

Meadow Farms ADA Project

Inyo County, California
DISTRICT 9 – INY – 395 (PM 117.3-117.9)
09-36680/0916000021

Initial Study with Proposed Mitigated Negative Declaration / Environmental Assessment



**Prepared by the
State of California, Department of Transportation**

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.



April 2020

General Information about This Document

What's in this document:

The California Department of Transportation (Department), as assigned by the Federal Highway Administration (FHWA), has prepared this Initial Study/Environmental Assessment (IS/EA), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Inyo County, California. The Department is the lead agency under the National Environmental Policy Act (NEPA). The Department is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- Additional copies of this document and the related technical studies are available for review at the Caltrans District 9 office located at 500 S. Main Street, Bishop, CA 93514. This document may be downloaded at the following website: <https://dot.ca.gov/caltrans-near-me/district-9>
- We'd like to hear what you think. If you have any comments about the proposed project or would like to request a public meeting, please send your written comments or request via postal mail or email to the Department by the deadline.
- Send comments via postal mail to:
Angela Calloway, Environmental Branch Chief, Attention: Bradley Bowers
Department of Transportation, Environmental Analysis
500 S. Main Street, Bishop, CA 93514
- Send comments via email to: bradley.bowers@dot.ca.gov
- Be sure to send comments by the deadline: May 16, 2020.

What happens next:

After comments are received from the public and reviewing agencies, the Department, as assigned by the FHWA, may: (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is obtained, the Department could design and construct all or part of the project.

Alternative Formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Florene Trainor, Public Information Officer, 500 South Main Street, Bishop CA 93513; (760) 872-0601 (Voice) or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

09/INY/395/117.3-117.9
09-36680
0916000021

Improve existing facilities to current ADA standards on U.S. 395 from North See Vee Lane to North Barlow Lane
(postmile 117.3-117.9) in Inyo County just north of the Bishop city limit.

**INITIAL STUDY with Proposed Mitigated Negative Declaration / Environmental
Assessment**

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

CEQA Responsible Agencies:
California Transportation Commission
Inyo County
CA Department of Fish and Wildlife
CA Regional Water Quality Control Board
NEPA Cooperating Agency: U.S. Army Corps of Engineers

Date

4/1/2020



Ryan Dermody
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CEQA Lead Agency, NEPA Lead Agency

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PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

In accordance with the Americans with Disabilities Act (ADA) of 1990 and the California Government Code Sections 4450 et seq., the California Department of Transportation (Caltrans) proposes to upgrade pedestrian facilities to comply with State pedestrian accessibility design standards. The scope of the project includes upgrading non-standard curb ramps, driveways, pedestrian push buttons, restriping pavement markings, relocating traffic signals and masts, and constructing new pedestrian and bicycle facilities on both sides of U.S. Highway 395 between North See Vee Lane (postmile 117.3) and North Barlow Lane (postmile 117.8).

Determination

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is the Department's intent to adopt an MND for this project. This does not mean that the Department's decision regarding the project is final. This MND is subject to change based on comments received by interested agencies and the public.

The Department has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on Agriculture, Air Quality, Energy, Greenhouse Gas Emissions, Land Use, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, Tribal Resources, and Wildfire.

In addition, the proposed project would have less than significant effects on Aesthetics, Biological Resources, Cultural Resources, Geology, Hazards and Hazardous Materials, Hydrology, Noise, Utilities, and the Human Environment (Community Impacts; Alternative 1 only).

With the following mitigation measures incorporated, the proposed project would have less than significant effects on the Human Environment (Community Impacts; Alternative 2 only).

COM-2: Alternative 2 proposes to purchase and develop an off-street parking area to replace the loss of parking spaces.

Ryan Dermody
Deputy District Director
Planning and Environmental Analysis
District 9
California Department of Transportation

Date

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Introduction

NEPA Assignment

California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program) pursuant to 23 USC 327, for more than five years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (P.L. 112-141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, the Department entered into a Memorandum of Understanding pursuant to 23 USC 327 (NEPA Assignment MOU) with FHWA. The NEPA Assignment MOU became effective October 1, 2012, and was renewed on December 23, 2016, for a term of five years. In summary, the Department continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, FHWA assigned and the Department assumed all of the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off of the State Highway System within the State of California, except for certain categorical exclusions that FHWA assigned to the Department under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

The California Department of Transportation (Department), as assigned by the Federal Highway Administration (FHWA), is the lead agency under the National Environmental Policy Act (NEPA). The Department is the lead agency under the California Environmental Quality Act (CEQA).

The Department of Transportation (Caltrans) proposes to upgrade pedestrian facilities to comply with the Americans with Disabilities Act (ADA) of 1990, and the California Government Code Section 4450 et seq by upgrading pedestrian facilities to comply with State pedestrian accessibility design standards. The scope of the project includes upgrading non-standard curb ramps and driveways, installing pedestrian push buttons, restriping pavement marking, relocating traffic signals and masts, and constructing new pedestrian and bicycle facilities on both sides of the highway.

There are two “build” alternatives for the proposed project and one “no-build” alternative. Alternatives 1 and 2 vary in the amount of new right-of-way required to build the project.

Alternative 1 proposes to widen the existing facility by approximately 7.6 feet on both sides of the highway. This widening would allow for a facility consisting of two travel lanes in each direction, a center two-way left turn lane, one 5-foot bicycle lane in each direction, full 8-foot shoulders for on-street parking, and a 6-foot sidewalk on both sides of the highway. The bridge over Bishop Creek would need to be widened to accommodate the wider facility. Curb ramps at road intersections and driveways would be newly constructed or reconstructed.

Alternative 2 proposes to work mainly within the existing Caltrans right-of-way to allow for a facility consisting of two travel lanes in each direction, a center two-way left turn lane, one 5-foot bicycle lane in each direction and a 5-foot sidewalk on both sides of the highway. Due to its narrower shoulder width, on-street parking would not be allowed in this alternative. New curb ramps at road intersections and driveways would be reconstructed.

Please see the Alternatives section of this document for a thorough discussion of each alternative.

The proposed project is included in the 2018 State Highway Operation and Protection Program (SHOPP) and is proposed for funding from the 201.361 program (ADA improvements on the National Highway System). It is also included in the 2019 Inyo County Regional Transportation Plan (RTP).

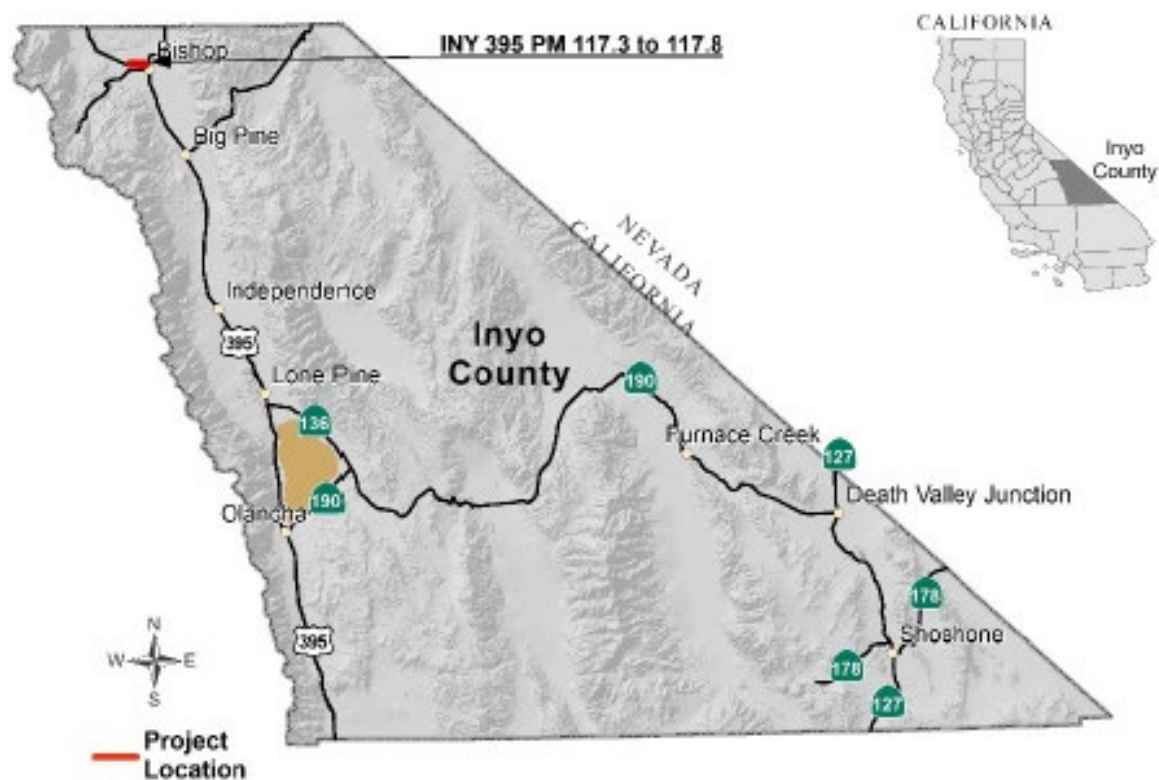


Figure 1 - Project Vicinity Map, County.

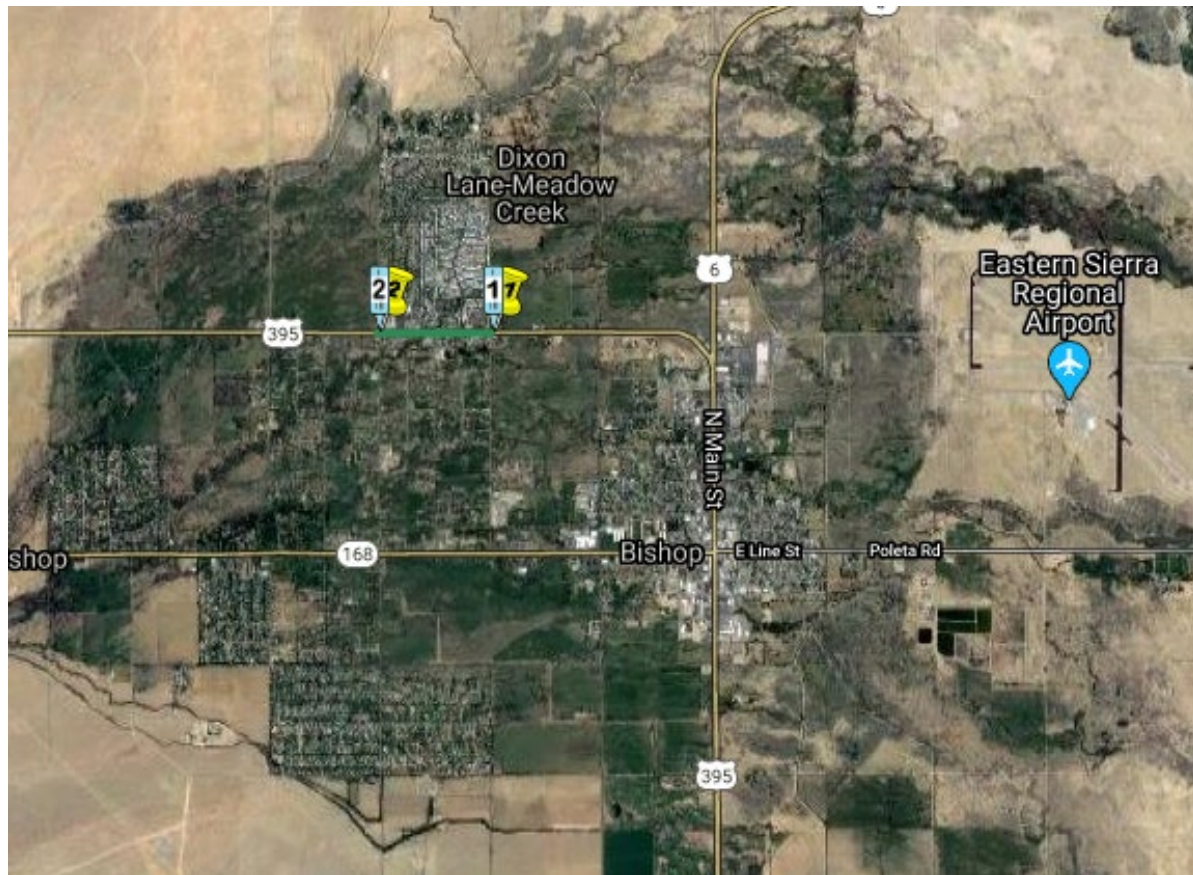


Figure 2 - Project Vicinity Map, City.

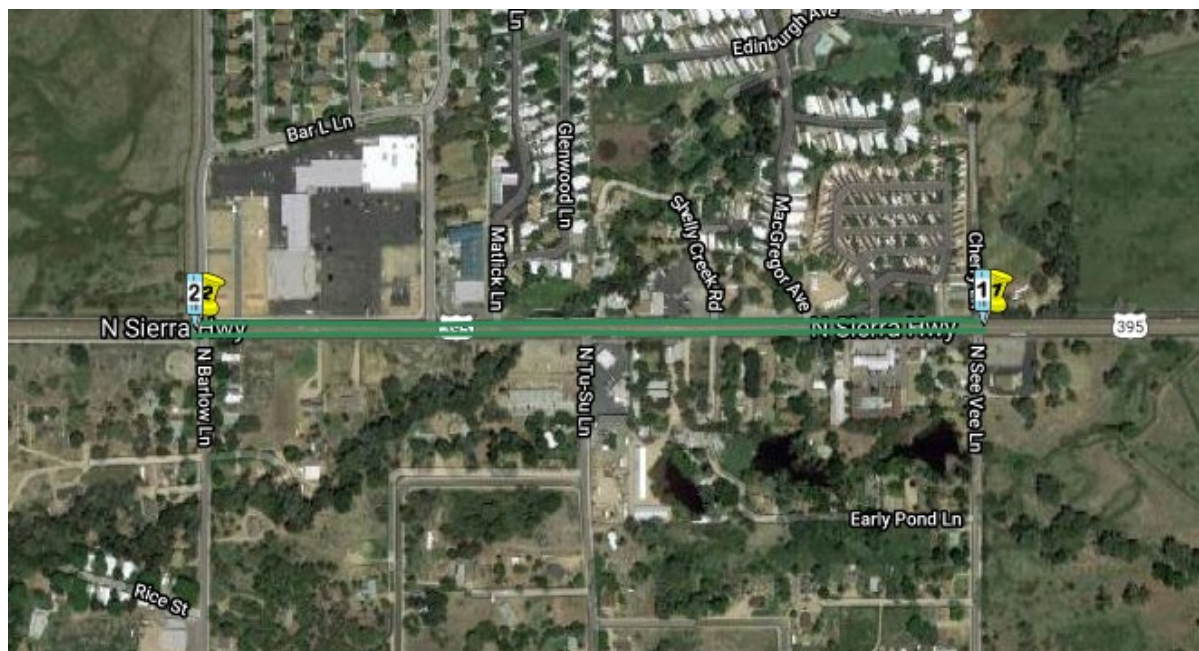


Figure 3 - Project Vicinity Map, Community. Proposed project limits extend on U.S. 395 (North Sierra Highway) from postmile 117.3 (Pin #1) to 117.8 (Pin #2)

Purpose and Need

The project “purpose” is a set of objectives the project intends to meet. The project “need” is the transportation deficiency that the project was initiated to address.

1. The Purpose of the proposed project is to provide ADA-compliant infrastructure and provide a well-defined path of access for pedestrians and non-motorized users of the facility.
2. The Need of the proposed project is twofold. First, the existing pedestrian and bicycle infrastructure are discontinuous and ill-defined due to spot development along this urban corridor. Where existing sidewalks, curb ramps, and driveways occur, they do not meet current ADA requirements. Second, multi-modal connectivity between the community and adjacent infrastructure is either poor or absent; leaving pedestrians and bicyclists without defined paths of travel. Unclear paths of travel can lead to driver confusion and conflict points between vehicles, pedestrians and bicyclists.

Independent Utility and Logical Termini

Federal Highway Administration (FHWA) regulations (23 Code of Federal Regulations [CFR] 771.111 [f]) require that the action evaluated:

1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope.
2. Have independent utility or independent significance (be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made).
3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The proposed project has Logical Termini as it begins and ends at reasonable limits of the urbanized area along North Sierra Highway where traffic conflicts have been recorded and the non-standard facilities currently exist (Figure 2). The proposed project has Independent Utility as no other transportation improvements would be necessary to achieve the benefits of the proposed project and no reasonably foreseeable future transportation improvement projects would be restricted.

Project Description

This section describes the proposed action and the project alternatives developed to meet the purpose and need of the project, while avoiding or minimizing environmental impacts. The alternatives are: Alternative “1,” Alternative “2,” and the “No-Build Alternative.”

The project is located in Inyo County on Route 395 from North See Vee Lane (postmile 117.3) to North Barlow Lane (postmile 117.8). The total length of the project is approximately 0.5 mile. Within the limits of the proposed project, Route 395 is a conventional four-lane highway with two mixed-flow lanes in each direction divided by a center two-way left turn lane. The facility is currently striped with a median, lanes and shoulders of variable widths. The center turn lane varies from 10 to 12 feet wide, the travel lanes are 11 to 12 feet wide, and the shoulders vary from 6 to 8 feet wide. Shoulders at the North Fork Bishop Creek Bridge (Bridge No. 48-0016) are approximately 6 feet wide. Through the project limits U.S. 395 is commonly referred to as “North Sierra Highway” and/or the “Meadow Farms” area. The posted speed limit is 35 mph.

The corridor is partially improved with existing pedestrian facilities, however not all facilities meet current Americans With Disabilities Act (ADA) standards, and there are gaps where sidewalks do not exist. On the north side of the highway, sidewalks, curbs and street gutters exist between the Bishop Creek Bridge and North Barlow Lane except for a sidewalk gap between the bridge and Matlick Lane (approximately 160 feet, Figure 4). On the south side of the highway there are approximately 130 feet of sidewalks, curbs and street gutters extending south from the Chevron gas station at Tu Su Lane. Existing sidewalks on both sides of the highway can vary in width from 4 to 10 feet.



Figure 4 - Sidewalk gaps on north (right) and southbound sides of U.S. 395 at Bishop Creek Bridge.

The purpose of the project is to upgrade the highway to current ADA design standards and provide a well-defined path of access for pedestrians and non-motorized users of the facility.

Alternatives

1. Project Alternatives

- a. There are two proposed “Build” alternatives, and one “No-build” alternative. The Build alternatives are named “Alternative 1” and “Alternative 2”, and the no-action alternative is called “No-build”.

i. Common Design Features of the Build Alternatives

Major common features on both Alternative 1 and Alternative 2 are pavement striping for a 12-foot wide two way left turn lane (TWLTL), two 11-foot wide travel lanes in each direction (total of four lanes of travel), and a 5-foot wide Class II bicycle lane in each direction. Both alternatives also include a proposed pedestrian-activated beacon or signal and painted crosswalk near postmile 117.5 by Mahogany Smoked Meats (2345 North Sierra Highway). The crosswalk would provide a pedestrian crossing at the

approximate midpoint between the two nearest existing crossings of U.S. 395; See Vee Lane and Rocking W Drive. Caltrans traffic engineers will investigate the feasibility of adding a pedestrian refuge (i.e. island) within the center lane during the design phase of the project. A protected bus turnout area is proposed for both alternatives near the south eastern portion of the Bishop Plaza parking lot between Rocking W Drive and Barlow Lane (Figure 5). The turnout would allow Eastern Sierra Transit buses and shuttles to stop outside of the northbound travel lane for passenger pickup/drop off. Creation of the bus turnout is not expected to require removal of existing parking spaces from the Bishop Plaza lot.



Figure 5 - Approximate location of proposed Eastern Sierra Transit bus turnout on North Sierra Highway.

Minor common features include new curb ramps constructed at all road intersections including Barlow Lane, Rocking W Drive, and Tu Su Lane. The existing crossing across U.S. 395 at See Vee Lane is signal-activated in conjunction with traffic signal timing. Curb ramps at this intersection would be corrected or replaced as needed to meet current ADA standards. The crosswalk along U.S. 395 at Rocking W Drive (between O'Reilly Auto Parts and Bishop Plaza lot) would be painted under this project but would not include a pedestrian-activated beacon or signal.

Facility drainage improvements proposed in both build alternatives include replacing approximately 1,200 feet of underground corrugated steel stormwater piping on the north side of U.S. 395 from Barlow Lane to Bishop Creek. This culvert is the responsibility of the Bishop Creek Water Association (BCWA), although the water being transported is owned and controlled by Los Angeles Department of Water and Power (LADWP). New or upgraded drop inlets and drain pipes at various intersections would be needed to convey the concentrated flows developed by the expanded sidewalks, curbs and gutters.

