Memorandum

To: MARGARET BUSS
OFFICE CHIEF, LOCAL ASSISTANCE
DIVISION OF ENVIRONMENTAL ANALYSIS

From: GREGG ERICKSON
Chief, Biology & Technical Assistance Office
Division of Environmental Analysis

Date: November 7, 2011

Subject: Amendment - Non-Infrastructure Project Natural Environmental Study – No Effect Memo

Additional Undertaking added, per this amendment.

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 effects 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.
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.
10. Classroom training.
11. Software development.
12. Purchase of CNG or alternative fuel vehicles.
13. Purchase of School Buses.

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Margaret Buss  
November 7, 2011  
Page 2 of 2

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 a SRTS program as described in the prior bullet.  
40. Implementation of walking school bus program  
41. Walkability/bikeability audits  
42. Conducting an effective traffic enforcement activity  
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.  

C: Pettler