 23 CFR 771.117(d)		
1	<i>Reserved.</i>	
2	<i>Reserved.</i>	
3	<i>Reserved.</i>	
4 <input type="checkbox"/>	Transportation corridor fringe parking facilities.	

³ On the CE form, identify in the project description that all work is within operation right-of-way.

⁴ "Fixed Guideway" means a public transportation facility using and occupying a separate right-of-way for the exclusive use of public transportation such as rail, a fixed catenary system (light rail, trolley, etc.) passenger ferry system, or for a bus rapid transit system.

⁵ On the CE form, distinguish between c23i or c23ii.

Categorical Exclusion Checklist

Dist/Co/Rte/PM: 01-HUM-CR-0	Fed. Aid No. (Local Project): RPSTPLE 5904(143)	EA/Project No.:
5 <input type="checkbox"/>	Construction of new truck weigh stations or rest areas.	
6 <input type="checkbox"/>	Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.	
7 <input type="checkbox"/>	Approvals for changes in access control.	
8 <input type="checkbox"/>	Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.	
9 <input type="checkbox"/>	Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.	
10 <input type="checkbox"/>	Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.	
11 <input type="checkbox"/>	Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.	
12 <input type="checkbox"/>	<p>Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.</p> <p>(i) Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others.</p> <p>(ii) Protective acquisition is done to prevent imminent development of a parcel which may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project</p>	
13 <input type="checkbox"/>	Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section.	
Activity Listed in Appendix A of the CE Assignment MOU for State Assumption of Responsibilities for Categorical Exclusions		
1 <input type="checkbox"/>	Construction, modification, or repair of storm water treatment devices (e.g., detention basins, bioswales, media filters, infiltration basins), protection measures such as slope stabilization and other erosion control measures throughout California.	
2 <input type="checkbox"/>	Replacement, modification, or repair of culverts or other drainage facilities.	
3 <input type="checkbox"/>	Projects undertaken to assure the creation, maintenance, restoration, enhancement, or protection of habitat for fish, plants, or wildlife (e.g., revegetation of disturbed areas with native plant species; stream or river bank revegetation; construction of new, or maintenances of existing fish passage conveyances or structures; restoration or creation of wetlands).	
4 <input type="checkbox"/>	Routine repair of facilities due to storm damage, including permanent repair, to return the facility to operational condition that meets current standards of design and public health and safety without expanding capacity (e.g., slide repairs, construction or repair of retaining walls).	
5 <input type="checkbox"/>	Routine seismic retrofit of facilities to meet current seismic standards and public health and safety standards without expansion of capacity.	
6 <input type="checkbox"/>	Air space leases that are subject to Subpart D, Part 710, title 23, Code of Federal Regulations.	
7 <input type="checkbox"/>	Drilling of test bores/soil sampling to provide information for preliminary design and for environmental analyses and permitting purposes.	

Categorical Exclusion Checklist

Dist/Co/Rte/PM: 01-HUM-CR-0 Fed. Aid No. (Local Project): RPSTPLE EA/Project No.:
5904(143)

2. This section must be completed in order to use a CE under 23 CFR 771.117(c)(26), (c)(27), or (c)(28).

- The action **DOES NOT** include any of the following constraints found in 23 CFR 771.117(e):
- A.
 - An acquisition of more than a minor amount of right-of-way or that would result in any residential or nonresidential displacements
 - B.
 - A bridge permit from the U.S. Coast Guard; OR
 - An action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under section 404 of the Clean Water Act (i.e., does the project require a Standard 404 permit [Individual Permit or Letter of Permission]?) AND/OR
 - A permit required under Section 10 of the Rivers and Harbors Act of 1899
 - C.
 - A finding of "adverse effect" to historic properties under the National Historic Preservation Act; OR
 - The use of a resource protected under 23 U.S.C. 138 or 49 U.S.C. 303 (section 4(f)) except for actions resulting in *de minimis* impacts; OR
 - A finding of "may affect, likely to adversely affect" threatened or endangered species or critical habitat under the Endangered Species Act
 - D.
 - Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
 - E.
 - Changes in access control
 - F.
 - A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths); OR
 - Construction activities in, across, or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers

If the action includes any of the constraints listed above, it **MAY NOT** be processed under 23 CFR 771.117(c)(26), (c)(27), or (c)(28), however, the project may qualify for a CE under 23 CFR 771.117(d)(13).

3. Project is a CE for a highway project under NEPA Assignment 23 USC 327. Yes No

(Use only if project does not qualify under CE Assignment 23 USC 326 [activities not included in three previous lists above].)