This project contains a number of standardized project measures which are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are addressed in more detail in the Environmental Consequences sections found in Chapter 2.

ii. Unique Features of Build Alternatives

Alternative 1 – Expansion of Existing Facility

Alternative 1 is the broadest alternative in terms of scope, footprint, and cost. It provides the largest facility widths for all users, including full recommended design widths for all shoulders, bicycle lanes and sidewalks. This alternative would result in a facility consisting of a four-lane highway with four 11-foot travel lanes (two in each direction), one 12-foot center two way left turn lane, one 5-foot Class II bicycle lane in each direction (two total), an 8-foot highway shoulder with allowed on-street parking, new curbs and gutters, and a 6-foot sidewalk on each side.

To accommodate the widened facility in Alternative 1, approximately 7.6 feet of new right-of-way would need to be acquired on both sides of U.S. 395 throughout the project area. Slight additions in right-of-way beyond the 7.6 feet may be needed at specific locations behind driveway entrances, at curb ramps, and to install traffic signal control device cabinets.

Due to the acquisition of right-of-way allowing full 8-foot highway shoulders outside of the bicycle lanes, vehicle parking will be allowed on U.S. 395 under this alternative, and no off-street parking lot is proposed.

All adjacent utility poles (21 total) would be relocated to a position behind the back of the new 6-foot sidewalk. The majority of these poles are located on the southbound side of the highway and would need to be relocated approximately 8-10 feet from their current positions. Several business signs and billboards likely will also need to be relocated, and some trees will need to be trimmed or removed to provide clearance from the power lines. Signs which likely will conflict with the utility lines or expanded sidewalks and require relocation include, but are not limited to, Astorga's, A&L Tire, Wave Rave, Chevron and three large billboards located on Bishop Paiute Tribal lands between Tu Su and Barlow Lanes.

To accommodate the wider facility, the bridge crossing over the North Fork of Bishop Creek would need to be widened (Figure 4) but would not require additional right-of-way acquisition. The existing bridge would be widened by installing two piles on each side, converting the existing sidewalks to Class II bicycle lanes, and moving the pedestrian sidewalks outside of the travel lanes onto the widened portion of the bridge. The pedestrian path would be separated from the vehicle travel lanes by a concrete barrier for safety.

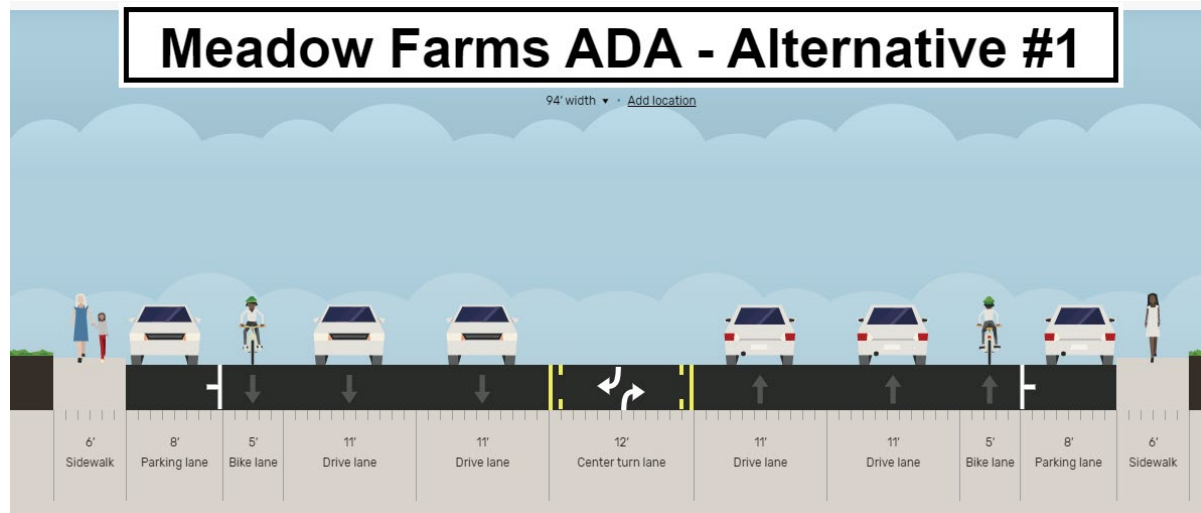


Figure 6 - Alternative 1 conceptual cross-section

Alternative 2 – Build Within Existing Facility

Build Alternative 2 proposes to construct ADA-compliant facilities mostly within the existing Caltrans right-of-way. Like Alternative 1, Alternative 2 includes four 11-foot lanes (two in each direction), however it has narrower shoulders and sidewalks than Alternative 1. This alternative proposes two 11-foot travel lanes in each direction, a combination 5-foot shoulder/Class II bicycle lane, a 12-foot center two way left turn lane (TWLTL), new or upgraded curbs and gutters, and a 5-foot sidewalk on each side of the highway.

New Caltrans right-of-way acquisition is generally not required to construct this facility but may be needed at specific locations for sidewalks behind driveway entrances, signal control facilities, and the bus turnout described previously.

Due to the narrower facility, the highway shoulders and Class II bicycle lanes are combined, which requires prohibiting on-street vehicle parking along U.S. 395. As described previously, and analyzed under Parking Impacts, one of two potential off-street parking lots are proposed to be developed under Alternative 2. Alternative 1 would allow on-street parking which would account for the loss of parking spaces and would not require an off-street parking lot.

All existing utility poles on the south side of the project would remain in their current locations, however the construction of sidewalks may require relocating some business signs, billboards, etc. Some minor utility lines and underground water or sewer lines may need to be relocated or adjusted.

The existing bridge over the North Fork of Bishop Creek would not be widened under this alternative. Survey data has verified that the bridge currently has enough width to accommodate the lanes and shoulders described above.

Meadow Farms ADA - Alternative 2

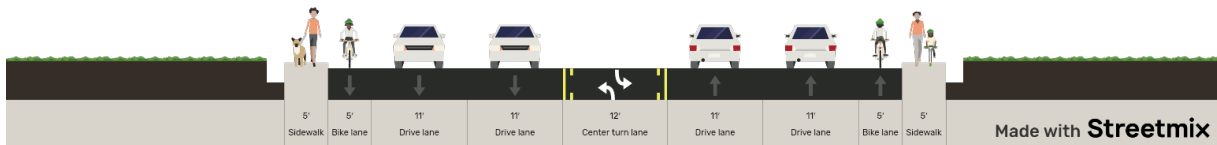


Figure 7 - Alternative 2 conceptual cross-section

Since the 5-foot highway shoulder would also be used as a bicycle lane, Alternative 2 would not allow on-street parking along US 395. This alternative proposes to purchase and develop one of two land parcels within the project area for public off-street parking. Under the proposed project, Caltrans would purchase one of these properties and grade, pave, and paint parking spaces. After the project has finished, Caltrans would either transfer ownership and maintenance responsibilities to Inyo County or retain ownership of the lot under the Park Ride Program. Existing through access to auxiliary properties on Shelly Creek Rd. (Parking Area #1, Figure 6), or Early Pond Lane (Parking Area #2, Figure 7) would be maintained with either of the new proposed parking lots.



Figure 8 - Proposed Public Parking Area #1; located on northbound U.S. 395 near Mahogany Smoked Meats



Figure 9 - Proposed Public Parking Area #2; located on southbound U.S. 395 between Wave Rave Outlet and Petite Pantry

No-Build (No-Action) Alternative

The “no-build” alternative under consideration would not build the proposed project and would leave the facility in its existing condition.

Existing pedestrian and bicycle infrastructure are discontinuous and ill-defined at some locations in the project area due to spot development along this urban corridor. Existing sidewalks, curb ramps and driveways do not meet current ADA requirements. Multi-modal connectivity between the community and adjacent infrastructure is either poor or absent, leaving pedestrians and bicyclists without defined paths of travel. The No-Build Alternative would leave the facility in its existing condition and would not meet the purpose and need of the proposed project. No other sidewalk projects are currently planned within the project limits.

2. Comparison of Alternatives

Project Feature	Alternative 1	Alternative 2	No-Build Alternative (Existing Condition)
Vehicle Travel Lanes	4 lanes, each 11-foot wide, 2 lanes in each direction	4 lanes, each 11-foot wide, 2 lanes in each direction	4 existing lanes vary from 11 to 12 feet wide, 2 lanes in each direction

Project Feature	Alternative 1	Alternative 2	No-Build Alternative (Existing Condition)
Center Two-way Left Turn Lane (TWLTL)	1 TWLTL, 12-foot wide	1 TWLTL, 12-foot wide	1 TWLTL exists, width varies from 10 to 12 feet wide
Sidewalks	6-foot wide sidewalks on both sides of highway	5-foot wide sidewalks on both sides of highway	Sidewalks are intermittent and disconnected. Vary in width but less than 6-feet wide
Highway Shoulders	8-foot wide shoulders on both sides of highway	5-foot wide shoulders, mixed use with bicycle lane	Shoulders vary in width from 6 to 8 feet wide
Bicycle Lane	Designated Class II lane, 5-feet wide, 1 lane in each direction	Class II lane combined with 5-foot highway shoulder, 1 lane in each direction	No bicycle lane designated, cyclists use highway shoulder
On-Street Parking	Dedicated 8-foot parking lane along US 395 marked and allowed	Not allowed due to combined bicycle lanes and shoulders	On-street parking along US 395 and nose-in on-street parking partially within Caltrans right of way currently occurs and intermittently used
Off-Street Parking	No additional off-street parking required due to 8-foot dedicated parking lane	One of two lots are proposed to be developed by Caltrans	Various business lots, some of which occur within existing Caltrans right-of-way, and side streets
New Right-of-Way Required	Approximately 7.6 feet on each side of highway throughout project limits. Slightly more may be needed at various locations to conform sidewalks, driveways, curb	Not required throughout project limits. Some needed at various locations to conform sidewalks, driveways, curb ramps and add	No right-of-way required

Project Feature	Alternative 1	Alternative 2	No-Build Alternative (Existing Condition)
	ramps and add signal control devices	signal control devices	
Utility Relocations	Approximately 21 utility poles will need relocation. Various underground lines as needed	Generally not required. Some minor lines may need relocation as needed	No relocations
Business Sign Relocations	Various business signs will need to be relocated to accommodate wider facility and relocated utilities	Generally not required	No relocations
Designated Bus Turnout	Yes, near Bishop Plaza parking lot	Yes, near Bishop Plaza parking lot	No
North Fork Bishop Creek Bridge Widening	Bridge would be widened by installing concrete pilings in creek. Existing sidewalks removed and converted to bicycle lanes. Pedestrian paths separated by concrete barriers	Bridge would not be widened.	Bridge would not be widened
Meets Project Purpose and Need	Yes	Yes	No
Current Project Cost Estimate (Capital Support, Construction and Right-of-Way)	\$16,692,000	\$15,343,406	\$0

3. Identification of a Preferred Alternative

At this time, Caltrans has not identified a preferred alternative. This decision will be made after consideration of public comments. After the public circulation period, all comments will be considered, and the Department will select a preferred alternative and make the final determination of the project's effect on the environment. Under the California Environmental Quality Act (CEQA), if no unmitigable significant adverse impacts are identified, the Department will prepare a Negative Declaration (ND) or Mitigated ND.

Similarly, if the Department, as assigned by the Federal Highway Administration (FHWA), determines the National Environmental Policy Act (NEPA) action does not significantly impact the environment, the Department will issue a Finding of No Significant Impact (FONSI).

Selection of a preferred alternative is anticipated on or before October 1, 2020.

4. Alternatives Considered but Eliminated from Further Discussion

The Project Initiation Document (PID) discussed four possible "Build" Alternatives. Two of these were rejected as they had improvements and impacts which were somewhere between the two current Build Alternatives (Alternatives 1 and 2). The current Build Alternative 1 was identified as Alternative 3 in the PID, and current Build Alternative 2 was identified as Alternative 4 in the PID. They were renamed to Alternatives 1 and 2 after the other alternatives were eliminated from the project.

The first eliminated alternative (originally identified as Alternative 1) would have included approximately 4.6 feet of new right-of-way on both sides of the highway, four 12-foot travel lanes, a 12-foot center TWLTL, median, 8-foot shoulders, a Class II bicycle lane, and 6-foot sidewalks on both sides of the highway. On-street parking would not have been provided. This alternative would have required bridge widening and utility relocations.

The second eliminated alternative (originally identified as Alternative 2) would have included approximately 1.6 feet of new right-of-way on both sides of the highway, four 12-foot lanes, a 12-foot center TWLTL, 5-foot shoulders, accommodation for a Class II bicycle lane and a 6-foot sidewalk on both sides of the highway. This alternative would have required bridge widening and utility relocations. Shoulder widths would have been narrower than the highway north and south of the project limits.

These two alternatives were eliminated from formal consideration for the project as their impact areas varied in width between those of the alternatives still under consideration. The Caltrans project development team decided that studying the alternative with the smallest impact area (current Alternative 2) and the largest impact area (current Alternative 1) would be sufficient to analyze all potential impacts and facility benefits. After public circulation and comments, if specific impacts are identified and must be avoided by altering design widths at certain locations, a hybrid version of current Alternatives 1 and 2 may be chosen. Due to this, a formal analysis of the rejected alternatives was not deemed necessary.

Permits and Approvals Needed

The following permits, licenses, agreements, and certifications (PLACs) are required for project construction:

Agency	PLAC	Status
United States Army Corps of Engineers	Section 404 Permit for filling or dredging waters of the United States.	Section 404 Permit application will be submitted after approval of the Final Environmental Document (FED). Permit issuance anticipated prior to November 2023
California Department of Fish and Wildlife	1602 Agreement for Streambed Alteration	Application for 1602 permit expected after FED approval. Permit issuance anticipated prior to November 2023
California Water Resources Board, Lahontan Regional Water Quality Control Board	401 Certification/Waste Discharge Requirements Document	Application for Section 401 permit expected after FED approval. Permit issuance anticipated prior to November 2023
California Transportation Commission	CTC vote to approve funds	Following the approval of the FED, the California Transportation Commission will be required to vote to approve funding for the project. CTC vote anticipated in December 2020
Inyo County	Potential agreement for ownership and maintenance of parking lot (Alternative 2 only)	Initial conversations with Inyo County staff have occurred and will be continued through public comment period.

Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

TOPICS CONSIDERED BUT DETERMINED NOT TO BE RELEVANT

As part of the scoping and environmental analysis carried out for the project, the following environmental issues were considered but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document.

Air Quality

The proposed project is exempt from conformity analysis per 40 CFR 93.126 as the activities are included under the code in “Table 2 – Exempt Projects”, including shoulder improvements, pavement resurfacing, and widening narrow pavements without adding additional travel lanes. Caltrans standard air quality specifications such as emissions control devices, equipment idling times, and dust control will be implemented. Short-term degradation of localized air quality due to construction dust may occur but will be minimized by these standard specifications. *Air, Noise, Water and Hazardous Waste Clearance Memo and Clearance Memo Revision 1; March 2020*

Biological Resources (Habitats and Natural Communities)

No habitats and natural communities of special concerns were identified during biological resource surveys. Special-status animal species and their habitats are discussed under Biological Resources – Animal Species. *Natural Environment Study – Minimal Impacts and Biological Resources Amended Scoping Report; February 2020*

Biological Resources (Plant Species)

No special-status plant species were identified during botanical surveys performed in June 2019 and are not expected to occur within the project limits during construction. Standard practices to prevent introduction and spread of invasive plant species will be implemented if revegetation is required. *Natural Environment Study – Minimal Impacts and Biological Resources Amended Scoping Report; February 2020*

Biological Resources (Threatened and Endangered Species)

Species lists obtained from the U.S. Fish and Wildlife Service indicated three species protected under the Federal Endangered Species Act may occur within the project vicinity. These listed species; Lahontan Cutthroat Trout, Owens Pupfish, and Owens Tui Chub, were not identified during field surveys and are not known to occur within the immediate project area. There will be No Effect from either build alternative on any federally-listed species. No species listed under the California Endangered Species Act are known to occur within the project area and therefore none will be impacted by either build alternative of the proposed project. No essential fish habitat under the Magnuson-Steven Fishery Conservation and Management Act occur in or near the project area, therefore no consultation with the National Marine Fisheries Service was required. *Natural Environment Study – Minimal Impacts and Biological Resources Amended Scoping Report; February 2020*

Coastal Zone

There will be no effects to coastal resources because the project is not located within the coastal zone.

Community Facilities and Emergency Services

No community facilities or emergency service stations occur within the project limits. Facilities and service stations outside of the project limits will not be affected during construction as standard

traffic control measures will be implemented which allow emergency vehicle access. Preconstruction public notices will be distributed to allow community members to take alternate routes or plan for slight delays during construction activities. *Community Impacts Analysis; July 2019*

Economic Conditions

The build alternatives are not expected to be a major factor in changes or expansion of the regional economy. Better pedestrian and bicycle access throughout the corridor and the potential for new off-street parking lots may promote increased walking and biking to local businesses, however this is not expected to directly result in significant new business investments or housing developments in the area. *Community Impacts Analysis; July 2019*

Energy

The proposed project will not induce substantial energy use above existing conditions. Any lighting elements included in the project will adhere to all Inyo County ordinances. The proposed project is not a capacity-increasing project and will not reduce in increased fuel consumption.

Floodplains

There will be no effects to the 100-year floodplain because the project is not located within a 100-year base floodplain. According to the FEMA Flood Insurance Rate Map 06027C0095D, the project area is located in an “area of minimal flood hazard”.

Farmlands

No Farmlands designated as prime, unique, or farmland of statewide or local importance under the Farmland Protection Policy Act occur within the proposed project limits. No lands under the Williamson Act occurs in Inyo County. *Community Impacts Analysis; July 2019*

Growth

Growth in Bishop and Inyo County has been relatively minor over the past twenty years. From 2000 to 2019, the County’s population grew by 2.89%, and the City’s by 9.06%. The proposed facility improvements would make the project area incrementally more attractive to residents and visitors, but these factors are not likely to be a major factor in decisions to live or start businesses in the area as availability of empty lots for housing and businesses is limited. *Community Impacts Analysis; July 2019*

Paleontology

No significant paleontological resources have been previously discovered in or near the proposed project area. Due to this and the limited depth of excavation anticipated, there will be no impacts to paleontological resources. *Paleontological Resources Identification Report; March 2020*

Parks and Recreation

There are no public parks or recreational facilities along the project segment within the project’s impact area. *Community Impacts Analysis; July 2019*

Population and Housing

The build alternatives do not involve construction of new housing or displacement of existing residents. There would be no change in the resident population of the census tracts along the project segment as a result of this project. *Community Impacts Analysis; July 2019*

Timberlands

No Timberlands protected under the California Timberland Productivity Act (TPA) of 1982 occur within the proposed project area. *Community Impacts Analysis; July 2019*

Utilities

Alternative 1 would require relocating approximately 21 utility poles, and Alternative 2 would not require relocating utility poles but may require minimal utility line relocations. Both alternatives may require relocating various underground telephone and other utility lines. All relocations would occur in coordination with utility and emergency service providers to minimize any potential impacts to residents and emergency services. Potential impacts to other environmental resources from utility relocations are discussed in the appropriate resource sections. *Community Impacts Analysis; July 2019, Meadow Farms Draft Project Report; March 2020*

Noise

The proposed project is considered a Class III project under 23 CFR 772.7(a), and therefore does not require a noise analysis. Any noise generated by the project will be temporary during construction activities and will adhere to all standard specifications for noise control as well as City and County ordinances. The post-project facility would not generate more noise than existing conditions. *Air, Noise, Water and Hazardous Waste Clearance Memo and Clearance Memo Revision 1; March 2020*

Section 4(f)

There are no historic sites, parks and recreational resources, wildlife or waterfowl refuges, which meet the definition of a Section 4(f) resource, within the project vicinity. Therefore, this project is not subject to the provisions of Section 4(f) of the Department of Transportation Act of 1966. *Historical Resources Evaluation Report for Meadow Farms ADA Project, Bishop, Inyo County, California. Prepared by Parsons Environmental for Caltrans. March 2020. Historic Properties Survey Report for Meadow Farms ADA Project, Bishop, Inyo County California. Caltrans. March 2020.*

Visual/Aesthetics

Neither Alternatives 1 or 2 would result in a significant noticeable change in the physical characteristics of the environment or community. *Meadow Farms Visual Questionnaire; January 2020*

Water Quality

Contamination of any surface waters will be avoided by implementing all appropriate standard Best Management Practices (BMPs) as outlined in the National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit and Construction General Permit. Depending on the area of disturbance, the construction contractor will be required to submit either a Water Pollution Control Program (WPCP) or Stormwater Pollution Prevention Plan (SWPPP) which outlines how they will meet all required water quality standards during construction. Caltrans will ensure compliance through standard stormwater inspections. Standard water treatment devices such as oil water separators or bioswales will be implemented into the project during the design phase of the project if needed to treat runoff from the road. A Lahontan Regional Water Quality Control Board 401 permit and US Army Corps of Engineers 404 permit will be required prior to

project construction. *Air, Noise, Water and Hazardous Waste Clearance Memo and Clearance Memo Revision 1; March 2020. Natural Environment Study – Minimal Impacts and Biological Resources Amended Scoping Report; February 2020*

Wild and Scenic Rivers

There are no waterways listed under the Wild and Scenic Rivers Act (1968) in or adjacent to the proposed project area. National Wild and Scenic Rivers System, March 2020, <https://www.rivers.gov/>

Wildfire

The proposed project is not located within or near a State Responsibility Area Very High Fire Hazard Severity Zone as mapped by the California Office of the State Fire Marshal (CAL FIRE). The proposed project is located in a Local Responsibility Area. CAL FIRE has determined that Inyo County has no Very High Fire Hazard Severity Zones in any Local Responsibility Area as of March 2020.

