

Memorandum

*Serious Drought
Help save water!*

To: GERMAINE BELANGER, Chief
NEPA Assignment and Environmental Compliance Office
Division of Local Assistance

Date: April 25, 2016

From: Amy Bailey, Chief
Office of Biological Studies
Division of Environmental Analysis



Subject: Non-Infrastructure Project Natural Environmental Study-NO-EFFECT MEMO.

There have been an increasing number of non-infrastructure projects eligible for federal-aid highway funds. These non-infrastructure projects are part of the Safe Routes to Schools (SRTS). Transportation Enhancement, and Congestion Mitigation and Air Quality programs. These projects will not involve engineering design, right of way, ground disturbance or construction.

The Office of Biological and Technical Assistance have determined in advance that the non-infrastructure classes of non-construction related undertakings do not have the potential to affect natural resources. Projects listed below will have no effect or impact on natural resources including but not limited to: state or federally listed species; designated critical habitat, state or federally recognized sensitive habitats, or potential waters of the state or U.S. Furthermore, these activities will not require any permits associated with natural resource laws, regulations, or policies. Therefore, the activities listed below may be considered exempt without further review related to natural resources. Should the description of these undertakings change or involve other activities, additional review will be necessary to assess the effect to natural resources.

List of Non-infrastructure Classes of Non-construction Undertakings

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

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- 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. HSIP safety awareness and public outreach.
 19. Traffic data collection and analysis.
 20. Purchase crossing guard uniforms.
 21. Purchase 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.
 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 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/bike ability audits.
 42. Conducting an effective traffic enforcement activity.
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43. Plans and Programs that do not involve major decisions that would lead to irretrievable commitment of resources, present or future construction, or ground disturbance, such as the installation of new sign posts.

This supersedes the memorandum on this subject dated November 7, 2011 (Erickson to Buss). If you have any questions, please contact James Henke (916) 653-6121 or email: James.Henke.jr@dot.ca.gov.

cc: L Jiménez