4. Independent Utility and Logical Termini

- The project complies with NEPA requirements related to connected actions and segmentation (i.e. the project must have independent utility, connect logical termini when applicable, be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made and not restrict further consideration of alternatives for other reasonably foreseeable transportation improvements). (FHWA Final Rule, "Background," *Federal Register* Vol. 79, No. 8, January 13, 2014.)

5. Categorical Exclusions Defined (23 CFR 771.117[a]).

FHWA regulation 23 CFR 771.117(a) defines categorical exclusions as actions which:

- do not induce significant impacts to planned growth or land use for the area;
- do not require the relocation of significant numbers of people;
- do not have a significant impact on any natural, cultural, recreational, historic or other resources;
- do not involve significant air, noise, or water quality impacts;
- do not have significant impacts on travel patterns; or
- do not otherwise, either individually or cumulatively, have any significant environmental impacts.

Checking this box certifies that project meets the above definition for a Categorical Exclusion.

6. Exceptions to Categorical Exclusions/Unusual Circumstances (23 CFR 771.117[b]).

FHWA regulation 23 CFR 771.117(b) provides that any action which normally would be classified as a CE but could involve *unusual circumstances* requires the Department to conduct appropriate environmental studies to determine if the CE classification is proper. Unusual circumstances include actions that involve:

- Significant environmental impacts;
- Substantial controversy on environmental grounds;
- Significant impact on properties protected by section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

All of the above unusual circumstances have been considered in conjunction with this project. (Please select one.)

Checking this box certifies that none of the above conditions apply and that the project qualifies for a Categorical Exclusion.


Checking this box certifies that unusual circumstances are involved. However, the appropriate studies/analysis have been completed, and it has been determined that the CE classification is still appropriate.

Categorical Exclusion Checklist

<p>SECTION B: Compliance with FHWA NEPA policy to complete all other applicable environmental requirements⁶ prior to making the NEPA determination:</p> <p>During the environmental review process for which this CE was prepared, all applicable environmental requirements were evaluated. Outcomes for the following requirements are identified below and fully documented in the project file. [NOTE: EVERY SECTION BELOW MUST BE COMPLETED, DO NOT SKIP ANY SECTIONS.]</p>
<p>FSTIP</p> <p><input checked="" type="checkbox"/> The project description on the Categorical Exemption/Categorical Exclusion Form matches the project description in the FSTIP and RTP, and the appropriate page of the FSTIP is in the project file.</p>
<p>Air Quality</p> <p><input checked="" type="checkbox"/> Air Quality Conformity Findings Checklist has been completed and project meets all applicable AQ requirements. <input type="checkbox"/> For 23 USC 326 projects which require an air quality conformity determination (this will apply to certain projects under 23 CFR 771.117(c)(22), (c)(23), (c)(26), (c)(27), and (c)(28)), list the date of the Caltrans conformity determination: _____ <input type="checkbox"/> For 23 USC 327 projects, list date of FHWA concurrence on conformity determination: _____</p>
<p>Cultural Resources</p> <p><input checked="" type="checkbox"/> Section 106 compliance is complete. <input type="checkbox"/> Screened Undertaking Select appropriate finding: <input checked="" type="checkbox"/> No Historic Properties Affected <input type="checkbox"/> No Adverse Effect with Standard Conditions <input type="checkbox"/> No Adverse Effect without Standard Conditions <input type="checkbox"/> Adverse Effect/MOA <input type="checkbox"/> Phasing/Project PA</p>
<p>Noise</p> <p>23 CFR 772 <input checked="" type="checkbox"/> Is this a Type 1 project? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (skip this section.) <input type="checkbox"/> Future noise levels with project either approach or exceed NAC or result in a substantial increase. If yes, <input type="checkbox"/> Abatement is reasonable and feasible <input type="checkbox"/> Abatement is not reasonable or feasible</p>
<p>Waters, Wetlands</p> <ul style="list-style-type: none"> • Section 404 of the Clean Water Act Impacts to Waters of the U.S.: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No; If yes, approval anticipated: <input checked="" type="checkbox"/> Nationwide Permit <input type="checkbox"/> Individual Permit <input type="checkbox"/> Regional General Permit <input type="checkbox"/> Letter of Permission • Wetland Protection (Executive Order #11990) <input type="checkbox"/> No Wetland Impact <input checked="" type="checkbox"/> Permanent Wetland Impact; Only Practicable Alternative Finding is included in a separate document in the project file • Section 401 of the Clean Water Act <input type="checkbox"/> Exemption <input checked="" type="checkbox"/> Certification
<p>Biology</p> <ul style="list-style-type: none"> • USFWS, Species List Date: 02/13/18 (must be < 180 days old) <input type="checkbox"/> No Effect Section 7 (Federal Endangered Species Act) Consultation with USFWS Findings (Effect determination): <input checked="" type="checkbox"/> Not Likely to Adversely Affect with USFWS Concurrence. Date: <u>03/15/18</u> <input type="checkbox"/> Likely to Adversely Affect with Biological Opinion Date: _____ • NOAA Fisheries, Species List Date: 02/13/18 (must be < 180 days old) <input type="checkbox"/> N/A: Project outside of NOAA jurisdiction <input type="checkbox"/> No Effect Section 7 (Federal Endangered Species Act) Consultation with NOAA Fisheries Findings (Effect determination): <input checked="" type="checkbox"/> Not Likely to Adversely Affect with NOAA Fisheries Concurrence. Date: <u>03/22/18</u> <input type="checkbox"/> Likely to Adversely Affect with Biological Opinion Date: _____ • Essential Fish Habitat (Magnuson-Stevens Act) Findings (Effect determination): <input type="checkbox"/> Magnuson-Stevens Fishery Conservation and Management Act does not apply <input type="checkbox"/> No Adverse Effect <input checked="" type="checkbox"/> Adverse Effect and consultation with NOAA Fisheries