Human Environment

EXISTING AND FUTURE LAND USE

1. A Community Impacts Analysis was performed for Caltrans in July 2019. The data and analyses in the subsequent Human Environment sections are based on the results of this study unless otherwise noted.

In the project study area, US 395 has an existing right-of-way (ROW) width of 80 feet, except at the North Fork Bishop Creek bridge where it widens to accommodate a drainage easement on both sides of the highway. The existing ROW has a painted median, four travel lanes, and paved or dirt shoulders. The proposed project would occur on U.S. 395 from postmile 117.3 (North See Vee Lane) and postmile 117.8 (North Brockman Lane). To assess potential community impacts, a larger study area was chosen. The environmental study limits extend along U.S. 395 from postmile 116.4 to 118.7 and laterally into adjacent neighborhoods (Figure 8). Land north of US 395 and south of US 395 west of North Brockman Lane and between North Tu Su Lane and North See Vee Lane are within Inyo County (63 percent of project study area). Land south of US 395 between North Brockman Lane and Tu Su Lane are within the Bishop Paiute Reservation (15 percent of project study area). Land south of US 395 between North See Vee Lane and SR 6 are within Bishop (22 percent of project study area). Figure 8 shows the boundaries between Inyo County, Bishop, and the Bishop Paiute Reservation.

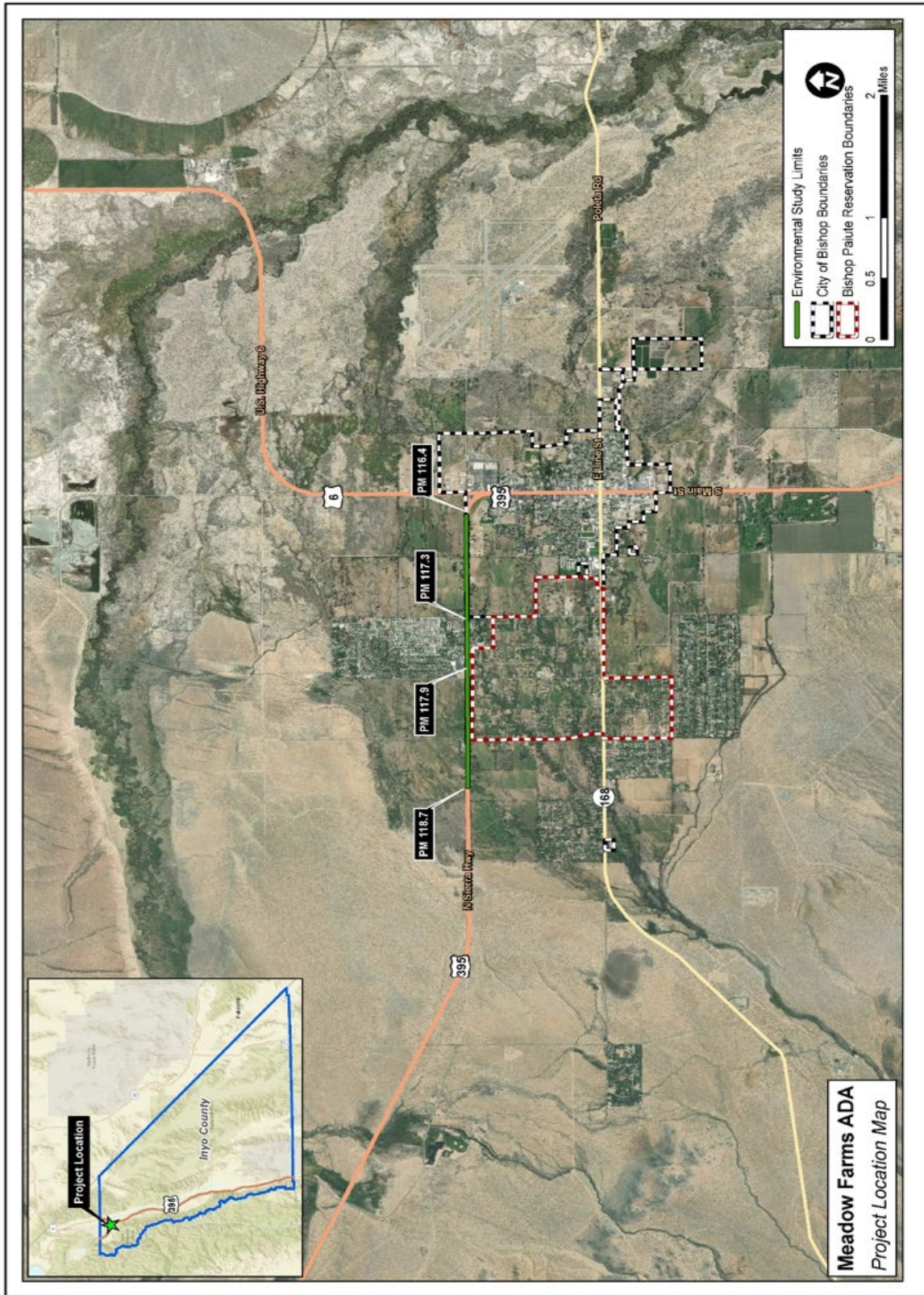


Figure 10 - Project Location Map with City, County, and Tribal Boundaries

AFFECTED ENVIRONMENT

Existing Land Uses

A mix of residential, including single-family residences, a multi-family apartment building, and mobile homes, and commercial land uses that typically serve visitors who travel through the project segment (e.g., restaurants, auto shops, retail stores, and recreational vehicle [RV] park) and undeveloped land are present along US 395 between North See Vee Lane and North Barlow Lane.

Approximately 52 percent of the land within the project study area is owned by the Los Angeles Department of Water and Power (LADWP), within Inyo County and Bishop. This includes parcels north of US 395 west of North Barlow Lane and south of US 395 west of North Brockman Lane and parcels north and south of US 395 east of North See Vee Lane. Existing land uses west of North Barlow Lane and south of US 395 include an RV and boat storage, vacant land, the Paiute Palace Casino, Paiute Palace Gas Station, single-family homes, and vacant land within the Bishop Paiute Reservation, which covers approximately 15 percent of the project study area.

Development Trends and Future Land Uses

Development and growth in the Bishop area, which includes the City of Bishop and surrounding urbanized areas, are largely in response to the demands for goods, services, and facilities generated by visitors who come for various recreational activities in the area and by residents.

LADWP-owned land is expected to remain as grazing land. There are no specific development plans for vacant lands owned by the Bishop Paiute Tribe. The residential tract at the northeast corner of US 395 and North Barlow Lane includes vacant lots that are expected to be developed with an additional 18 single-family residences as approved by Inyo County (County). Other vacant lots within the project study area may also be developed in accordance with applicable County and City of Bishop (City) land use regulations. Review of development proposals at the City and County planning departments and of infrastructure projects at the City and County public works departments have identified planned and foreseeable projects within the project study area. Many of the County projects are roadway improvements that are currently unfunded, including modifications to the Wye Road, Main Street/US 6 and US 395 intersection, just east of the project segment. The signal at the intersection of US 395 and North See Vee Lane was recently installed, and the Sierra Green store at 1275 Rocking W Drive was constructed in 2019.

Proposed infrastructure projects within the project study area in Bishop are listed in Table 1. Several City projects are also currently unfunded. The Bishop Paiute Tribe is also planning an expansion of the Paiute Palace Casino and construction of an 80-room hotel and a retail center within the Reservation boundaries.

Table 1 - City of Bishop Projects within Project Study Area

Project	Work Description	Status
Landscaping	Plant landscaping materials in various locations	Currently ongoing started in 2019
Storage Tank Rehabilitation	Modify and rehabilitate storage tanks throughout the city	Planned for 2023–2024
North Sierra Highway Water Line	Drainage improvements along North Sierra Highway	Planned for construction in spring 2020
Spruce, Hanby, Yaney Sidewalk Project	Sidewalks on Spruce, Hanby, and Yaney streets	Planned for construction in spring 2020
Diaz to School Path	Construct path on Diaz Lane to elementary schools	Unfunded, construction at least 5 years out
Bike Path Rehabilitation	Reconstruct bike path between Sierra Street and North Sierra Highway	Unfunded, construction in 2022 or later
Sierra Street Sidewalk	Construct sidewalk along the north side of Sierra Street between Main and Home streets	Waiting for funding, construction at least 5 years out
Bishop to Chalk Bluffs Path	Improve highway and water crossings at Sierra Street to Chalk Bluffs Road along Bishop Canal	Waiting for funding, construction at least 10 years out
Sierra Street Extension	Extend Sierra Street to See Vee Lane	Waiting for funding, construction at least 10 years out
Wye Road Widening	Widen road to five lanes	Conceptual stage

Aside from these development and infrastructure projects and the proposed project, the North Sierra Highway Corridor Plan has identified several early, near-term and long-term improvements for the North Sierra Highway Corridor. These include new traffic signals, off-street multi-use trails, landscaping in clear zones, pedestrian and roadway lighting, wayfinding and signage, bicycle racks, benches and street furniture, new streets and extensions, gateway features, public or shared parking areas, transit user intelligent transportation system (ITS), autonomous vehicle paratransit and ride-matching service, and undergrounding of overhead utilities. In addition, modification of the junction of Wye Road, US 6, and Main Street with signalization or construction of a roundabout is being explored.

ENVIRONMENTAL CONSEQUENCES

Alternative 1

Alternative 1 would not conflict with the land use designations in the Inyo County General Plan and the Bishop General Plan. In addition, no conflict with the zoning of parcels in Inyo County and Bishop would occur with this alternative. While Alternative 1 would require partial acquisition of land along US 395 to construct the project, no building demolition or changes in existing or planned land uses would occur along the project segment. Decreases in the front yard setbacks between existing buildings and the highway ROW would occur, but no buildings would be demolished, and no dwelling units or businesses would be displaced by Alternative 1. The use of LADWP grazing land at the southeast corner of US 395 and North See Vee Lane as a retention/detention basin would still retain the use of this area for grazing.

While the area of developable lands would slightly decrease along the project segment, there would be no substantial changes in existing land uses in Inyo County, Bishop, or the Bishop Paiute Reservation; however, land acquisition of Reservation lands would require approval from the Bishop Paiute Tribal Council and the Bureau of Indian Affairs (BIA).

Temporary land use impacts would be limited to construction and staging activities; however, such short-term activities are not anticipated to result in land use conflicts with existing commercial and residential uses in the area. Staging areas would be located on vacant land and existing parking areas, which would revert to prior uses after construction. Short-term restrictions to access to properties and disturbance of landscaped areas would cease and would be restored after project construction is completed. Maintenance of access to individual properties would also be ensured during construction.

Future development projects and infrastructure improvements on areas along US 395 would not preclude the implementation of Alternative 1.

Alternative 2

Alternative 2 would not conflict with the land use designations in the Inyo County General Plan and the Bishop General Plan. In addition, no conflict with the zoning of parcels in Inyo County and Bishop would occur with this alternative. Also, minor acquisition (i.e., front setbacks at Highlands RV Park and Bishop Paiute Reservation) under Alternative 2 would not have any impact on existing buildings, and no dwelling units or businesses would be displaced and no changes in existing land uses would occur. Undeveloped land that may be paved for use as public or shared parking lot under Alternative 2 would not conflict with existing and planned land uses.

Similar to Alternative 1, land acquisition of Reservation lands under Alternative 2 would require approval from the Bishop Paiute Tribal Council and the BIA. Temporary land use impacts would be limited to construction and staging activities along the 0.5-mile-long section of US 395 that would be subject to improvement.

Future development projects and infrastructure improvements on areas along US 395 would not preclude the implementation of Alternative 2.

No Build Alternative

No improvements along the project segment would occur under the No Build Alternative. This alternative would have no impacts on land use plans and existing or future land uses along US 395.

AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

The build alternatives would have no substantial environmental impacts to existing or planned land used. No changes in land use would occur because only narrow strips of additional right-of-way would be needed for Alternative 1, and new right-of-way would only be needed at certain locations in Alternative 2. As a result, no avoidance, minimization and/or mitigation measures are proposed.

CONSISTENCY WITH STATE, REGIONAL, AND LOCAL PLANS AND PROGRAMS

Several planning documents have been prepared that address improvements to US 395 and the project segment. These are discussed below.

AFFECTED ENVIRONMENT

State Transportation Plans

Caltrans has completed various studies to improve pedestrian and bicycle access in the Bishop area. These include the 2008 Feasibility Study Report for the Meadow Farms Operational Improvements Project, Project Concept Report (PCR) for the Meadow Farms Pedestrian Facilities & Safety Improvements, and Bishop Area Access & Circulation Feasibility Study. These studies have led to development of the proposed project.

County Transportation Plans

Inyo County 2015 Regional Transportation Plan

The Inyo County 2015 Regional Transportation Plan (RTP) provides a 20-year vision of major transportation improvements and policies for Inyo County. The Inyo County Local Transportation Commission (ICLTC), which serves as the Regional Transportation Planning Agency (RTPA), prepared the plan in coordination with Caltrans to ensure compliance and consistency with other regional planning programs.

The RTP identifies 2013 daily traffic volumes on US 395, including the number of trucks. It states that the project segment operates at Level of Service (LOS) A¹ and would continue to operate at LOS A in the year 2035. It also identifies bicycle facilities in the Bishop area and acknowledged the need for additional pedestrian and bicycle facilities. Included in the RTP's *List of Tribal Transportation Needs* is the lack of sidewalks along North Sierra Highway along the Bishop Paiute Reservation, as well as the lack of controlled crossings (crosswalks) on the highway. It notes that stakeholders, tribal entities, and the public value increased bicycle safety and pedestrian connectivity.

Inyo County Active Transportation Plan

The Inyo County Active Transportation Plan is an update of the Inyo County Collaborative Bikeways Plan, with the addition of a Pedestrian Element, Recreation Trails Element, and Safe Routes to School Element. The purpose of the Inyo County Active Transportation Plan is to encourage increased use of active modes of transportation throughout Inyo County. The plan states that an estimated 1,030 commuters reside in the Dixon-Meadow Creek community, with approximately 4.6 percent of the commuters biking to work and school. The Active Transportation Plan includes several active transportation projects for providing bicycle facilities from US 395 and

¹ LOS is a qualitative measure of roadway and intersection operations. LOS A is the highest quality of service characterized by traffic flowing freely with little to no restrictions on speed or maneuverability.

an alternative route to Bishop schools. Both proposed alternatives would add striped bicycle lanes which connect with existing striped bicycle lanes that end at North See Vee Lane (Figure 9).



Figure 11 - End of existing bicycle lane at North See Vee Lane. Both alternatives would extend the painted bicycle lanes to North Barlow Lane.

Local Land Use Plans

Land use designations are generally established and implemented through a general plan, which serves as the primary planning policy and land use regulation as adopted by the local jurisdiction. Thus, areas along the project segment are regulated by the Inyo County General Plan, the City of Bishop General Plan, the land use regulations of the Bishop Paiute Tribe, and their corresponding zoning ordinances. In accordance with State law, all proposed construction activities should be consistent with applicable land use plans and ordinances.

Inyo County General Plan

The Inyo County General Plan regulates land use and development within the unincorporated areas of Inyo County. The Circulation Element of the General Plan addresses the County's goal for providing transportation systems to meet the need for the efficient movement of people, products, and materials through and within Inyo County. The Circulation Element states that the County supports improvements to US 395 and encourages the continued use of Main Street as

the primary north/south arterial through Bishop. It states that US 395 is planned to have four lanes throughout Inyo County.

The land use designations in the County's Land Use Diagrams for the project study area are shown in Figure 10. The County is in the process of a General Plan Update, but the Draft General Plan would not regulate land use development in the unincorporated areas of Inyo County until it is adopted.

Inyo County Zoning Map

The Inyo County Zoning Map specifies the applicable zoning districts for land within the unincorporated County areas and generally corresponds to the land use designations in the Inyo County Land Use Diagrams. Figure 11 shows the zoning of lands within the project study area, as designated by the Inyo County Zoning Map.

Bishop General Plan

The Bishop General Plan regulates land uses and development within the jurisdictional boundaries of Bishop. The Mobility Element of the General Plan addresses the City's goal for enhancing mobility in and near Bishop. It states that there are traffic concerns at the intersection of US 395, North Main Street/US 6, and Wye Road (east of the project segment), and improvements on Wye Road are needed. The land use designations for the area south of US 395, east of North See Vee Lane, as provided in the Land Use Map of the Bishop General Plan, are shown in Figure 11.

