

# Memorandum

*Flex your power!  
Be energy efficient!*

**To:** MARGARET BUSS  
Chief, Division of Local Assistance  
Office of NEPA Delegation and Environmental Compliance

**Date:** June 13, 2011

**File:** Cultural

**From:** ANMARIE MEDIN  
Chief  
Cultural Studies Office



**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, 2004 identifies 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. HSIP safety awareness and public outreach
19. Traffic data collection and analysis
20. Purchase crossing guard uniforms
21. Purchase 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/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

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 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 January 16, 2006 (King to Abbott). If you have any questions, please contact Jill Hupp at (916) 654-3567 or [jill\\_hupp@dot.ca.gov](mailto:jill_hupp@dot.ca.gov).

c: Jill Hupp; Germaine Belanger