⁶ Please consult the SER for a complete list of applicable laws, statutes, regulations, and executive orders that must be considered before completing the CE.

Categorical Exclusion Checklist

Floodplains	
Floodplains (Executive Order #11988) <input type="checkbox"/> No Floodplains <input checked="" type="checkbox"/> No Significant Encroachment <input type="checkbox"/> Significant Encroachment	
Section 4(f) Transportation Act (23 CFR 774)	
Section 4(f) regulation was considered as a part of the review for this project and a determination was made: <input type="checkbox"/> Section 4(f) does not apply <i>(Project file includes documentation that property is not a Section 4(f) property, that project does not use a Section 4(f) property, or that the project meets the criteria for the temporary occupancy exception.)</i> <input checked="" type="checkbox"/> Section 4(f) applies <input checked="" type="checkbox"/> <i>De Minimis</i> <input type="checkbox"/> Programmatic: Type _____ (List one of the five appropriate categories as defined in 23 CFR 774.3) <input type="checkbox"/> Individual: <input type="checkbox"/> Legal Sufficiency Review complete <input type="checkbox"/> HQ Coordinator Review Complete	
Section 6(f) – Properties Acquired with Land and Water Conservation Fund grants	
Was the above property purchased with grant funds from the Land and Water Conservation Fund? <input checked="" type="checkbox"/> No, Section 6(f) does not apply. No additional documentation required. <input type="checkbox"/> Yes <input type="checkbox"/> Documentation of approval from National Park Service Director (through California State Parks) has been received for the conversion/and replacement of 6(f) property.	
Coastal Zone	
Coastal Zone Management Act of 1972 <input type="checkbox"/> Not in Coastal Zone <input type="checkbox"/> Qualifies for Exemptions <input type="checkbox"/> Qualifies for Waiver <input checked="" type="checkbox"/> Coastal Permit Required <input type="checkbox"/> Consistent with Federal State and Local Coastal Plans <input type="checkbox"/> Federal Consistency	
Coast Guard – Bridge Over Navigable Waters of the U.S.	
<input checked="" type="checkbox"/> Not applicable <input type="checkbox"/> 23 USC 144(c) USCG Bridge Permit Exception <input type="checkbox"/> 33 CFR 115.70 Advance Approval <input type="checkbox"/> USCG Bridge Permit	
Relocation and Right of Way	
• Relocations <input checked="" type="checkbox"/> No Relocations <input type="checkbox"/> Project involves _____ (#) relocations and will follow the provisions of the Uniform Relocation Act. • Right of Way Acquisitions/Easements <input type="checkbox"/> No right of way acquisitions or easements <input checked="" type="checkbox"/> Project involves <u>5</u> (#) acquisitions and <u>2</u> (#) easements.	
Hazardous Waste and Materials	
<ul style="list-style-type: none"> • Are hazardous materials or contamination exceeding regulatory thresholds (as set by U.S. EPA, Cal EPA, County Environmental Health, etc.) present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No • If yes, is the nature and extent of the hazardous materials or contamination fully known? <input type="checkbox"/> Yes <input type="checkbox"/> No If no, briefly discuss the plan for securing information:	
SECTION C: Certification	
Based on the information obtained during environmental review process and included in this checklist, the project is determined to be a Categorical Exclusion pursuant to the National Environmental Policy Act and is in compliance with all other applicable environmental laws, regulations, and Executive Orders.	
Prepared by (print name): <u>Brandon Larsen</u>	
Title: <u>Senior Environmental Planner</u>	
Signature: 	Date: <u>07/13/18</u>