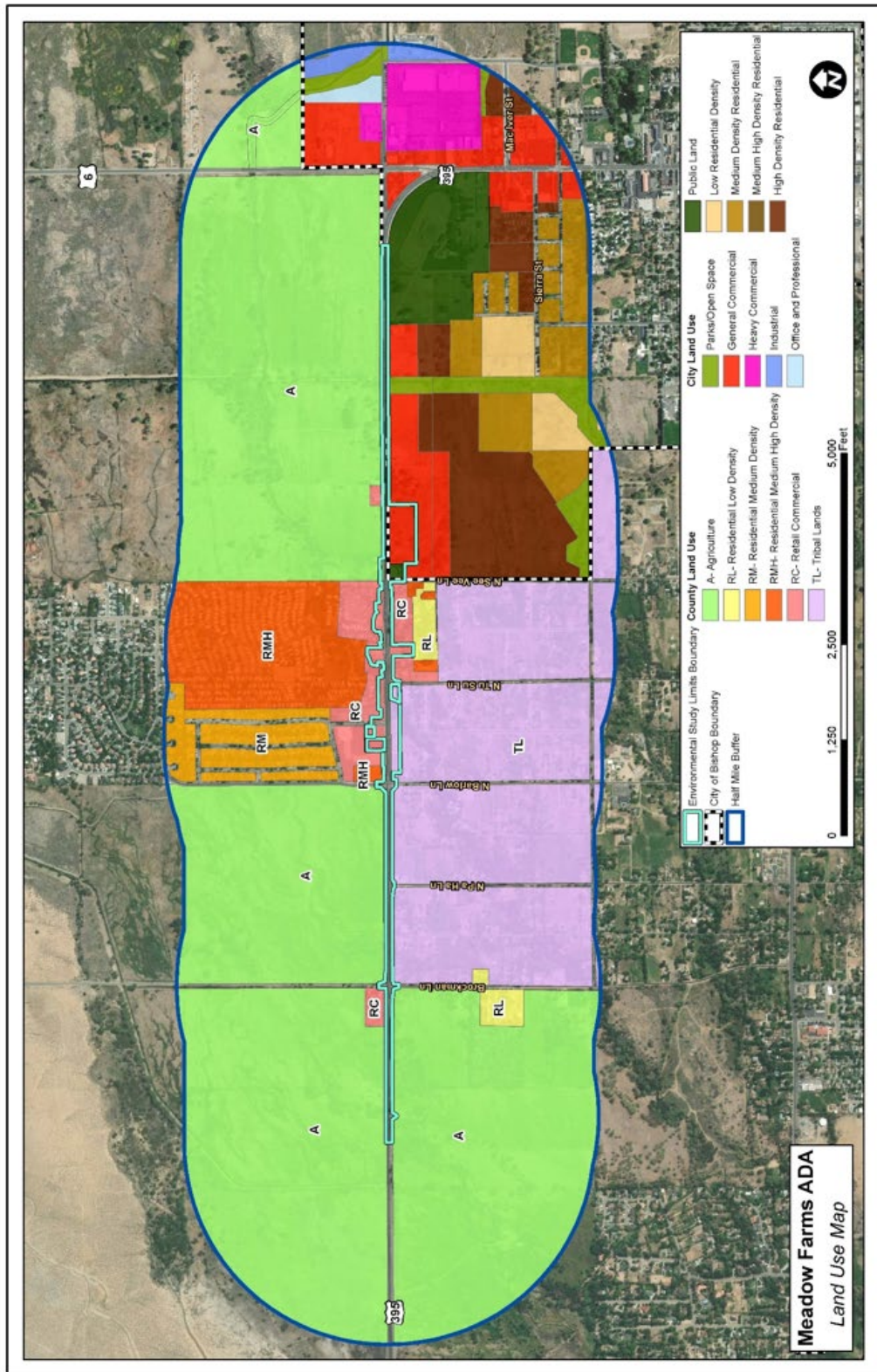


Figure 12 - Project Area Land Use Map

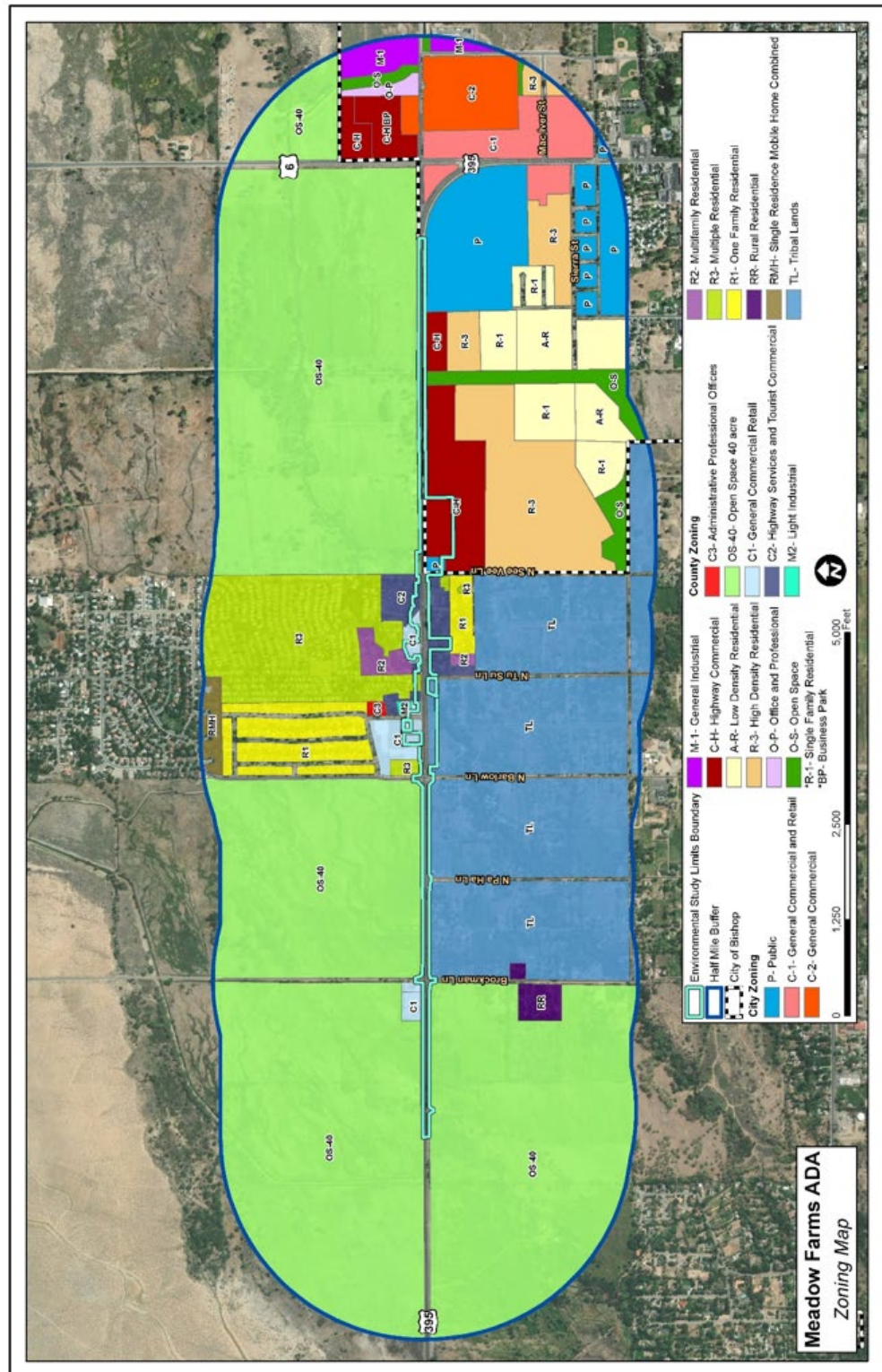


Figure 13 - Project Area County Zoning Map

Bishop Zoning Map

There are no specific land use regulations for land within the Bishop Paiute Reservation; however, the Tribal Council regulates all activities within the boundaries of the Reservation, with land uses and activities by outside entities subject to approval by the BIA. The Tribe also has an environmental policy ordinance for the protection of land, air, water, and other natural resources of the Tribe.

North Sierra Highway Corridor Plan

The North Sierra Highway Corridor Plan (Corridor Plan) contains conceptual design and implementation strategies for a 423-acre area along US 395 from the US 395/US 6/Main Street junction to west of Brockman Lane. The Corridor Plan was intended to meet state and federal goals for multimodal mobility, livability, and sustainability. It sets a priority for sidewalk gap closures on US 395 and adjacent streets for safety and connectivity. It also proposes crosswalks at several street intersections, dedicated bike lanes, multiuse pathways, traffic signals, speed limits, and Eastern Sierra Transit Authority (ESTA) shelters. Street furnishings and landscaping are also recommended to enhance the streetscape. In addition, various improvements are proposed for the Tri-County Fairgrounds/Wye Road opportunity area, including signalization or a roundabout.

North Sierra Highway Plan

The North Sierra Highway Plan builds on the findings of the Corridor Plan and proposes the same near-term improvements on North Sierra Highway (US 395) from the Wye Road/Main Street intersection to west of Brockman Lane. It also serves as a strategic plan and provides a foundation for development of a Specific Plan for the area. This Plan's vision is to emphasize multimodal options and develop public realm enhancements to create an inviting corridor for all users. Thus, it provides recommendations for completing the bicycle and pedestrian network as well as expanding transit services provided by ESTA and improving the junction of US 395, Wye Road, and US 6.

Bishop Reservation Pedestrian and Bicycle Safety Plan

The Bishop Reservation Pedestrian and Bicycle Safety Plan proposes sidewalks on US 395 along the Reservation boundaries and a continuous pedestrian network on streets within and near the Reservation. There are existing sidewalks south of US 395 between North Barlow Lane and Brockman Lane but not east of North Barlow Lane or west of Brockman Lane.

Environmental Consequences

Common to Both Build Alternatives

Alternatives 1 and 2 would improve US 395 through the construction of sidewalks, crosswalks, and bicycle lanes, as well as better-defined driveways, and potential public/shared parking lots. Project consistency with relevant goals and policies in the Inyo County Regional Transportation Plan (RTP) are provided in Table 2. The project is also included in the RTP's 2015 Ten-Year State Highway Operation and Protection Program (SHOPP) Plan.

Table 2 - Project Consistency with RTP

Relevant Goals and Policies	Project Consistency
Goal 2: A transportation system which is safe, efficient, and comfortable, which meets the needs of people and goods, and enhances the lifestyle of the County's residents.	Consistent. The project proposes improvements to pedestrian and bicycle facilities along US 395 to improve accessibility and safety.
Policy 2.2.1: Proper Access. Provide proper access to residential, commercial, and industrial areas.	Consistent. The proposed improvements would add ADA-compliant pedestrian facilities and better-defined driveways to residential and commercial land uses along US 395.
Policy 2.2.2: Minimum Transportation Impacts. Ensure that all transportation projects have a minimum adverse effect on the environment of the County and on regional greenhouse gas (GHG) emissions.	Consistent. The project proposes improvements to pedestrian and bicycle facilities to promote these alternative modes of travel. Increased walking and bicycle use would reduce GHG emissions.
Policy 2.2.4: Coordinate transportation planning with air quality planning at the technical and policy level.	Consistent. The improvement of pedestrian and bicycle facilities on US 395 is anticipated to reduce vehicle use and associated pollutant emissions.
Objective 3.1: Widen US 395 to 4 lanes. Provide a four-lane facility for US 395 in Inyo County by the year 2020.	Consistent. The project segment is currently a four-lane facility and would remain a four-lane facility with the proposed project.
Policy 3.2.1: Improve State Routes as Necessary. Improve State Routes through maintenance, widening, bicycle/pedestrian improvements, and landscaping as funding allows.	Consistent. The project proposes ADA-compliant pedestrian facilities and bicycle lanes on US 395.
Goal 5: Encourage and promote greater use of active means of personal transportation in the region	Consistent. The improvement/construction of ADA-compliant pedestrian facilities and bike lanes would promote walking and bicycle use along US 395 and adjacent areas.
Objective 5.2: Include Bicycle Facilities on Streets and Highways. Encourage the modification of streets and highways to include bicycle facilities.	Consistent. The project would provide Class II bike lanes along US 395 between North Barlow Lane and North See Vee Lane.
Policy 5.2.1: Multi-Modal Use of Road and Highway System. Support plans that propose multimodal use of the highway system.	Consistent. Construction of sidewalks, crosswalks, and bike lanes would promote multimodal use of US 395.
Policy 5.2.2: Minimize Cyclist/Motorist Conflicts. Develop a regional bicycle system that will minimize cyclist/motorist conflicts.	Consistent. Construction and improvement of sidewalks, crosswalks, and bike lanes, and better-defined driveways would reduce conflicts between pedestrians, bicyclists, and motorists.

The RTP also includes goals and policies from the Bishop General Plan, which are discussed below.

The Inyo County Active Transportation Plan was created as part of a transportation program branching off the Inyo County RTP. Its purpose is to incorporate transportation programs, such as the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School, into a single program. The Active Transportation Plan references the goals and policies of the RTP. As the project proposes improvements to active transportation modes and is consistent with the RTP, it is also consistent with the Active Transportation Plan.

Project consistency with relevant goals and policies in the Government, Circulation, and Public Safety Elements of the Inyo County General Plan is provided in Table 3. Goals and policies in the Land Use, Economic Development, Housing, and Conservation/Open Space Elements do not pertain to the project. As shown, the project is consistent with applicable goals and policies of the Inyo County General Plan.

Table 3 - Project Consistency with Inyo County General Plan

Relevant Goals and Policies	Project Consistency
Government Element	
Policy Gov-11.1: <i>Balanced Transportation</i> It is the policy of the County to develop and maintain a transportation system that optimizes accessibility and that minimizes the cost of movement within the planning area and connecting corridors consistent with County, state, and federal roadways and travel ways....	Consistent. The project proposes improvements to pedestrian and bicycle facilities along US 395 to improve accessibility and safety.
Circulation Element	
Goal RH-1: A transportation system that is safe, efficient, and comfortable, which meets the needs of people and goods and enhances the lifestyle of the County's residents.	Consistent. The project proposes improvements to pedestrian and bicycle facilities along US 395 to improve accessibility and safety.
Policy RH-1.1: <i>Prioritize Maintenance, Rehabilitation, and Reconstruction</i> Prioritize improvements based on the premise that maintenance, rehabilitation, and reconstruction of the existing highway and roadway system to protect public safety has the highest consideration on available funds.	Consistent. The project proposes improvements to pedestrian and bicycle facilities along US 395 to improve accessibility and reduce accidents between pedestrians, bicyclists, and motorists.
Policy RH-1.5: <i>Proper Access</i> Provide proper access to residential, commercial, and industrial areas.	Consistent. The project proposes better-defined driveways but would not change access to residential and commercial uses along US 395.
Policy RH-1.6: <i>Minimize Environmental Impacts</i> Insure that all transportation projects minimize adverse effects on the environment of the County.	Consistent. The environmental process for the project would ensure that adverse effects on the environment would be minimized.
Policy RH-1.8: <i>Priority to Efficiency Projects</i> Give priority to transportation projects designed to improve the efficiency, safety, and quality of existing facilities.	Consistent. The project would improve pedestrian and bicyclist safety on US 395.
Policy RH-2.1: <i>Improve US 395 in Sections</i> Support improvements to US 395 as funding allows.	Consistent. The project would improve a segment of US 395.
Policy PT-1.3: <i>Public Transit Accessibility</i> Support and promote accessibility in public transportation to the maximum extent practicable, including continued support of special service vans that provide a high level of service to low mobility groups.	Consistent. The project proposes construction and improvement of sidewalks and crosswalks, which would facilitate the use of transit services on US 395.
Goal BT-1: Encourage and promote greater use of nonmotorized means of personal transportation within the region.	Consistent. The project proposes bike lanes and ADA-compliant sidewalks that would encourage nonmotorized transportation.

Relevant Goals and Policies	Project Consistency
Policy BT-1.1: Consider the Nonmotorized Mode in Planning Consider the nonmotorized mode as an alternative in the transportation planning process.	Consistent. The project proposes construction and improvement of sidewalks, crosswalks, and bike lanes on US 395.
Policy BT-1.2: Bikeway and Trail System in the Region Plan for and provide a continuous and easily accessible bikeway and trail system within the region. Plans shall be based on the bicycle system shown on the General Plan Circulation Diagrams.	Consistent. The project proposes construction of bike lanes along US 395 to connect to other bike lanes and multiuse pathways in the surrounding area.
Policy BT-1.3: Multimodal Use of Road and Highway System Support plans that propose multimodal use of the State highway and County roadway system.	Consistent. The project proposes construction and improvement of sidewalks, crosswalks, and bike lanes that would increase the multimodal use of US 395.
Policy BT-1.4: Minimize Cyclist/Motorist Conflicts Develop a regional bicycle system that will minimize cyclist/motorist conflicts.	Consistent. The project proposes construction of dedicated bike lanes along US 395 to minimize cyclist/motorist conflicts.
Goal OCT-1: Provide for the parking needs of local residents, visitors, and tourists.	Consistent. While the project would eliminate on-street parking that informally occurs along US 395, Alternative 1 would allow on-street parking on US 395, and both Alternatives 1 and 2 would provide potential public/shared off-street parking lots on US 395. The parking study shows that the parking needs of residents, visitors, and tourists would be met through on-street and off-street parking under Alternative 1 and off-street and a public/shared parking lot under Alternative 2.
Policy OCT-1.1: Adequate Allocation of Parking Require development proposals to provide adequate parking for the intended uses.	Consistent. Alternative 1 would allow on-street parking on US 395 and both Alternatives 1 and 2 would provide potential off-street public/shared parking lots on US 395; therefore, adequate parking would be maintained.
Policy OCT-1.3: On-Street Parking Maintain on-street parking whenever possible.	Consistent. Alternative 1 would allow on-street parking on US 395 and both Alternatives 1 and 2 would provide potential off-street public/shared parking lots on US 395.
Public Safety Element	
Policy WF-1.5 Emergency Access All County public roads shall be developed and maintained at adequate standards to provide safe circulation for emergency equipment.	Consistent. The project would improve US 395 to adequate standards and provide sidewalks that meet ADA standards. The safe circulation of emergency equipment would be maintained.
GOV – Government; RH – Roadways and Highways; PT – Public Transportation; BT – Bicycle and Trails; OCT – Other Circulation Topics; WF – Wildfires	

The project is also consistent with the Bishop General Plan, with project consistency with relevant goals and policies in the Land Use, Mobility, and Safety Elements of the Bishop General Plan provided in Table 4. Goals and policies in the Housing, Noise, Public Services/Facilities, Parks/Recreation, and Conservation/Open Space Elements do not pertain to the project.

Table 4 - Project Consistency with Bishop General Plan

Relevant Goals and Policies	Project Consistency
Land Use Element	
Residential Policy: Adequate access should be provided to all neighborhoods and developments and should correspond to the intensity of residential development. Access should accommodate nonmotorized transportation modes in addition to motorized vehicles.	Consistent. The project would improve access to areas along US 395 by providing pedestrian and bike facilities to serve residents, businesses, and visitors.
Mobility Element	
Overall Goal: Provide a balanced transportation system that moves people and goods throughout the City efficiently, enhances livability and economic viability, and preserves residential neighborhoods and other environmental resources.	Consistent. The project would facilitate multimodal mobility on US 395 and would enhance livability, economic viability, and safety for surrounding neighborhoods.
P1.1: Promote accessible transportation services and facilities that are responsive to the needs of residents, businesses, and visitors.	Consistent. The project would improve pedestrian and bike facilities to serve residents, businesses, and visitors of the area.
P1.2: Facilitate future plans and programs for enhancing mobility while preserving the existing character of the City.	Consistent. The project would improve the mobility of pedestrians and bicyclists in the project study area.
P1.3: Encourage transportation strategies that achieve energy conservation, reduce air pollution, and protect water and other environmental resources.	Consistent. The project would encourage walking and bicycle use that would promote energy conservation and reduce air pollution.
P1.4: Reduce the need for vehicular travel by facilitating non-auto modes of travel.	Consistent. The project would improve pedestrian and bicycle facilities to encourage nonmotorized means of travel.
Roadway Systems Goal: Provide safe and attractive roadways to serve existing and future traffic demand and enhance accessibility.	Consistent. The project would improve accessibility and safety for pedestrians and bicyclists on US 395.
P2.1: Promote street system additions and improvements that enhance accessibility.	Consistent. The project would provide ADA-compliant sidewalks, crosswalks, and bike lanes to enhance pedestrian and bicyclist accessibility and safety.
P2.4: Give priority to transportation projects designed to improve the efficiency, safety, and quality of existing facilities.	Consistent. The project would improve pedestrian and bicycle facilities on US 395 and promote safety and accessibility on existing facilities.
P2.6: Consider aesthetic values such as streetscape features in new roadways and roadway improvements.	Consistent. The project would provide an improved and consistent streetscape along the project segment.
P2.7: Ensure transportation facilities are developed, operated, and maintained to protect and enhance water and other environmental resources.	Consistent. The project would include new drainage inlets and culverts, as well as oil water separators or a retention/detention basin to treat stormwater runoff before being discharged to the creek. Standard best management practices (BMPs) would also be implemented during project construction.
Public Transportation Goal: Facilitate public transportation services and facilities that enhance accessibility for residents and visitors, and serve the young, aged, handicapped, and disadvantaged.	Consistent. The project would provide ADA-compliant sidewalks to facilitate the use of public transportation services on US 395. It would also provide a designated pullout for Eastern Sierra Transit buses to pickup/drop-off users.

Relevant Goals and Policies	Project Consistency
P3.2: Enhance local transit accessibility for residents and visitors.	Consistent. The project would provide ADA-compliant sidewalks to ESTA bus stops.
Bicycles Goal: Provide safe and attractive bicycle facilities throughout the City, thereby promoting bicycle commuting and facilitating recreation opportunities.	Consistent. The project would provide bike lanes along US 395 to improve bicyclist safety and promote greater bicycle use.
P4.1: Promote bicycle travel as part of serving the overall mobility needs of the City.	Consistent. The project would provide Class II bike lanes on US 395 to improve bicyclist safety and promote greater bicycle use.
P4.2: Encourage productive and complementary use of city street ROW for bicycle facilities.	Consistent. The project would provide Class II bike lanes within the ROW of US 395.
P4.3: Support the goals and implementing actions of the Inyo County Collaborative Bikeways Plan.	Consistent. The project would provide Class II bike lanes on US 395.
P4.4: Promote connections of City bike facilities to trail networks outside of the City	Consistent. The project would provide Class II bike lanes that would connect to other bike lanes, bike routes, and a multiuse trail near the project segment.
Pedestrians Goal: Provide safe and attractive pedestrian facilities throughout the City.	Consistent. The project would provide ADA-compliant and continuous sidewalks along the project segment.
P6.1: Consider pedestrians in all land use and transportation planning.	Consistent. The project would provide ADA-compliant and continuous sidewalks along the project segment.
P6.2: Support the implementation of sidewalks and walkways on existing and future streets as in Policy 2.3.	Consistent. The project would provide sidewalks and crosswalks on US 395.
P6.3: Promote facilities and amenities that enhance the walkability of the City.	Consistent. The project would provide ADA-compliant sidewalks, crosswalks, and curb ramps, increasing walkability in and around the project study area.
P6.4: Require all new or renovated pedestrian facilities to be of a sufficient width to ensure pedestrian comfort and safety and to accommodate the special needs of the physically disabled.	Consistent. The project would provide ADA-compliant sidewalks, crosswalks, and curb ramps.
P6.5: Promote connections of City pedestrian facilities to trail networks outside of the City.	Consistent. The project would provide ADA-compliant sidewalks, crosswalks, and curb ramps that would connect to other sidewalks and a multiuse trail in the surrounding area.
Parking and Access Goal: Enhance accessibility to City businesses for residents and visitors by assuring adequate and convenient parking.	Consistent. While the project would eliminate on-street parking that informally occurs along US 395, the parking study shows that the parking needs of residents, visitors, and tourists would be met through a combination of on-street and off-street parking under Alternative 1 and off-street and potential public/shared parking lots under Alternative 2.
P7.1: Promote programs such as signage and parking management to facilitate parking for the downtown area and for community events	Consistent. Alternative 1 would allow on-street parking on US 395 and both Alternatives 1 and 2 would provide a potential off-street public/shared parking lot on US 395 to meet demand during community events.
P7.2: Encourage development that reduces parking demand and promotes alternative means of travel.	Consistent. The proposed improvements to pedestrian and bicycle facilities would encourage alternate means of travel.
P7.3: Encourage and facilitate the establishment of convenient parking areas to enhance parking accessibility.	Consistent. Alternative 1 would allow on-street parking on US 395 and Alternatives 1 and 2 would provide potential off-street public/shared parking lots on US 395.

