

Memorandum

*Serious drought.
Help save water!*

To: GERMAINE BELANGER, CHIEF
NEPA ASSIGNMENT AND ENVIRONMENTAL
COMPLIANCE OFFICE
DIVISION OF LOCAL ASSISTANCE

Date: April 5, 2016

File: Cultural

From: JODY L BROWN, Chief 
Cultural Studies Office
Division of Environmental Analysis

Subject: **UNDERTAKINGS EXEMPT FROM FURTHER REVIEW**

As you know, Attachment 2 of the Programmatic Agreement for Section 106 of the National Historic Preservation Act (PA) implemented January 1, 2014, identifies 30 classes of screened undertakings. Certain ground-disturbing activities with minimal potential to affect historic properties may be screened by California Department of Transportation (Caltrans) Professionally Qualified Staff (PQS) in the appropriate cultural resources discipline. PQS may determine that one or more such activity has no potential to affect historic properties, and therefore is not subject to further review under the PA.

Separate from this list of screened undertakings, there are a number of non-construction related actions that may use federal-aid highway funding and therefore meet the broad definition of an undertaking set forth in 36 CFR Part 800 (the regulations implementing Section 106) but have been determined by Cultural Studies Office PQS to have no potential to affect historic properties.

1. Ridesharing activities, including purchase of vehicles, but not including establishment of park-and-ride lots.
2. Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increased service to meet routine changes in demand.
3. Freeway service patrol.
4. Conversion of vehicles to alternative fuels.
5. Alteration of vehicles to make them accessible for the elderly or persons with disabilities.
6. Contracts to hire media organizations to produce non-English language commercials.
7. Purchase of transit fare boxes.
8. Upgrading diesel powered vehicles.
9. Purchase of transit buses.
10. Classroom training.
11. Software development.
12. Purchase of CNG or alternative fuel vehicles.
13. Purchase of school buses.
14. Computer purchases.

15. Safety education for pedestrians and bicyclists.
16. Virtual museums.
17. Educational outreach.
18. Highway Safety Improvement Program (HSIP) safety awareness and public outreach.
19. Traffic data collection and analysis.
20. Purchase of crossing guard uniforms.
21. Purchase of traffic cones.
22. Preparation of crossing plans.
23. Publicity.
24. Staff time.
25. Public awareness campaigns, and outreach to press, and community leaders.
26. Traffic education and enforcement in the vicinity of schools.
27. Student sessions on bicycle and pedestrian safety.
28. Conducting school, traffic safety rodeos or bicycle rodeos.
29. Training volunteers and managers of safe routes to school programs (SRTS).
30. Modest incentives for SRTS contests and incentives that encourage more walking and bicycling over time.
31. Creation of safety and educational tokens that also advertise the SRTS program.
32. Photocopying, duplicating, and printing costs, including CDs, DVDs, etc.
33. Mailing costs.
34. Costs for data gathering, analysis, and evaluation reporting at the local project level.
35. Pay for substitute teacher if needed to cover for faculty attending SRTS functions during school hours.
36. Costs for additional law enforcement or equipment needed for enforcement activities.
37. Equipment and training needed for establishing crossing guard programs.
38. Stipends for parent or staff coordinators.
39. Costs to engage the services of a consultant (either non-profit or for-profit) to manage an SRTS program as described in the prior bullet.
40. Implementation of walking school bus program.
41. Walkability/bikeability audits.
42. Preparation of SRTS mapping.
43. Conducting an effective traffic enforcement activity at a railway-highway crossing.
44. Development of a transportation safety plan.
45. Improvement in the collection and analysis of data.
46. Planning integrated interoperable emergency communications equipment, operational activities or traffic enforcement activities (including law enforcement assistance) relating to work zone safety.
47. Conducting road safety audits.

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Because Caltrans PQS staff have determined in advance that the above-listed activities do not have potential to affect historic properties, these activities may be considered exempt from Section 106 without further review by PQS. The provisions of this memo apply only when the federally-funded undertaking is limited to one or more of the activities that are listed above. Additional review by District PQS will be required if the undertaking involves any activities that are not listed herein, including those listed as screened activities in Attachment 2 of the PA.

This supersedes the memorandum on this subject dated June 9, 2011 (Medin to Buss). If you have any questions, please contact Kelly Hobbs at (916) 654-3567 or kelly.hobbs@dot.ca.gov.

c: Kelly Hobbs, Cultural Studies, Environmental Analysis
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