Humboldt Bay Trail South Project

Environmental Commitment Record

Project Name	Humboldt Bay Trail South Project	Federal Project No.	xxxx	
Contact	Hank Seeman, 707-445-7741	County Project No.	xxxx	

Project Description: *The Humboldt County Department of Public Works (County) is proposing to construct a Class I multi-use recreational trail between Bracut and the City of Eureka, Humboldt County, California. The Humboldt Bay Trail South Project (project) would provide the interconnecting link between two recently constructed segments of the larger Humboldt Bay Trail system (the City of Arcata's Bay Trail North and the City of Eureka's Waterfront Trail). The proposed project would be aligned in or adjacent to the currently unused North Coast Railroad Authority (NCRA) railroad corridor that follows the Humboldt Bay coastline immediately west of U.S. Highway 101 (Highway 101).*

NOTE: This following table is intended as a summary guide to environmental commitments and is meant to be a living document. Much of the information presented was gathered during the CEQA and NES process prior to the issuance of regulatory permits. It does not replace or supersede any environmental commitments made in technical studies or correspondence prior to NEPA clearance. If there are any discrepancies between this table and technical studies/permits then the technical studies/permits will take precedence. Typically, environmental commitments related to regulatory permits will be added to the table once the permits are authorized.

PERMITS REQUIRED	Agency	Permit Number	Date of Permit	Project Component
Section 7 ESA; Biological Opinion(s)	NMFS/USFWS			Entire Corridor
Section 404 Individual Permit	USACE			Wetlands and waters
Section 401 Water Quality Certification	RWQCB			Wetlands and waters
Section 1602 Streambed Alteration Agreement	CDFW			Wetlands and waters
Coastal Development Permit	California Coastal Commission			Entire Corridor

Task and Brief Description	Document	Timing/ Phase	Actions to Comply with Task	Task Completion	
				Initial	Date
Humboldt Bay Trail South					
Condition #1 - Special Status Plants					

<p>The County of Humboldt shall implement the following avoidance and protection measures for special-status plants:</p> <p>1. Due to the mobility and fluctuation of populations of Humboldt Bay owl's-clover, and Point Reyes bird's beak specifically, seasonally appropriate pre-construction surveys shall occur approximately one year prior to construction within the planned area of disturbance for the project, during the appropriate blooming time (spring or summer) for the target species. Impacts to special-status annual salt marsh plants such as Humboldt Bay owl's-clover, Point Reyes bird's beak, and western sand spurrey shall be avoided to the extent feasible. If these plants occur within the project footprint, and permanent impacts cannot be avoided, they shall be conserved through re-seeding (by hand, by a qualified biologist) into suitable habitat in the immediate project area. Seed will be collected in the late summer or early fall the year before construction when seeds from each target species are mature. Seed will be stored and spread post project construction in the best possible suitable habitat, near areas where impacts have occurred. Seeds should be spread in high elevation tidal marsh environments in the vicinity of salt grass if possible for Point Reyes bird's beak and near other native high salt marsh species, and in areas where invasive cordgrass is absent or sparse.</p> <p>2. If future pre-construction surveys determine that other special-status species are present within the project footprint, these plants will also be avoided to the extent feasible, and if not feasible, they shall be conserved by measures appropriate for the individual species which may include methods such as plant relocation, seed collection, and/or nursery plant propagation.</p> <p>3. Pre-construction surveys will also be performed within the planned area of disturbance, less than seven days prior to ground disturbance within habitat appropriate for Humboldt Bay owl's-clover, Point Reyes bird's beak and western sand spurrey. At this time any newly identified impacts to special-status plant species within the planned area of disturbance that cannot be feasibly avoided will be quantified and mapped. In the event that mature seed is available for Humboldt Bay owl's-clover, Point Reyes bird's beak and western sand spurrey and plants cannot be feasibly avoided, the seed will be collected, stored, and spread post construction and as described in this mitigation measure. All special-status plant species found at this time within the planned area of disturbance, but outside the trail footprint will be flagged for avoidance during construction.</p> <p>4. Any plants that could not be feasibly avoided and that will be impacted will be mapped, and the number of individuals documented prior to construction. The approximate quantity of seed collected from these plants and the dates the seed was collected and spread will also be reported. No monitoring is proposed for the seeded areas as assessing the success of these areas is impractical given the mobility of seeds in the tidally influenced salt marsh environment.</p> <p>5. Any seed mixes or other vegetative material used for re-vegetation of disturbed sites will consist of locally adapted native plant materials to the extent practicable.</p>	<p>CEQA MMRP, NES</p>	<p>Pre- and During Construction</p>	<p>The County will schedule pre-construction surveys one year prior to construction. If sensitive plants cannot be avoided, arrangements will be made to collect seed</p>		
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Condition #2 - Fish Avoidance