Relevant Goals and Policies	Project Consistency
P7.4: Ensure that adequate off-street parking is incorporated into all new developments and redevelopments outside the downtown commercial area.	Consistent. The parking study shows that the parking needs of residents, visitors, and tourists would be met through on-street and off-street parking under Alternative 1 and off-street and potential off-street public/shared parking lots under Alternative 2.
Safety Element	
Policy: The City shall continue to monitor the traffic safety problems within Bishop, especially along the Highway 395 corridor, and identify measures which will minimize hazards to pedestrians and motorists.	Consistent. The proposed improvements to pedestrian and bicycle facilities would reduce conflicts between pedestrians, bicyclists, and motorists and improve safety.

As shown, the build alternatives would meet the relevant goals and policies of the Inyo County RTP, Inyo County Active Transportation Plan, Inyo County General Plan, and Bishop General Plan, through the improvement of pedestrian and bicycle accessibility and safety on US 395. The build alternatives would also implement various recommendations contained in the North Sierra Highway Corridor Plan, North Sierra Highway Plan, and Bishop Reservation Pedestrian and Bicycle Safety Plan.

No conflict with the land use regulations and transportation plans for US 395 and the surrounding area would occur with the build alternatives.

No Build Alternative

The No Build Alternative would not implement Caltrans programs and plans for US 395 and would not be consistent with the Inyo County RTP and Active Transportation Plan, North Sierra Highway Corridor Plan, and other transportation plans. Also, this alternative is not consistent with Caltrans, County, and City plans and programs for the improvement of pedestrian and bicycle access along the project segment.

Avoidance, Minimization, and/or Mitigation Measures

The build alternatives are consistent with State and regional plans for U.S. 395. As a result, no avoidance, minimization, and/or mitigation measures are proposed.

ENVIRONMENTAL JUSTICE

Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President William J. Clinton on February 11, 1994. This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2019, this was \$25,750 for a family of four.

The California Department of Housing and Community Development (HCD) has set State income limits for 2019 that show the median income in Inyo County is \$72,700, with low-income households defined as four-person households earning less than \$58,150 per year.

All considerations under Title VI of the Civil Rights Act of 1964, and related statutes, have also been included in this project. The Department's commitment to upholding the mandates of Title VI is demonstrated by its Title VI Policy Statement, signed by the Director, which can be found in Appendix B of this document.

Affected Environment

A Community Impacts Analysis Study was performed for Caltrans in July 2019. All discussions regarding potential impacts to the Human Environment are based on this study, unless otherwise noted, and have been updated as additional design has been completed.

Table 5 below shows there are households in poverty (earning less than \$25,000 per year) and low-income households (earning less than \$50,000 per year) in the study census tracts. Those living in poverty include 248 households in Census Tract 1, 45 households in Census Tract 3, and 655 households in Census Tract 4 that may have four members or more. Low-income households in these census tracts include as many as 589 households (48.00 percent) in Census Tract 1, 287 households (27.95 percent) in Census Tract 3, and 1,630 households (59.73 percent) in Census Tract 4 that may have four members or more.

Minority populations refer to persons who belong to the Black or African American, American Indian and Alaskan Native, Asian, Native Hawaiian and other Pacific Islander race or are of Hispanic or Latino ethnicity regardless of race. The minority populations near the project segment are discussed below.

Table 6 below shows the race and ethnicity of persons in the census tracts within the study census tracts. The last row of the table identifies minority populations in these census tracts that include 840 persons (29.50 percent) in Census Tract 1, 402 persons (15.20 percent) in Census Tract 3, and 2,612 persons (47.40 percent) in Census Tract 4. These census tracts are not occupied primarily by minority populations, although residents of the Bishop Paiute Reservation in Census Tract 4 represent a large portion of this census tract's residents.

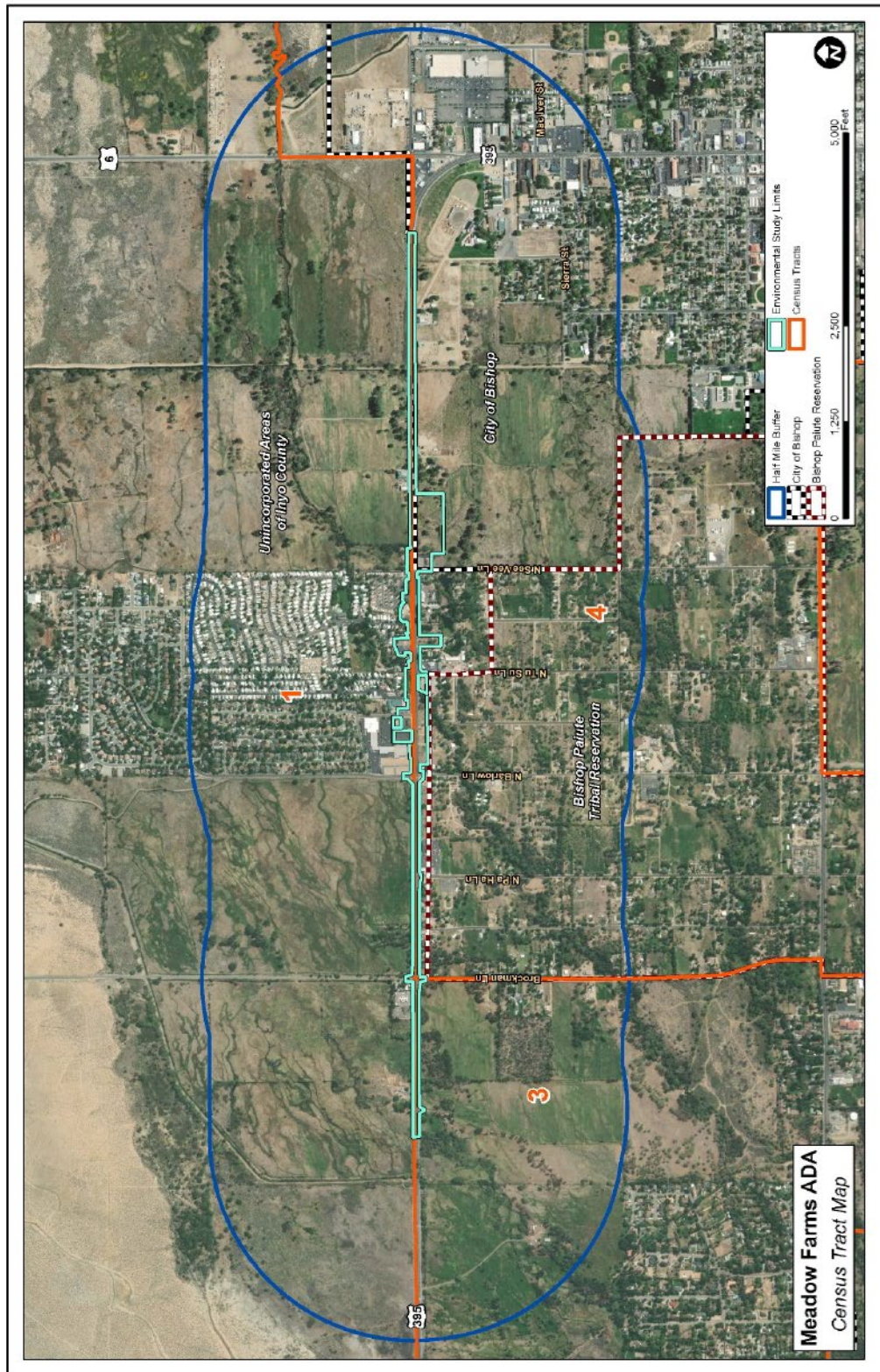


Figure 14 - Census Tracts near proposed project area

Table 5 - Household Incomes within the Study Census Tracts

	Census Tract 1		Census Tract 3		Census Tract 4		Bishop		In County	
	Number	%	Number	%	Number	%	Number	%	Number	%
Total Households	1,227	100	1,027	100	2,729	100	2,002	100	8,026	100
Less than \$10,000	45	3.70	15	1.50	73	2.70	44	2.20	209	2.60
\$10,000 to \$14,999	38	3.10	0	0.00	304	11.10	246	12.30	553	6.90
\$15,000 to \$24,999	165	13.40	30	2.90	278	10.20	169	8.40	885	11.00
\$25,000 to \$34,999	120	9.80	46	4.50	544	19.90	385	19.20	1,073	13.40
\$35,000 to \$49,999	221	18.00	196	19.10	431	15.80	302	15.10	1,224	15.30
\$50,000 to \$74,999	198	16.10	149	14.50	599	21.90	455	22.70	1,530	19.10
\$75,000 to \$99,999	173	14.10	161	15.70	222	8.10	161	8.00	975	12.10
\$100,000 to \$149,999	223	18.20	238	23.20	199	7.30	171	8.50	1,060	13.20
\$150,000 to \$199,999	29	2.40	87	8.50	24	0.90	14	0.70	258	3.20
\$200,000 or more	15	1.20	105	10.20	55	2.00	55	2.70	259	3.20
Median household income (dollars)	53,013	--	91,313	--	40,625	--	41,489	--	51,500	--
Mean household income (dollars)	64,749	--	103,502	--	52,306	--	55,345	--	65,536	--

Table 6 - Ethnicity Composition of Population in Study Census Tracts

	Census Tract 1		Census Tract 3		Census Tract 4		Bishop		Inyo County	
	Persons	%	Persons	%	Persons	%	Persons	%	Persons	%
Total population	2,853	100	2,740	100	5,680	100	3,802	100	18,195	100
White	1,991	69.80	2,307	84.20	2,945	51.80	2,535	66.70	11,557	63.50
Black or African American*	0	0.00	22	0.80	34	0.60	31	0.80	172	0.90
American Indian and Alaska Native*	49	1.70	88	3.20	1,047	18.40	15	0.40	1,956	10.80
Asian*	22	0.80	10	0.40	139	2.40	101	2.70	270	1.50
Native Hawaiian and other Pacific Islander*	0	0.00	0	0.00	17	0.30	0	0.00	34	0.20
Some other race	0	0.00	0	0.00	0	0.00	0	0.00	15	0.10
Hispanic or Latino (of any race)*	769	27.00	282	10.30	1,375	24.20	1,032	27.10	3,894	21.40
Total minority (*)	840	29.50	402	15.20	2,612	47.40	1,179	31.00	6,326	35.60

Environmental Consequences

Common to Both Build Alternatives

The build alternatives would affect adjacent residents and businesses due to partial land acquisition along the entire project segment under Alternative 1, land acquisition at the Highlands Mobile Home Community and Bishop Paiute Reservation land under Alternative 2, and land acquisition for a potential public/shared parking lot under Alternatives 1 and 2. Construction activities would also have short-term effects on adjacent residents and businesses. While minority populations and low-income households are present within the study census tracts and land acquisition would include land within the Reservation that are developed with housing units (occupied by minority populations), Alternatives 1 and 2 would not lead to housing demolition or any resident or household/business displacement.

Because the study census tracts are not predominantly occupied by low-income households or minority populations, the impacts of the project would not lead to a disproportionate endurance of impacts on air quality, noise, water pollution, hazardous waste, aesthetic values, community cohesion, economic vitality, employment effects, displacements/relocations, farmland conversion, accessibility, traffic congestion, safety, or construction impacts by low-income households or minority populations.

Construction impacts would be minimized by implementation of Caltrans' Standard Specifications. Improvements in pedestrian and bicycle access and connectivity would benefit the low-income households and minority populations near the project segment. Thus, adverse impacts on minority and low-income populations would not be substantial.

Neither build alternative would cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of EO 12898. No further environmental justice analysis is required.

No Build Alternative

Because no changes to US 395 are proposed under the No Build Alternative, no impacts to low-income households or minority populations would occur.

Avoidance, Minimization, and/or Mitigation Measures

While there are minority populations and low-income households near the project segment, displacement would not occur under Alternatives 1 or 2; therefore, no avoidance, minimization, and/or mitigation measures for relocations are necessary. Based on the above discussion and analysis, Alternatives 1 and 2 will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of EO 12898. No further environmental justice analysis is required.

TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES

Regulatory Setting

The Department, as assigned by the Federal Highway Administration (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of Federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all Federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). The FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to federal-aid projects, including Transportation Enhancement Activities.

Affected Environment

A Community Impacts Analysis Study was performed for Caltrans in July 2019. All discussions regarding potential impacts to the Human Environment are based on this study, unless otherwise noted, and have been updated as additional design has been completed.

Access and Circulation

US 395 throughout the project segment has four travel lanes, with two lanes in each direction and a painted median that serves as a two-way left turn lane (TWLTL) at intersecting streets and

driveways. Signalized intersections are present at the intersection of North Barlow Lane and US 395 and the intersection of North See Vee Lane and US 395. Recent installation of the signal at the intersection of US 395 and North See Vee Lane included construction of sidewalks, curb ramps, and driveway improvements near that intersection.

The daily traffic volumes on US 395 through the project segment were 15,800 vehicles in 2015 and 17,000 vehicles in 2017. They are expected to increase to 17,720 vehicles by 2035.

The project segment has discontinuous sidewalks, with paved or dirt shoulders on areas where there are no sidewalks, curbs, and gutters. The existing sidewalks are outside or partially within Caltrans ROW and do not meet current state and federal requirements for ADA accessibility. There is a crosswalk at the signalized intersection of North Barlow Lane and US 395. A crosswalk was also recently provided across North See Vee Lane with installation of the traffic signal at the intersection of North See Vee Lane and US 395.

Bicycle Facilities

Caltrans identifies a Class II (Bike Lane) facility on US 395 from Elm Street in Bishop to North Brockman Lane, which includes the project segment. The Inyo County Active Transportation Plan also shows existing Class II or III bicycle lanes on US 395 near the project segment, extending east (southbound) of North See Vee Lane and west (northbound) of North Barlow Lane. Existing Class II or III bicycle lanes are also shown on North Barlow Lane north of US 395 and Saniger Lane. Proposed Class II or III bicycle lanes are shown south of US 395 on North Barlow Lane, North Tu Su Lane, and North See Vee Lane. Bicyclists currently use the sidewalks and shoulders on both sides of US 395 within the project limits, but there are no bike lane markings or signs.

The Inyo County Active Transportation Plan (Bicycle Element of the Plan) states that there is an existing Class II or III bicycle lane on US 395 between Elm Street, City Park, and North Brockman Lane, which is consistent with Caltrans District 9 Bicycle Guide; however, there is a gap in the network where the Sierra Street multiuse pathway ends and between the Bishop Paiute Reservation and area schools. Bicycle parking facilities are present at the Paiute Palace Casino (south of US 395 and east of Pa Ha Lane).

Parking

Off-street parking spaces on individual parcels along the project segment have been provided based on zoning requirements in the Inyo County Zoning Code and Bishop Municipal Code. While off-street parking spaces are available, on-street parking along the project segment currently occurs within the paved highway shoulders of US 395. While the shoulders are not designated for on-street parking, the absence of curbs and gutters, intermittent enforcement, and insufficient off-street parking spaces have led to customer vehicles parking between the outside travel lane and commercial buildings along US 395.

Due to vehicles regularly parking in unmarked or undesignated spaces, both on-street and off-street, the following parking counts are estimates based on the area needed for standard designated parking spaces.

A parking inventory and occupancy survey was conducted along US 395 and within approximately 300 feet of US 395 on intersecting streets. The survey was conducted on April 26, 27, and 28, 2019 (Friday, Saturday, and Sunday), which coincided with the opening weekend of the fishing season to account for peak parking conditions along the project segment. This allowed the survey to capture the peak parking demand at local businesses along US 395 that would otherwise not

occur midweek or on a normal weekend. While some of the businesses along the project segment have peak demands during specific seasons, such as the winter months for the snowboard rental shop and spring for the fly shop, the restaurants and the deli grocery market should be well patronized regardless of season.

Hourly counts of parking space occupancy were made between the hours of 7:00 a.m. and 7:00 p.m. on the three survey dates during the following periods:

AM Peak Period (7:00 a.m. to 10:00 a.m.)

Midday Peak Period (11:00 a.m. to 2:00 p.m.)

PM Peak Period (3:00 p.m. to 7:00 p.m.)

The counts started at 7:00 a.m. and ended after 7:00 p.m. each day, when the businesses along the project segment were generally open. Thus, the counts would have captured some of the fishing-related traffic in the early morning before sunrise and early evening at or after sunset. Figure 15 shows the locations of the on-street parking survey areas on the north and south sides of U.S 395 (N# and S#, respectively) , and Figure 16 shows the off-street parking areas.

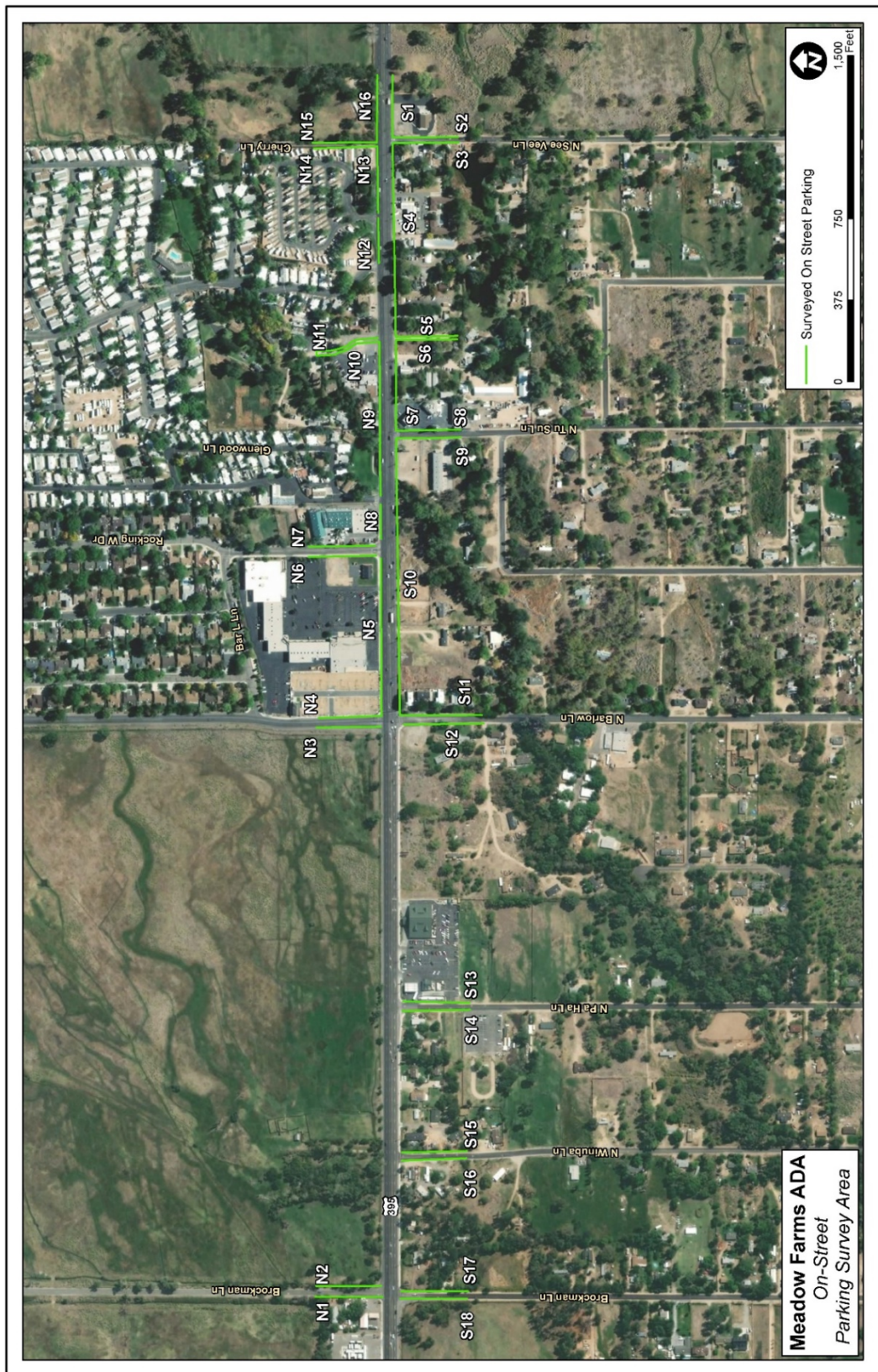


Figure 15 - On-Street Parking Survey Areas on north (N#) and south (S#) sides of U.S. 395