<p>The County of Humboldt shall implement the following avoidance and protection measures for ESA-listed and other special-status fishes:</p> <ol style="list-style-type: none"> 1. Prior to complete dewatering of any in-channel or in-bay work areas, coffer dams or barrier nets shall be placed to block off the area. Any fish remaining inside the coffer dams or barriers will be carefully removed by a qualified biologist. In order to minimize potentially adverse effects to aquatic organisms, all translocation/removal of fishes will be conducted by qualified fisheries biologists. Any fish that cannot be herded by seines from the work areas and must be physically handled will be immediately released in suitable habitat away from the action area, with comparable habitat and water quality conditions. Immediately following completion of in-channel or in-bay work, any cofferdams or block nets will be removed allowing free fish passage through the project area during the remainder of the construction period. 2. To minimize the potential hydroacoustic effects on fish of driving piles for bridge footings in and adjacent to tidally influenced stream/slough channels ("in-channel") and on intertidal mudflat areas ("in-bay"), a vibratory driver will be used to the maximum extent practicable. It is anticipated that piles would need to be proofed by driving the final 5 feet with an impact hammer to achieve design tip elevation and to verify load capacity. 3. To protect the most vulnerable life stages of sensitive fish species that occur within the action area, all in-channel and in-bay work will be restricted to the period between July 1 and September 31. This seasonal work window correlates to the period of the year when sensitive fish species are least likely to occur in the action area. To further reduce the potential for hydroacoustic effects on fish potentially occurring in the action area, all pile driving, using either vibratory or impact hammers, of piles placed in-channel and in-bay mudflat areas will be scheduled to occur between the latter 2-hours of outgoing tides and beginning 2-hours of incoming tides, when tidal inundation of work areas is minimal and so that all pile driving will occur out of the water. 	<p>CEQA MMRP, BA</p>	<p>Construction</p>	<p>The County will identify a qualified biologist with necessary permits or permissions and make arrangements to have the biologist present during coffer dam installation and to have fish relocated if present.</p>		
<p>Condition #3 - Tidewater Goby</p>					
<p>The County of Humboldt shall implement the following avoidance and minimization measures for tidewater goby:</p> <ol style="list-style-type: none"> 1. To avoid crushing adult gobies and their breeding burrows, no construction equipment will operate within potential goby habitat and no workers shall walk within the wetted channel in potential goby habitat areas. 2. To avoid barotrauma injury to gobies or damage to breeding burrows, no impact or vibratory equipment shall be used within an active, wetted channel in or contiguous with potential goby habitat or in any location where it could have an adverse effect on breeding burrows and gobies. In addition, heavy equipment used outside the wetted channel, must be operated at a distance as far as possible from suitable breeding habitat to avoid barotrauma injury and/or damage to goby breeding burrows. 3. No pile driving is permitted in the wetted channel within potential goby habitat. 4. New access roads must not enter a wetted channel or watercourse within potential goby habitat. 	<p>CEQA MMRP, NES, BA</p>	<p>Construction</p>	<p>Contractor will comply with avoidance measures.</p>		
<p>Condition #4 - Northern Red-legged Frog</p>					

<p>The County of Humboldt shall implement the following avoidance and minimization measures for northern red-legged frogs:</p> <ol style="list-style-type: none"> 1. Construction in waterways and wetlands with standing water shall be limited to the period of the year between July 1 and October 30 to avoid disturbance to breeding northern red-legged frogs. 2. No more than one week prior to commencement of ground disturbance within 50 feet of suitable northern red-legged frog habitat, a qualified wildlife biologist shall perform a preconstruction survey for the northern red-legged frog and shall relocate any specimens that occur within the work -impact zone to nearby suitable habitat. 3. In the event that a northern-red legged frog is observed in an active construction zone, the contractor shall halt construction activities in the area where observed and the frogs shall be moved to a safe location in similar habitat outside of the construction zone. 	<p>CEQA MMRP, NES</p>	<p>Pre- and During Construction</p>	<p>The County will arrange for a qualified biologist to conduct a survey immediately prior to construction.</p>		
<p>Condition #5 - Nesting Birds</p>					
<p>The County of Humboldt shall implement the following measures to ensure no significant impacts to native migratory bird species:</p> <ol style="list-style-type: none"> 1. The County will attempt to remove trees and other vegetation that could potentially contain nesting birds outside the bird nesting season (March 15 to August 15). If vegetation removal occurs outside the bird nesting season, no further mitigation is necessary. If vegetation removal occurs between March 15 and August 15, the County shall have a qualified wildlife biologist conduct preconstruction surveys within the vicinity of the impact area, to check for nesting activity of native birds and to evaluate the site for special-status bird species such as Little Willow Flycatcher and White-tailed Kites. The biologist shall conduct a minimum of one preconstruction survey within the seven-day period prior to vegetation removal activities. If vegetation removal work lapses for seven days or longer during the nesting season, a qualified biologist shall conduct a supplemental avian survey before project work is reinitiated. 2. If an active nest is found, the biologist will determine the extent of an appropriate construction-free buffer zone to be established around the nest and/or operational restrictions in consultation with the California Department of Fish and Wildlife. Buffer zones will be delineated with flagging and maintained until the nests have fledged or nesting activity has ceased. Buffer sizes would take into account factors such as (1) highway and other ambient noise levels, (2) distance from the nest to the highway and distance from the nest to the active construction area, (3) noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity; (4) distance and amount of vegetation or other screening between the construction site and the nest; and (5) sensitivity of individual nesting species and behaviors of the nesting birds. 	<p>CEQA MMRP, NES</p>	<p>Pre- and During Construction</p>	<p>To the extent practical, the County will remove trees and other vegetation outside of the nesting bird season. If removal must occur during nesting season, then the specified survey and avoidance measures shall be followed.</p>		
<p>Condition #6 - White-tailed Kite/Raptor Avoidance</p>					

<p>The following measures are recommended to avoid or minimize the potential for project-related impacts to raptor species including white-tailed kite: Pre-construction surveys for nesting raptors shall be conducted by a qualified biologist within the BSA and a 500-ft buffer around the BSA to ensure that no nests will be disturbed during project implementation. These surveys shall be conducted no more than 7 days prior to the initiation of construction activities, or re-initiation of construction activities if they have ceased for more than 7 days. During this survey, the biologist should inspect all trees immediately adjacent to the impact areas for raptor nests. If an active raptor nest is found close enough (i.e., within 500 feet) to the construction area to be disturbed by these activities, the biologist (in consultation with the CDFW) would determine the extent of a construction-free buffer zone to be established around the nest. The County will inform Caltrans when such an activity occurs. If all necessary approvals have been obtained, potential nesting substrate (e.g., shrubs and trees) that will be removed by the project should be removed before the onset of the nesting season (January through August), if practicable. This will help preclude nesting and substantially decrease the likelihood of direct impacts. If vegetation is to be removed by the Project and all necessary approvals have been obtained, potential nesting substrate (e.g., trees) that will be removed may be removed between September and February (i.e., outside of the nesting season) to help preclude nesting.</p>	NES	Pre- and During Construction	To the extent practical, the County will remove trees and other vegetation outside of the nesting bird season. If removal must occur during nesting season, then the specified survey and avoidance measures shall be followed.		
Condition #7 - Wetlands Avoidance					
<p>The County of Humboldt shall implement the following avoidance and protection measures for Waters of the United States and Waters of the State:</p> <ol style="list-style-type: none"> 1. The County shall attempt to avoid or minimize impacts to wetlands/waters to the greatest extent feasible in the final design plans. 2. Areas where wetland and upland vegetation are to be removed shall be clearly identified in the construction documents and reviewed by the County prior to issuing for bid. 3. Within 10 days of completion of construction in those areas where subsequent ground disturbance will not occur for 10 calendar days or more, disturbed areas shall be temporarily stabilized to reduce the potential for short-term erosion. Prior to a rain event or when there is a greater than 50 percent possibility of rain within the next 24 hours, as forecasted by the National Weather Service, appropriate BMPs will be installed upon completion of the day's activities to control erosion and prevent sediment laden stormwater from leaving the construction area. 4. Suitable perimeter control BMPs, such as silt fences, or straw wattles shall be placed below all construction activities at the edge of surface water features to intercept sediment before it reaches the waterway. These BMPs shall be installed prior to any clearing or grading activities. 5. If spoil (or stockpile) sites are used, they shall be located such that they do not drain directly into a surface water feature, if possible. If a spoil site drains into a surface water feature, swales shall be constructed to intercept sediment before it reaches the feature. Spoil sites shall be graded and vegetated to reduce the potential for erosion. 6. Sediment control measures shall be in place prior to the onset of the rainy season and will be monitored and maintained in good working condition until disturbed areas have been revegetated. 	CEQA MMRP	Pre-construction	The County shall ensure that the contractor complies with avoidance and protection measures.		