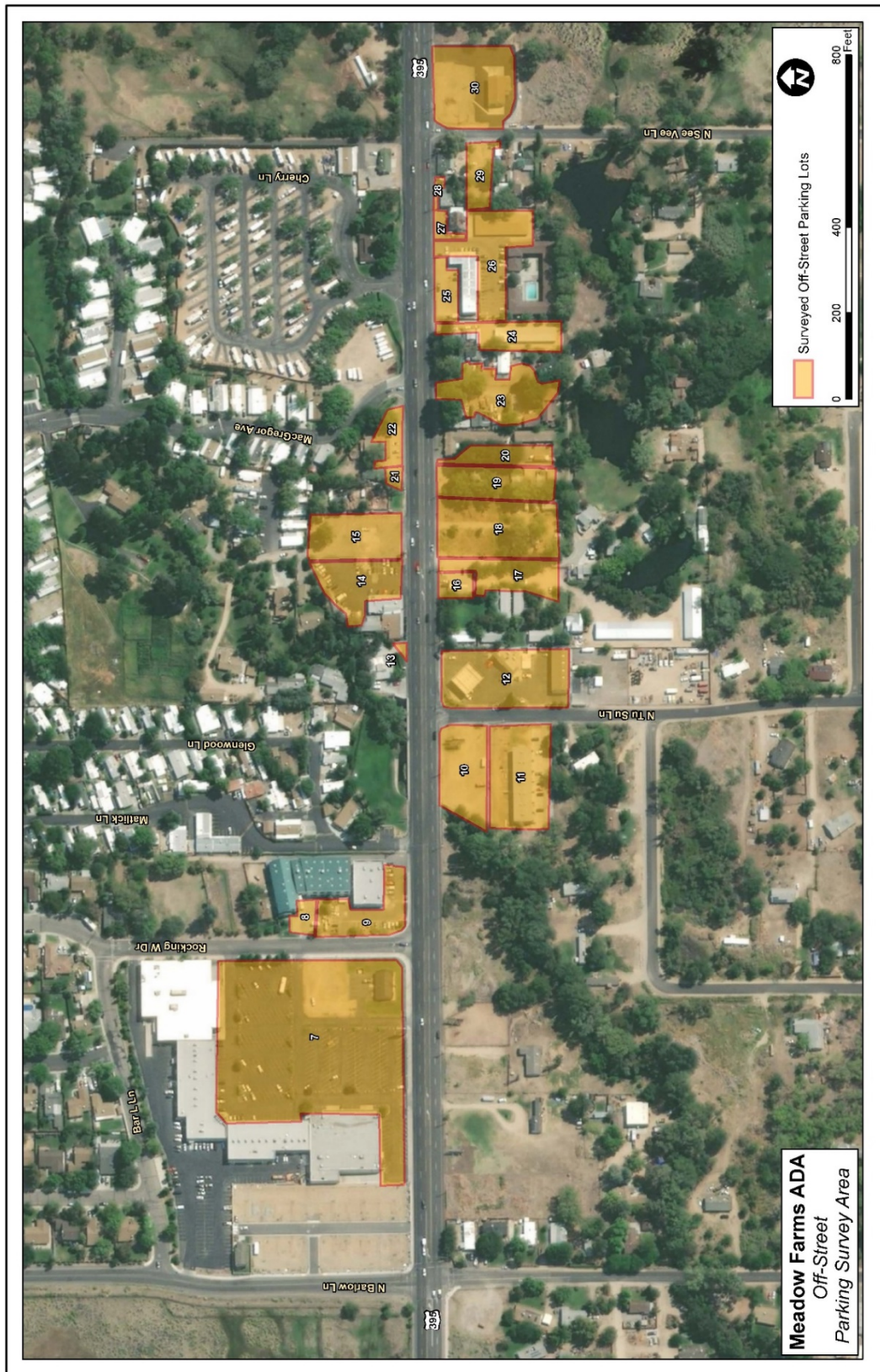


Figure 16 - Off-Street Parking Survey Areas

Figures 17 and 18 show the maximum on-street parking counts on various street segments along and near US 395. Several street segments have “No Parking” restrictions or are not used; thus, no parked vehicles were observed during the surveys. While the total number of on-street spaces available is 256 spaces, the maximum number of parked vehicles from 7:00 a.m. to 7:00 p.m. on the survey dates was limited to less than 10 spaces on any one segment. The on-street parking only occurred on or near North See Vee Lane, Shelly Creek Road, North Tu Su Lane, North Barlow Lane, North Brockman Lane, Pa Ha Lane, and Cherry Lane, with peak parking generally occurring during the midday period.

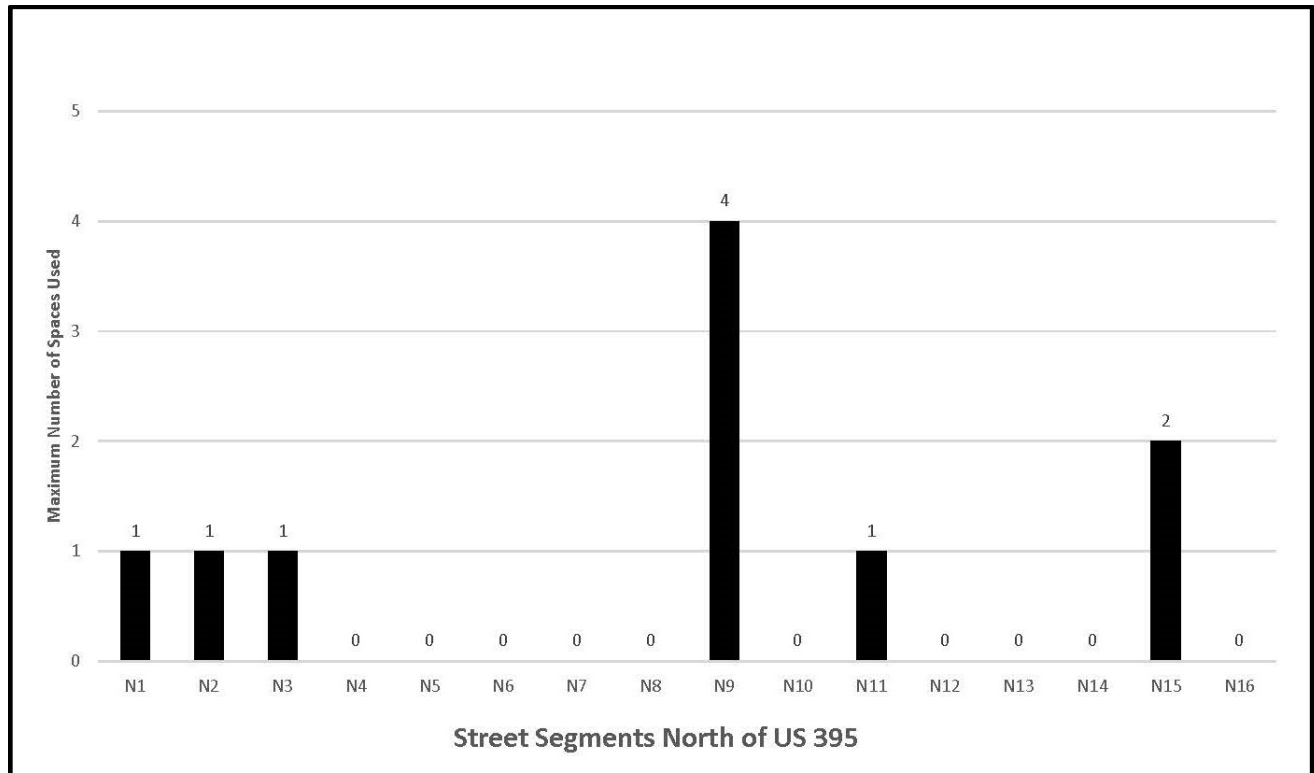


Figure 17 - Maximum Number of On-Street Parking Spaces Used (northbound US 395)

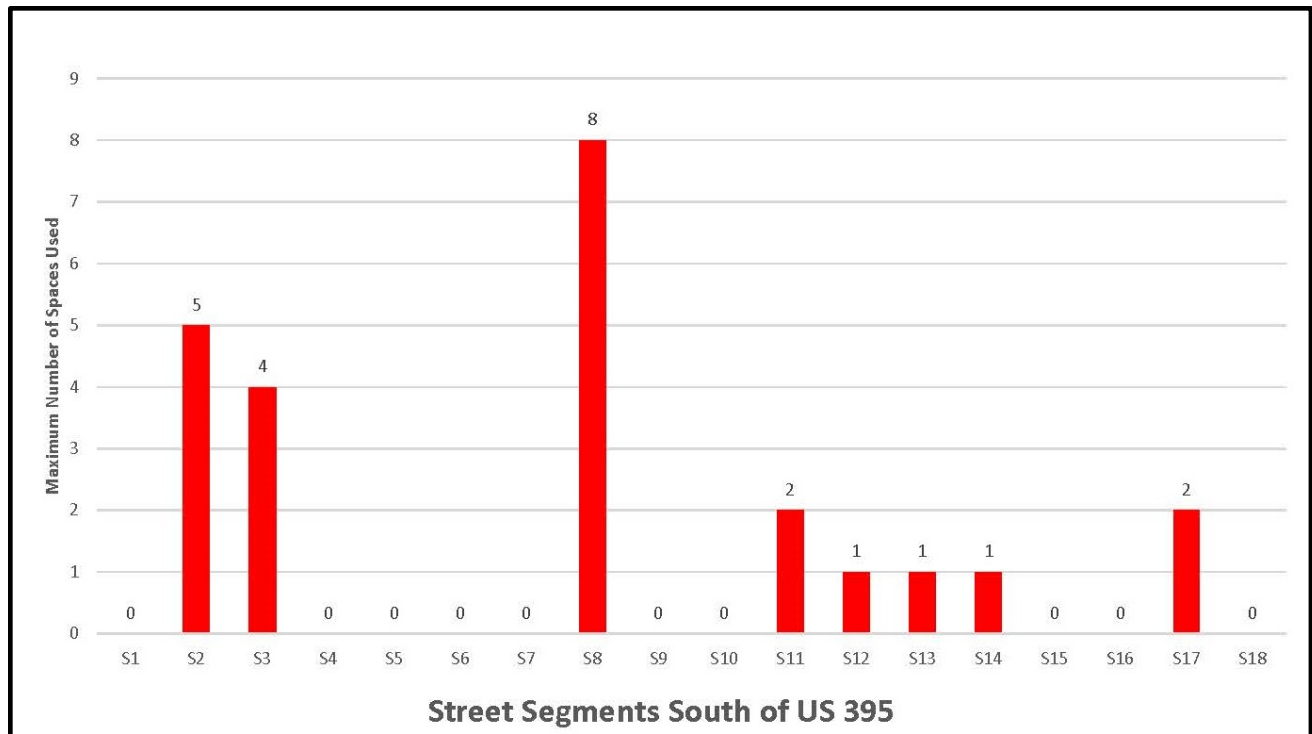


Figure 18 - Maximum Number of On-street Parking Spaces Used (southbound US 395)

The total number of spaces provided in off-street parking lots is estimated at 834 spaces. Figures 19-24 show the maximum hourly observed off-street parking counts and indicate that peak parking occurs during the mealtime hours at restaurants and during the late morning and early afternoon for commercial uses and retail shops.

* Please refer to Figure 14 for the locations of each parking lot.