<p>7. A site-specific spill prevention plan shall be implemented for potentially hazardous materials. The plan shall include the proper handling and storage of all potentially hazardous materials, as well as the proper procedures for cleaning up and reporting any spills. If necessary, containment berms shall be constructed to prevent spilled materials from reaching surface water features.</p> <p>8. Equipment and hazardous materials shall be stored 50 feet away from surface water features.</p>							
Condition #8 - Wetlands Mitigation							
<p>The County shall compensate for wetlands impacts through restoration, rehabilitation, and/or creation of wetlands. If the wetland mitigation project being led by Caltrans on the Lanphere Parcel in the Arcata Bottoms does not have sufficient capacity to fully compensate for the Humboldt Bay South project's wetland impacts, then the County will identify an alternative site and develop a specific plan for that property to create the necessary wetland amount. A Wetlands Mitigation and Monitoring Plan shall be prepared in coordination with the USACE, NCRWQCB, CCC, and CDFW. Compensation for wetlands shall occur so there is no net loss of wetland habitat. Mitigation ratios will be determined in consultation with the USACE, NCRWQCB, CCC, and CDFW.</p> <p>The Wetland Mitigation and Monitoring Plan shall include the following elements: proposed mitigation ratios; description and size of the restoration or compensatory area; site preparation and design; plant species; planting design and techniques; maintenance activities; plant storage; irrigation requirements; success criteria; monitoring schedule; and remedial measures. The Plan shall be implemented by the County</p>	CEQA MMRP, NES	Pre, During, and Post Construction		It is anticipated that more detailed mitigation requirements will result from the USACE section 404 permit process. The County will be responsible for complying with the general requirements here and with any more specific requirements agreed to as part of the 404/401 process.			
Condition #9 - Protect Archaeological Resources							
<p>If cultural materials such as chipped or ground stone, historic debris, building foundations, or bone are discovered during ground-disturbance activities, work shall be stopped within 20 meters (66 feet) of the discovery. Work near the archaeological finds shall not resume until a professional archaeologist, who meets the Secretary of the Interior's Standards and Guidelines, has evaluated the materials and offered recommendations for further action. If the find is determined to constitute either an historical resource or a unique archaeological resource per CEQA Guidelines sections 15064.5, the archaeologist shall develop appropriate mitigation to protect the integrity of the resource and ensure that no additional resources are affected. Mitigation could include but would not necessarily be limited to avoidance, preservation in place, archival research, subsurface testing, or excavation and data recovery.</p>	CEQA MMRP	Construction;		The contractor will be responsible for day to day compliance with this measure. If resources are encountered and work is stopped in the area of the find, then the County shall determine the appropriate course of action in compliance with the measure.			
Condition #10 - Protect Human Remains							
<p>The County's contractor shall immediately notify the Humboldt County Coroner should human remains, associated grave goods, or items of cultural patrimony be encountered during construction, and the following procedures shall be followed as required by Public Resources Code § 5097.9 and Health and Safety Code § 7050.5. In the event of the coroner's determination that the human remains are Native American, the Native American Heritage Commission would be contacted and would appoint a Most Likely Descendant (MLD). A qualified archaeologist, the County and the MLD shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of any human remains and associated or unassociated funerary objects. The agreement would take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, and final disposition of the human remains and associated or unassociated funerary objects.</p>	CEQA MMRP	Construction		The contractor will be responsible for day to day compliance with this measure. If resources are encountered and work is stopped in the area of the find, then the County shall determine the appropriate course of action in compliance with the measure.			
Condition #11 - Unknown Hazardous Materials							