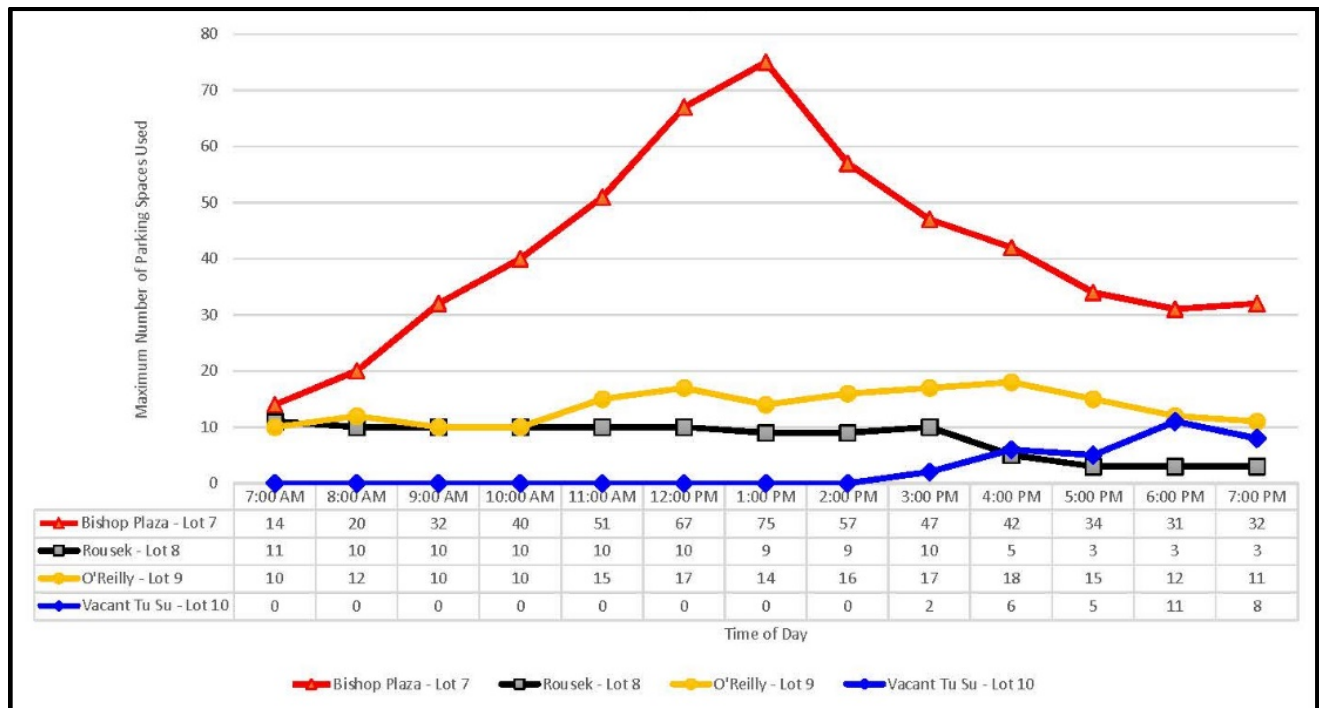


Figure 19 - Maximum Number of Parking Spaces Used; Off-street Parking Lots

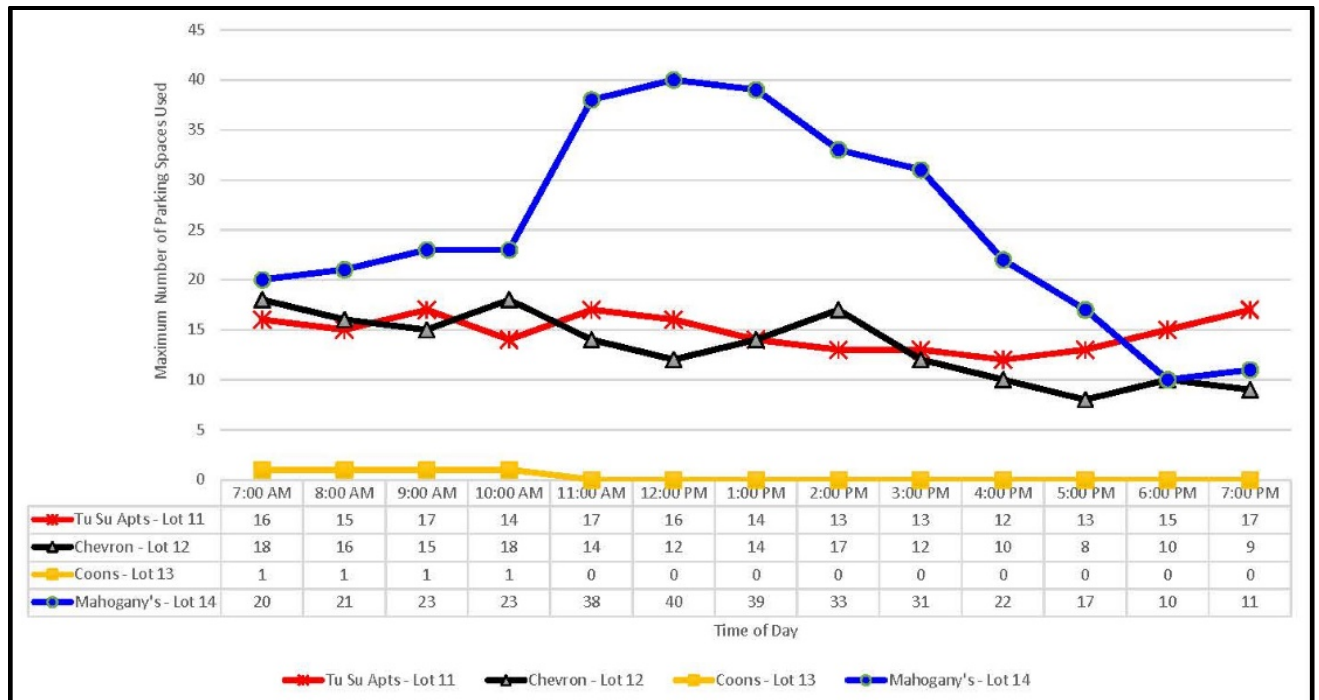


Figure 20 - Maximum Number of Parking Spaces Used; Off-street Parking Lots

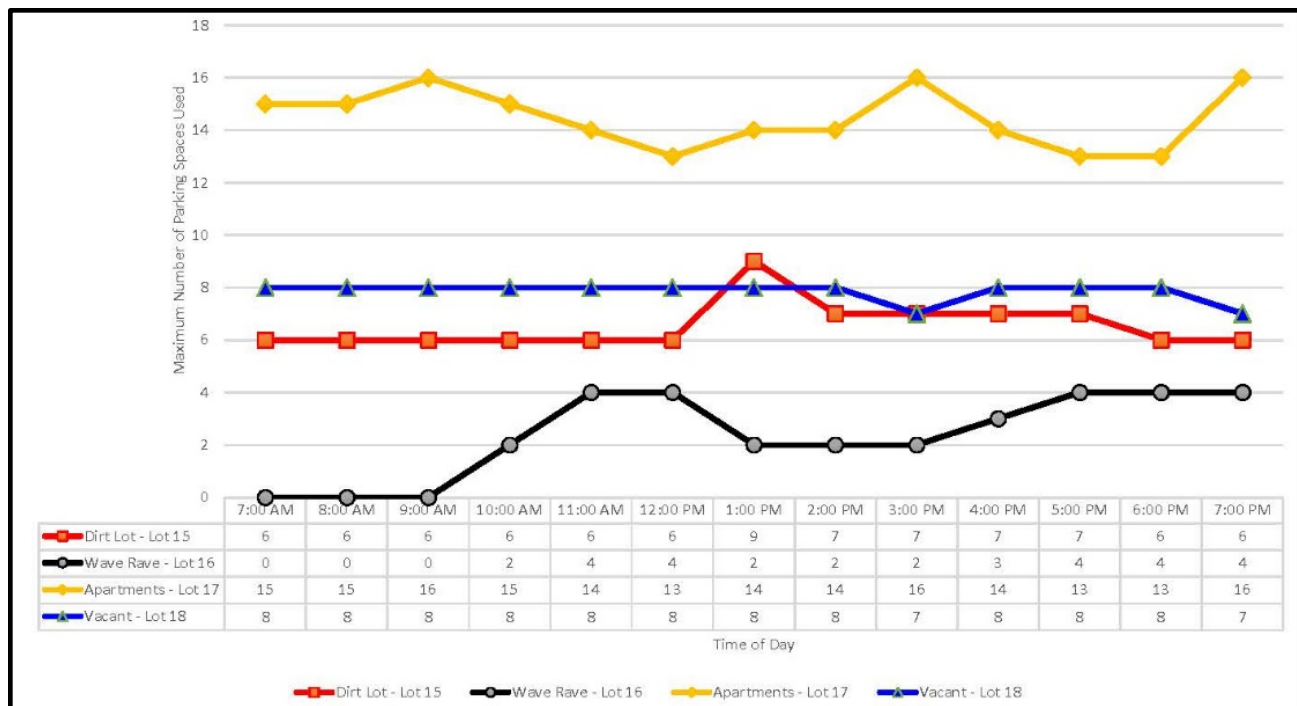


Figure 21 - Maximum Number of Parking Spaces Used; Off-street Parking Lots

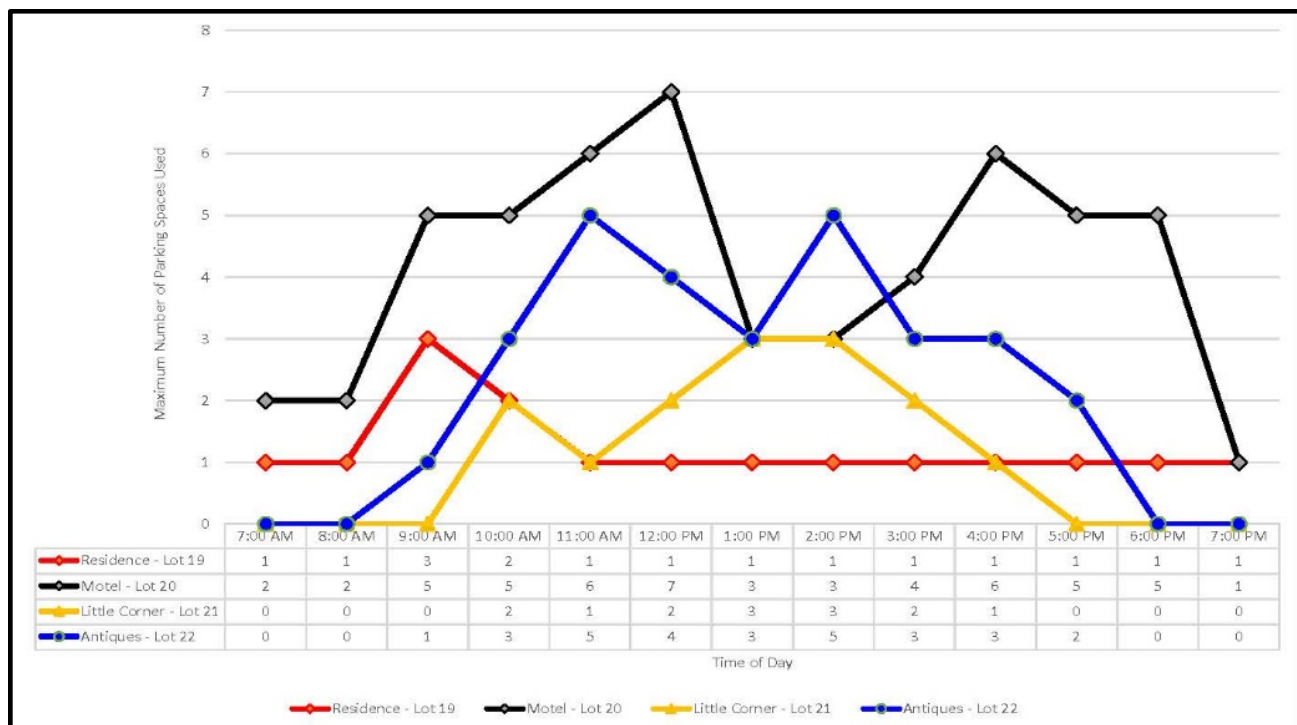


Figure 22 - Maximum Number of Parking Spaces Used; Off-street Parking Lots

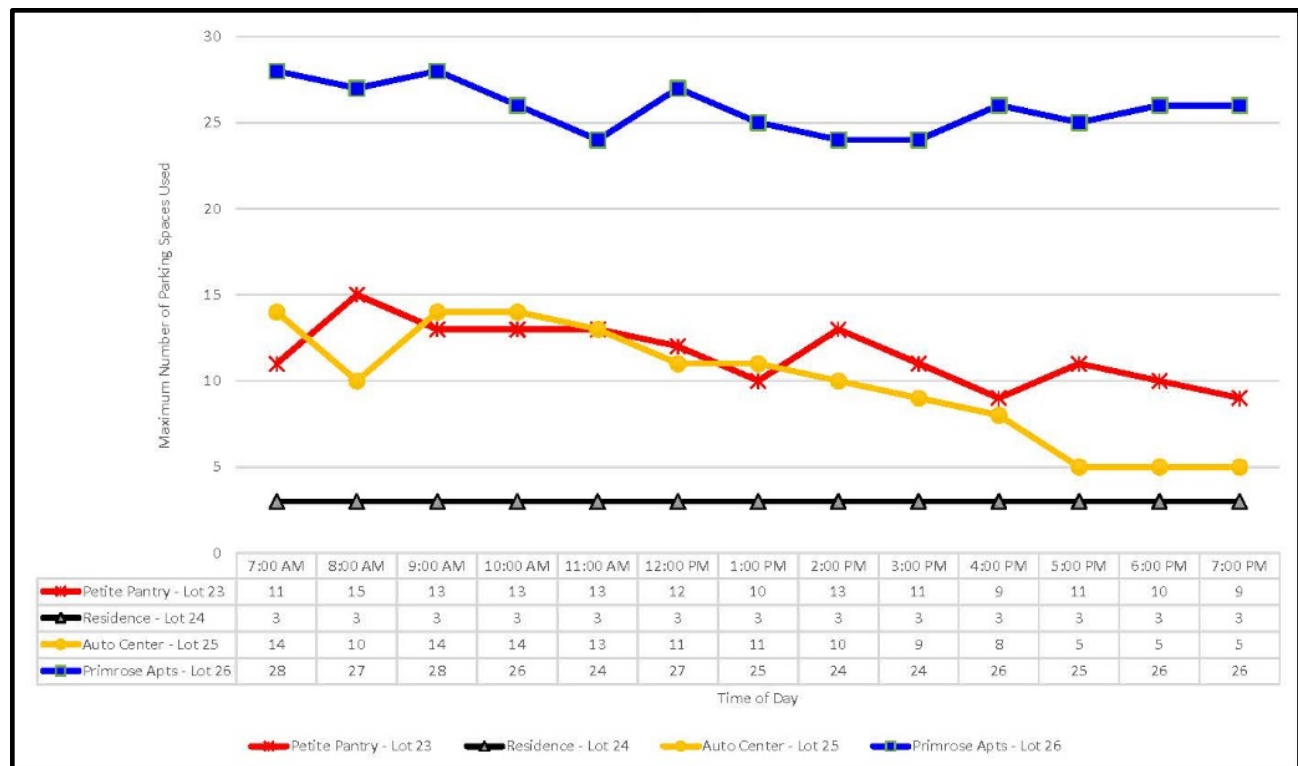


Figure 23 - Maximum Number of Parking Spaces Used; Off-street Parking Lots

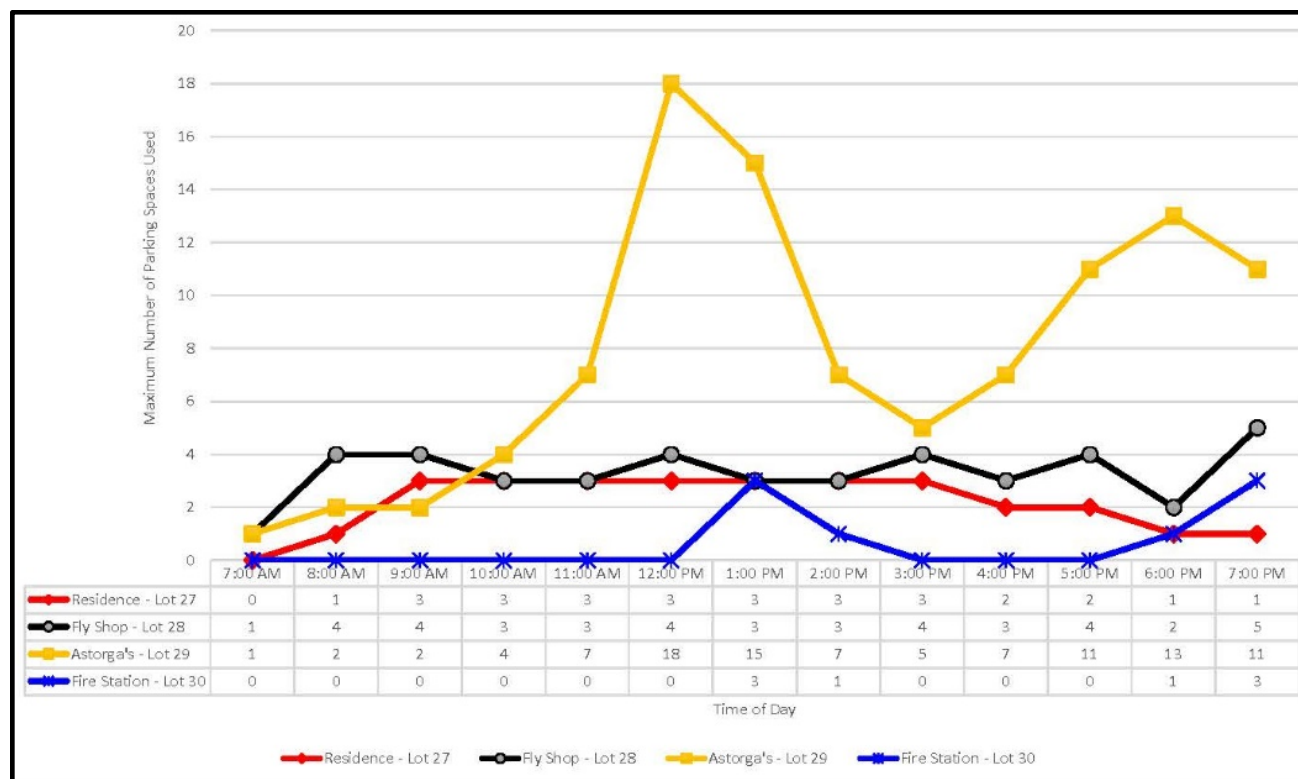


Figure 24 - Maximum Number of Parking Spaces Used; Off-street Parking Lots

Table 7 summarizes the maximum occupancy of off-street parking spaces during the survey period. Instances where parking conditions exceeded 85 percent occupancy (i.e., the percentage

occupancy when parking conditions are typically considered full) are identified with red text, with the peak parking period occurring during the midday period. In general, off-street parking lots are underutilized, averaging less than 50 percent occupancy. Peak parking for off-street lots occurs during the afternoons, although many lots are still not full during this period. Observed occupancy of Lots 14, 23, and 24 shows these parking lots are full during select time periods.

Table 7 - Summary of Off-Street Parking Lot Inventory and Maximum Occupancy

Parking Lot Number	Number of Parking Spaces	Observed Maximum Occupancy			
		Spaces Occupied	Day	Time	Percent Occupied
7	291	75	Friday	1:00 p.m.	25.77
8	14	10	Friday	8:00 a.m. – 3:00 p.m.	71.43
9	24	18	Friday	4:00 p.m.	75.00
10	55*	11	Sunday	6: 00 p.m.	20.00
11	42	17	Friday and Sunday	9:00 a.m., 11:00 a.m., 6:00 p.m.	40.48
12	23	18	Friday	10:00 a.m.	78.26
13	2	1	Friday and Sunday	7:00 – 10:00 a.m.	50.00
14	44	40	Friday	12:00 p.m.	90.91
15	40*	9	Sunday	1:00 p.m.	22.50
16	8	4	Friday and Sunday	Multiple	50.00
17	20	16	Sunday	9:00 a.m., 7:00 p.m.	80.00
18	100**	8	Friday, Saturday, and Sunday	Multiple	8.00
19	6	3	Saturday	9:00 a.m.	50.00
20	17	7	Friday	12:00 p.m.	41.18
21	5*	3	Friday	1:00 – 2:00 p.m.	60.00
22	13*	5	Friday	11:00 a.m., 2:00 p.m.	38.46
23	11	15	Sunday	8:00 a.m.	136.36
24	3	3	Friday, Saturday, and Sunday	Continuous	100.00
25	20*	14	Friday	7:00, 9:00, 10:00 a.m.	70.00

Parking Lot Number	Number of Parking Spaces	Observed Maximum Occupancy			
		Spaces Occupied	Day	Time	Percent Occupied
26	42	28	Sunday	7:00, 8:00 a.m.	66.67
27	5*	3	Friday	9:00 a.m. – 3:00 p.m.	60.00
28	7*	4	Friday, Saturday and Sunday	Multiple	57.14
29	22*	18	Sunday	12:00 p.m.	81.82
30	20***	3	Friday	1:00 p.m., 6:00 p.m.	15.00

Notes:

* Estimated

** Private Lot – Estimated Potential

*** Bishop Fire Department Station 3 Excess Land

Because there are unoccupied off-street parking spaces during peak parking conditions along the project segment, it appears there is adequate parking supply to accommodate the peak demand, except at a few locations. It is also expected that less parking demand would be occurring during weekdays and outside the peak season when the parking counts were taken.

There are opportunities for shared parking for adjacent businesses along US 395, especially where time of day demands are different and during special events on or near the project segment.

Public Transportation

The project study area is served by the ESTA, which provides bus services in Inyo and Mono counties through deviated fixed routes, local in-town dial-a-ride services, multiple town-to-town services, and interregional service from Reno, Nevada, to Lancaster, California. ESTA fixed-route service buses run along the project segment, with a stop at the Rite-Aid (in Bishop Plaza) on US 395 and Rocking W Drive, and include:

Lone Pine to Reno Route has one northbound and one southbound trip per day Monday through Friday.

Mammoth Lakes to Lancaster Route has one northbound and one southbound trip per day Monday through Friday.

Mammoth Express runs from Bishop to Mammoth Lakes. It has four northbound and four southbound trips per day Monday through Friday.

Lone Pine Express runs from Bishop to Lone Pine. It has three to four northbound and three to four southbound trips per day Monday through Friday.

Benton to Bishop Route runs along US 6 and has a stop on Main Street. It has one northbound and one southbound trip on Tuesdays and Fridays.

ESTA ridership information along the project segment for the past year (June 1, 2018, to May 31, 2019) is provided in Table 8 and shows there were 2,816 riders last year (or an average of 11 riders per weekday).

Table 8 - ESTA Bishop Dial-A-Ride Stops on North Sierra Highway

Location	Total Number of Stops (2018-2019)	Average Daily Stops (M-F)
Bishop Plaza	1,478	5.68
Primrose Apartments/A&L Tire	350	1.35
Chevron/Bishop Auto/apartments/Wave Rave	554	2.13
Highlands RV Park	71	0.27
Petite Pantry/apartments	82	0.32
Hair Station (entrance to Highland Mobil Home Park)	32	0.12
See Vee/US 395 & Astorga's	51	0.20
Mahogany Smoked Meats	168	0.65
Coons Gallery	5	0.02
O'Reilly Auto Parts	16	0.06
Private Residence (2516 Sierra Hwy)	9	0.03
Total	2,816	10.83

ENVIRONMENTAL CONSEQUENCES

Access and Circulation

Common to Both Build Alternatives

The proposed project does not include construction of additional travel lanes or changes in the roadway or intersection geometrics of US 395, and no increase or change in traffic patterns or volumes on the project segment are expected. Under both build alternatives, US 395 would

continue to have four lanes, although some restriping would occur. Sidewalks, crosswalks and driveway entrances would be constructed. The new sidewalks would separate pedestrians from the vehicle travel lanes and, with the proposed crosswalks and better-defined driveways, would improve accessibility and safety. The proposed sidewalks would be constructed to meet state and federal requirements for ADA accessibility by providing adequate passing space, passageways around ramps, curb ramps across streets or landings at curb ramps, grade breaks, and warning surfaces, as well as meet cross slope and ramp slope requirements and clear width and vertical height requirements. Either of the potential public/shared parking lots would also improve access and circulation on US 395 by directing customer vehicles to a combined parking lot. The proposed addition of a pedestrian-activated crosswalk across US 395 at postmile 117.51 (near Mahogany Smoked Meats) would further serve to increase pedestrian and bicyclist access to both sides of the highway. The feasibility of adding a pedestrian refuge within the center lane at this crosswalk will be investigated during the Design phase of the project.

Constraints to access and circulation would be limited to the construction phase when construction equipment crews and disturbed ground surfaces would partially block vehicle and pedestrian access. These impacts would be temporary and minimal, with pedestrians directed to the other side of US 395 that is not under construction. The standard Traffic Management Plan (TMP) would outline how Caltrans will maintain access to adjacent properties at all times and would include cones, portable signs, flaggers, coordination with property owners, stakeholders, and public service providers on planned lane closures, the use of Caltrans Highway Information Network, and traveler information notification in a public information campaign.

No Build Alternative

The No Build Alternative does not propose construction of sidewalks or crosswalks on US 395; therefore, no improvements to pedestrian access and circulation would occur.

Bicycle Facilities

Common to Both Build Alternatives

Under both build alternatives, bike lanes would be provided on both sides of US 395 between North Barlow Lane and North See Vee Lane. The Class II bike lanes would separate bicyclists from motor vehicles with painted bicycle lanes and would improve bicycle accessibility and safety. Impacts during construction would be temporary and the traffic management plan will outline methods to maintain bicycle access through the project area during construction.

No Build Alternative

The No Build Alternative does not propose construction of bike lanes on US 395; therefore, no changes to bicycle access and circulation would occur. Existing (paved and unpaved) highway shoulders would continue to be used by bicyclists.

Parking

Alternative 1

Alternative 1 would lead to the loss of approximately 39 on-street and off-street parking spaces in abutting lots on US 395 in front of existing businesses. It would prevent vehicles from backing out into US 395 when leaving these parking spaces by constructing sidewalks and driveways that meet current highway standards. The loss of parking spaces would start when each side of US

395 would be coned off to allow project construction. Alternative 1 proposes to allow on-street parallel parking on the paved shoulders that would be provided between the proposed bike lanes and sidewalks. Approximately 53 on-street parking spaces would be provided under this alternative. There is an approximate net gain of 14 parking spaces under this alternative, however the distribution of parking spaces after construction would be different than current conditions (Figures 25 and 26).

25 - Potential parking changes for Alternative 1 (1/2)

Alternative 2

Alternative 2 would lead to the loss of 41 parking spaces and would prevent vehicles from backing out onto US 395 by constructing sidewalks and driveways which meet existing highway design standards. The loss of parking spaces would start when each side of US 395 would be coned off to allow construction. After construction, Alternative 2 would not allow on-street parking because the proposed shoulders would only be wide enough to be used as bike lanes. One small turnout is proposed to be provided on the north side of US 395 to allow parallel on-street parking in front of 2301, 2293, and 2281 North Sierra Highway (in front of the Antique Peddler and adjacent shops). Assuming 8 on-street parking spaces are provided by this turnout, the net result would be a loss of 33 total parking spaces. Figures 27 and 28 show the anticipated parking changes resulting from Alternative 2.

Two off-street parking lot options are being proposed to mitigate for the loss of parking under Alternative 2. It is anticipated only one of these lots would be purchased and developed for off-street parking. Either potential off-street lot would provide more than 33 parking spaces, thereby creating a net increase in parking availability in this corridor, although the majority of parking would be centralized into one of the potential lots.