<p>In the event any hazardous, toxic, noxious, objectionable, or unknown chemicals are encountered during trail construction, construction shall be halted by the construction crew on duty and reported to the general contractor for the project and the County of Humboldt. Prior to resuming any work the County shall be responsible for obtaining a soil sample for analysis. The findings of the analysis shall be submitted, as applicable, to the North Coast Regional Water Quality Control Board (NCRWQCB) and any other appropriate regulatory agencies. Work shall not continue until and unless written approval is obtained from these agencies. The County shall comply at all times with the requirements and regulations of the NCRWQCB and other appropriate regulatory agencies with regard to the handling, transport, and disposal of hazardous materials such as contaminated soils to the satisfaction of these agencies. Disposal of all hazardous materials would be in compliance with all applicable California hazardous waste disposal laws.</p> <p>Construction specifications will include the following measures to reduce potential impacts to vegetation and aquatic habitat resources in the project area associated with accidental spills of pollutants (e.g. fuel, oil, and grease).</p>	CEQA MMRP	Construction	The contractor will be responsible for day to day compliance with this measure. If a spill occurs, once stabilized the County shall determine the appropriate course of action in compliance with the measure.		
Condition #12 - Preliminary Site Inspection					
<p>The County shall ensure that in areas of ground disturbance, a Preliminary Site Investigation (PSI) that includes pre-construction soil borings is conducted prior to finalization of plans/specifications in order to characterize soil and groundwater in anticipation of implementation of construction activities. Once the areas of ground disturbance and potential dewatering are confirmed, the PSI Workplan shall identify potential contaminants of concern for laboratory analysis, location, and number of borings necessary for pre-characterization, and depth for sample collection. Laboratory analytical results of soil and groundwater samples collected from the borings shall be utilized to ascertain whether health and safety concerns are present for construction workers and determine potential soil and/or groundwater handling and disposal options. Proposed soil borings and/or grab groundwater sample locations shall be determined following identification of the areas and depths of soil excavation and dewatering activities. If soil and/or groundwater impacts are identified, site workers involved in excavation activities shall be Hazardous Waste Operations and Emergency Response (HAZWOPER) trained (Occupational Safety and Health Administration [OSHA] 1910.120).</p>	CEQA MMRP	Pre-construction	The County will ensure that a PSI is conducted prior to final design, and that if any unexpected conditions are later encountered that the appropriate response is initiated.		
Condition #13 - Visual Impact Avoidance					
<p>To avoid adverse impacts, new sources of light, including any outside night lighting associated with construction, will be designed to protect wildlife and nighttime views, including views of the night sky. This design goal will be satisfied using a variety of means as applicable, including fixture types, cut off angles, shields, lamp arm extensions, and pole heights. Specific design preferences include not directing light upward or to other properties, avoiding brightly illuminated vertical surfaces where feasible, such as walls and lamp poles, and not directing lighting toward environmentally sensitive habitats. The Recommended Practices of the Illuminating Engineering Society of North America should be consulted for lighting levels and quality of light.</p>	Visual Impact Assessment	Pre-construction	The County will review design plans to ensure that this condition is met.		
Condition #14 - Erosion and Sedimentation Control During Construction					

<p>Develop a Storm Water Pollution Prevention Plan (SWPPP) to identify appropriate erosion control measures and other Best Management Practices (BMPs) necessary to minimize erosion and sedimentation during construction of project.</p>	<p>CEQA ISMND, NES</p>	<p>Pre- and During Construction</p>	<p>The County will ensure that a SWPPP be developed by a Qualified SWPPP Developer prior to construction and that appropriate erosion and sediment control BMPs are implemented throughout construction and until final stabilization is achieved. Construction will be conducted from July 1st - September 31st for any in-bay work. For upland construction activities that must take place during the late-fall, winter, or spring (e.g. to avoid avian nesting periods), temporary erosion and sediment control structures shall be in place and operational at the end of each construction day until permanent erosion control structures are in place.</p>		
<p>Condition #15 - Prevention of Spread of Invasive</p>					
<p>The County shall take measures to avoid the spread of invasive species. These shall include guidance provided by the State of California Aquatic Invasive Species Management Plan (CDFG 2008).</p>	<p>NES</p>	<p>During Construction</p>	<p>All equipment used for off-road construction activities will be weed-free prior to entering the project area. If used, mulches shall be weed free. Any seed mixes or other vegetative material used for re-vegetation of disturbed sites shall consist of sterile seed and/or locally adapted native plant materials to the extent practicable. Any equipment (including boots/waders) and construction equipment shall be properly disinfected or cleaned according guidance provided by the State of California Aquatic Invasive Species Management Plan prior to in-channel or bay work.</p>		
<p>Condition #16 - Air Quality/Dust Control</p>					

<p>The County shall include provisions in the construction bid documents that the contractor shall implement a dust control program to limit fugitive dust emissions.</p>	<p>NES</p>	<p>During Construction</p>	<p>Dust control program shall include the following requirements: Water inactive construction sites and exposed stockpile sites as necessary but at least daily, during regular work days, or until soils are stable. In accordance with California Vehicle Code, all trucks hauling soil and other loose material to and from the construction site shall be covered or should maintain at least 6 in. of freeboard (i.e., minimum vertical distance between top of load and the trailer). Any topsoil that is removed for the construction operation shall be stored on-site in piles not to exceed 4 feet in</p>		
<p>Condition #17 - Spill Prevention</p>					
<p>Construction specifications will include the following measures to reduce potential impacts to vegetation and aquatic habitat resources in the project area associated with accidental spills of pollutants (e.g., fuel, oil, and grease):</p>	<p>NES</p>	<p>During Construction</p>	<p>A site-specific spill prevention plan shall be implemented for potentially hazardous materials. The plan shall include the proper handling and storage of all potentially</p>		