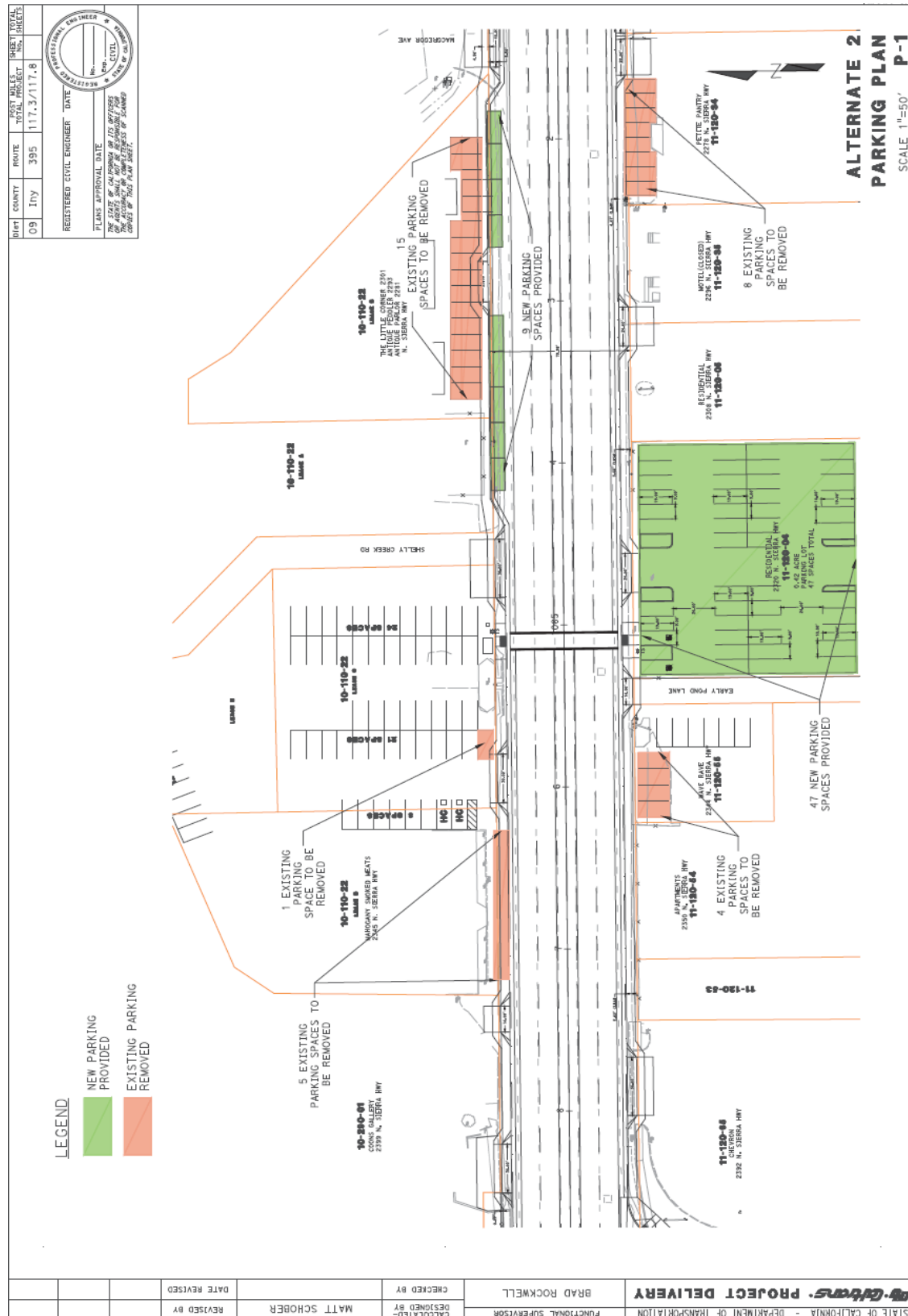


Figure 27 - Potential parking changes for Alternative 2 (1/2)

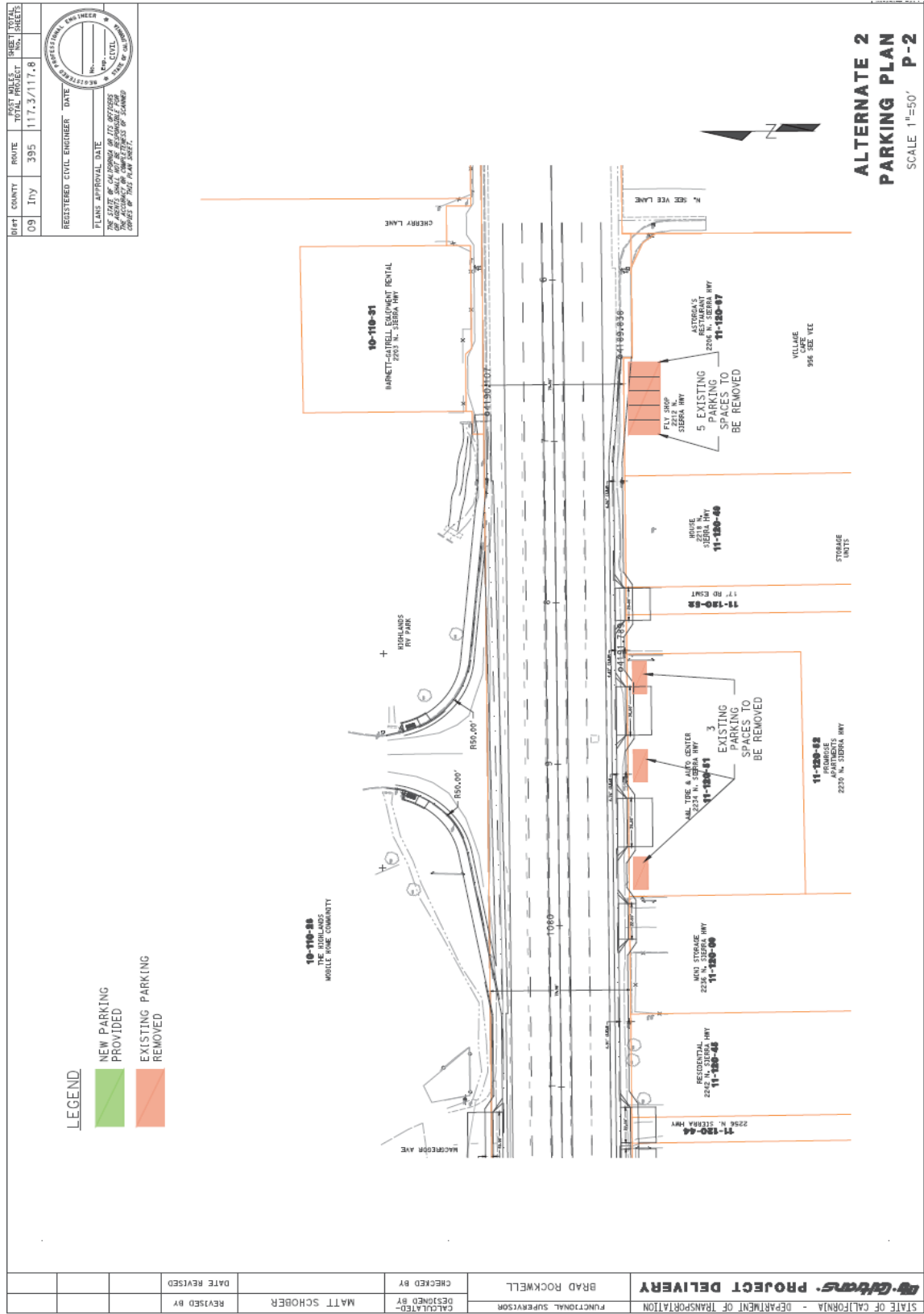


Figure 28 - Potential parking changes for Alternative 2 (2/2)

Caltrans is proposing to mitigate for this loss of parking under Alternative 2 by purchasing and paving one of two vacant lots (Figures 29 and 30). Due to the greater reduction of parking occurring on the south side of US 395, Lot 2 is the preferred area to purchase and develop into a parking lot. If Lot 2 is infeasible, Lot 1 would be developed as an alternative location to replace parking. As noted under Pedestrian Access (above), a pedestrian-activated crosswalk is proposed under both Alternative 1 and 2 and would occur between the two proposed off-street parking lots. This crosswalk would be built between Lot 1 and Lot 2 and would improve pedestrian access to both sides of US 395 from existing conditions. It is currently intended that after development by Caltrans the mitigation lot would either be transferred to Inyo County for long-term maintenance or maintained by Caltrans under the Park & Ride Program.

Lot 1 – Near 2345 North Sierra Highway

The first potential off-street parking lot to develop is located on the northbound side of US 395 next to the existing parking area for Mahogany Smoked Meats at 2345 North Sierra Highway (Figure 31). Approximately 40 parking spaces could be designated in this lot, including ADA-compliant parking spaces. Access through the property to residences on Shelly Creek Road (Figure 31) would be maintained and no relocations would be required. The crosswalk connecting these two locations would allow access from Lot 1 to the south side of US 395, thereby also mitigating impacts from the loss of parking on both sides of US 395 to a less than significant level.



Figure 29 - Potential off-street parking area #1 (blue star) 2319 North Sierra Highway

Lot 2 –2320 North Sierra Highway

The second potential off-street parking area Caltrans is proposing to purchase and develop is located on the southbound side of US 395 close to Wave Rave Outlet at 2344 North Sierra Highway (Figure 26). Google maps indicates Early Pond Lane crossing the parcel, however this road is unsigned at the intersection and the northern portion of the property abutting US 395 is undeveloped, and Early Pond Lane may actually occur west of the parcel separating the parcel from Wave Rave Outlet, instead of through the middle of the parcel as indicated in Figure 26. Caltrans Planning and Right-of-Way staff will coordinate with Inyo County to ascertain the correct location and parcel legal description during the right-of-way phase of the project. This property parcel extends south from US 395 and contains approximately four residential structures. If this location were chosen for off-site parking development, only the vacant portion of the parcel near US 395 would be purchased and developed. Approximately 47 parking spaces could be marked within this lot, including ADA-accessible parking spaces. Access through the parking area to the residences would be maintained and no relocations would be required. The proposed pedestrian-activated signal and crosswalk would be installed near this location regardless of off-street parking location (Lot 1 or Lot 2) chosen. Lot 2 is preferred by Caltrans to mitigate for the loss of parking under Alternative 2 as more parking would be removed from the south side of US 395 than the north side, however due to the crosswalk either lot would reduce the impacts from the loss of parking to a less than significant level.



Figure 30 - Potential off-site parking area #2 (yellow star) 2320 North Sierra Highway

No Build Alternative

The No Build Alternative does not propose any improvements on US 395, and no changes to parking or improvements to parking availability would occur.

Public Transportation

Common to Both Build Alternatives

The build alternatives are not expected to increase the number of persons living or working in the area that may use public transportation services. Also, improved sidewalks and crosswalks are not expected to increase the use of ESTA fixed-route service buses, although they may facilitate user access to the bus stop that is located along US 395 near Rocking W Drive. With the use of highway shoulders as bike lanes under Alternative 2, this alternative may limit the ability of ESTA buses to stop on US 395; therefore, a transit stop at Bishop Plaza is considered as part of the project, as outlined in Measure COM-3. (Appendix E). In the short term, construction activities at the bus stop may require buses to temporarily stop east or west of Rocking W Drive outside the construction zone. This is not considered a substantial impact and would only require coordination with ESTA for notification of bus drivers and riders of the temporary stop location. This coordination would be included in the TMP for the project.

No Build Alternative

The No Build Alternative does not propose any improvements on US 395, and no changes to public transportation would occur.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Access and Circulation

Impacts to access and circulation would be beneficial in the long term. During short-term construction, access to individual properties would be constrained temporarily. While no full street closures and detours would be necessary, the outside lane would be coned off to separate and protect construction crews and equipment from passing vehicles. Planned construction on one side of the highway at any one time would minimize construction impacts by limiting lane closures, constraints to access, and loss of parking. In addition, the TMP would include signs, flaggers, and other measures to direct traffic and maintain access to all properties at all times. The TMP would also include public information, motorist information, incident management, construction, demand management, and alternate routes and parking areas. In addition, the following minimization measure is proposed:

COM-1: To minimize traffic disruption and access, the contractor shall schedule construction activities to occur outside the peak visitor season and when major events are not ongoing in Bishop or the surrounding areas if feasible. If not feasible to alter the construction schedule, the Caltrans Public Information Officer will notify the public and affected businesses of possible delays.

Parking

To mitigate for the impacts associated with the loss of on-street and off-street parking spaces under Alternative 2 the following measure is proposed:

COM-2: To mitigate the impacts to businesses and the community from the loss of on-street parking under Alternative 2, either Parking Lot 1 or Lot 2, as identified above, will be purchased

and developed into an off-street parking lot. Either lot would provide more parking than Alternative 2 would remove, and a pedestrian-activated crosswalk between the lots would allow easier pedestrian access to both sides of US 395 regardless of lot developed. The development of one of these lots would mitigate impacts from parking loss to a less than significant level.

Public Transportation

Impacts on public transportation services would be temporary during the construction phase and would be addressed as part of the TMP. The following minimization measure is proposed to improve public transportation capabilities under both Alternatives 1 and 2:

COM-3: A designated turnout will be included in the plans to allow for ESTA shuttle buses to stop outside of travel lanes. The southeast side of the Bishop Plaza parking lot has been chosen as a conceptual location for the turnout, however an alternate location may be chosen in coordination with ESTA.

CULTURAL RESOURCES

Regulatory Setting

The term “cultural resources,” as used in this document, refers to the “built environment” (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under federal and state laws, cultural resources that meet certain criteria of significance are referred to by various terms including “historic properties,” “historic sites,” “historical resources,” and “tribal cultural resources.” Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act (NHPA) of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those undertakings, following regulations issued by the ACHP (36 Code of Federal Regulations [CFR] 800). On January 1, 2014, the First Amended Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the ACHP, the California State Historic Preservation Officer (SHPO), and the Department went into effect for Department projects, both state and local, with FHWA involvement. The PA implements the ACHP’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA’s responsibilities under the PA have been assigned to the Department as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

As the project is partially located on lands administered owned by the Bishop Paiute Tribe, the Caltrans First Amended Section 106 Programmatic Agreement does not apply, and consultation will occur under the National Historic Preservation Act implementing regulations at 36 CFR § 800. Additionally, the Native American Graves Protection and Repatriation Act (25 USC 3001 et seq) also applies to this project because the project involves work on federal tribal land. The 1990 law, known as NAGPRA, requires federal agencies and museums receiving federal funds to inventory and repatriate human remains and associated funerary objects, including items of cultural patrimony. The agencies and museums must offer to return these remains and objects to the

Native American groups who are judged to be the most likely descendants or most closely culturally affiliated. The law also protects Native American graves and other cultural items located within archeological sites on federal and tribal land.

The Archaeological Resources Protection Act (ARPA) applies when a project may involve archaeological resources located on federal or tribal land. The ARPA requires that a permit be obtained before excavation of an archaeological resource on such land can take place.

The California Environmental Quality Act (CEQA) requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as “unique” archaeological resources. California Public Resources Code (PRC) Section 5024.1 established the California Register of Historical Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. Historical resources are defined in PRC Section 5020.1(j). In 2014, Assembly Bill 52 (AB 52) added the term “tribal cultural resources” to CEQA, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects to them). Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource. Unique archaeological resources are referenced in PRC Section 21083.2.

PRC Section 5024 requires state agencies to identify and protect state-owned historical resources that meet the NRHP listing criteria. It further requires the Department to inventory state-owned structures in its rights-of-way. No state-owned resources eligible for listing in the NRHP are present within the project area.

Section 4(f) of the Department of Transportation Act specifically protects public park and recreation lands, wildlife and waterfowl refuges, and historic sites. Under its provisions, a federally assisted highway project cannot adversely take properties of these types unless it can be shown that there is no prudent and feasible alternative to doing so. Section 4(f), as specifically related to cultural resources, applies when there is an actual taking of land from, or constructive use of, a historic property. Section 4(f) evaluation requires documentation of completion of the Section 106 process.

Affected Environment

The cultural resource studies completed for the project include an Archaeological Survey Report (March 2020), an Historical Resources Evaluation Report (March 2020), an Historic Properties Survey Report (March 2020). A Finding of No Adverse Effect document with attached Environmentally Sensitive Action Plan and a Supplemental Historic Properties Survey Report are anticipated to be completed in the summer of 2020. These reports will be completed prior to selecting a preferred alternative in October 2020.

The cultural resources background investigation consisted of multiple avenues of research including archival research, consultation with affected and interested parties, and pedestrian surveys. Archival research included record searches of the Caltrans Cultural Research Database starting in November 2018 and with the Eastern Information Center in July 2019. Each record search included a review of all previous cultural resource studies, recorded archaeological resources, and built-environment resources within the proposed project area and within 1 mile of the project site. Additional archival research was done in September 2019, at the Inyo County

Assessor's Office, Inyo County Planning Department, Inyo County Water Department, Los Angeles Department of Water and Power (LADWP), Eastern California Museum, Laws Museum, Manzanar National Historic Site, and Bishop Branch of the Inyo County Library. Native American consultation under AB 52 was initiated on November 18, 2019; with the two tribes which have previously identified affiliation with the project area per AB 52 protocols, the Bishop Paiute Tribe and the Big Pine Paiute Tribe. No responses were received from either tribe as part of the AB 52 outreach as of March 2020. Consultation with the Native American Heritage Commission (NAHC) was completed on February 6, 2020. This consultation included a search of the Sacred Lands File database and compilation of a list of Native American groups and individuals to contact for additional information. These groups and individuals were initially contacted by letter on February 12, 2020 and follow-up consultation was done on March 13, 2020 via email. No responses have been received to date.

Two Areas of Potential Effect were established for this undertaking, an Architectural Area of Potential Effect (APE) and an Archaeological APE.

The Architectural APE was established in consultation with Jody Brown, PQS Principal Investigator-Prehistoric Archaeology and Project Manager Dennee Alcalá. The Architectural APE encompasses the first block of buildings and the portions of larger properties on U.S. 395/North Sierra Highway between North See Vee Lane and North Barlow Lane that are directly adjacent to the maximum project footprint under Alternative 1, which involves the largest amount of new right of way acquisition.

The Archaeological APE for the project was established in consultation with Jody Brown, PQS Principal Investigator-Prehistoric Archaeology and Project Manager Dennee Alcalá. Horizontally, the Archaeological APE was established as the maximum extent of the project footprint along U.S. 395/North Sierra Highway between North See Vee Lane and North Barlow Lane. It includes the Caltrans right of way as well as all proposed property acquisitions, temporary construction easements, utility relocations, access, and staging areas for both alternatives. Vertically it extends an average of three feet for the roadway work, up to 15 feet in depth for the new signal posts, for the new bridge abutments and up to 45 feet for the relocation of the utility poles. These are the maximum depths of project actions under either alternative.

Results of the background research, consultation, and pedestrian survey failed to identify any archaeological resources or Tribal Cultural Resources within the Archaeological APE. Investigations for the built environment identified 14 properties 45-years or old within the Architectural APE. Of these, one, the North Fork Bishop Creek Bridge (48-0016), was previously determined not eligible, and 12 were determined not eligible for listing in the National Register or the California Register. The remaining property, the Coon's Gallery, was determined eligible for listing in the National Register under Criteria B and C as a result of this investigation. As such, the Coon's Gallery is also a Historical Resource for the purposes of CEQA under Criteria 2 and 3. No other resources requiring evaluation are present within either the Architectural or Archaeological APE.

Environmental Consequences

No archaeological resources were identified in the Archaeological APE. Within the project Architectural APE, there is one built environment resource that has been determined eligible for inclusion to the National Register of Historic Places, the Coon's Gallery. The Coon's Gallery was determined eligible for listing in the NRHP at the local level under Criterion B for its association with California Plein-Air painter Robert Clunie, and under Criterion C as a locally important

example of California Mid-Century Modern architecture. The State Historic Preservation Officer (SHPO) will be coordinated with and is expected to concur with this determination of eligibility prior to selection of a preferred alternative (October 2020). As an historic property, the Coon's Gallery is also automatically an historical resource under CEQA and is eligible for listing in the California Register of Historical Resources (CRHR).

Direct and indirect impacts to the Coon's Gallery will be avoided through implementation of an Environmentally Sensitive Area (ESA). As such, the project will have a "no adverse effect" finding on historic properties. SHPO is expected to concur on the "no adverse effect" finding prior to selection of a preferred alternative (October 2020). The concurrence letter from SHPO will be included within the final environmental document.

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, California Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who, pursuant to PRC Section 5097.98, will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the Caltrans Resident Engineer and District 9 Project Archaeologist so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable. If Native American human remains are discovered on tribal lands, the provisions of NAGPRA will followed. Similar to the State procedures, Appropriate Native American group, Department of Interior, Bureau of Indian Affairs, State Historic Preservation Officer

Section 4(f)

There are historic properties protected by Section 4(f) of the Department of Transportation Act of 1966 within the project vicinity. However, because the finding under 36 CFR Part 800 is "no adverse effect," the project will not "use" this property as defined by Section 4(f). Therefore, the Section 4(f) finding for the proposed project is a *de minimis* impact to a historic property. SHPO concurrence on the *de minimis* impact finding is anticipated prior to October 2020 and will be included in the final environmental document. Please see Appendix A under the heading "Resources Evaluated Relative to the Requirements of Section 4(f)" for additional details.

Avoidance, Minimization, and/or Mitigation Measures

Avoidance of direct and indirect effects to the Coon's Gallery will be accomplished through adherence to the stipulations of an Environmentally Sensitive Area (ESA) as presented in the Finding of No Adverse Effect document, as to be shown on the project plans, and as entered into the project construction specifications as Standard Special Provision (SSP) 14-1.02 Environmentally Sensitive Area. Because many of the character-defining features of the Coon's Gallery are limited to the building's intact original façade, ESA measures will consist of the placement of high visibility construction fencing between the construction limits and the structure. No work, staging, storage, or access will be allowed behind this fence. Signs stating "Restricted Area, Keep Out" will be posted every 30 meters at each end of the fence. The fencing with signage will be installed prior to the start of work within property boundaries and remain in place

until all work in that parcel or immediately adjacent to that parcel is completed. No mitigation measures are required. As the historic resource is outside of the project impact area, no significant impacts to the resource will occur as a result of either proposed build alternative. The ESA fencing will serve to further avoid any potential impacts to the resource.

CR-1: Implement environmentally sensitive area fencing to separate construction activities from Coon's Gallery. This action will comply with Caltrans Standard Special Provisions for Environmentally Sensitive Area (SSP 14-1.02).

Physical Environment

HAZARDOUS WASTE/MATERIALS

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, and the Resource Conservation and Recovery Act (RCRA) of 1976. The purpose of CERCLA, often referred to as “Superfund,” is to identify and cleanup abandoned contaminated sites so that public health and welfare are not compromised. The RCRA provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order (EO) 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

Affected Environment

1. An Air, Noise, Water and Hazardous Waste clearance memo was written by Caltrans Environmental Engineering on February 3, 2017 and updated on March 10, 2020. An Initial Site Investigation (ISA) contract was executed in March 2020 and is expected to be completed by May 2020. The results of the ISA will be used to further support analysis of potential project alternatives prior to choosing a preferred alternative on or before October 1, 2020. Additional supporting information has been gathered from the California State Water Resources Control Board GeoTracker database.



Figure 31 - Map of former Exxon gas station within potential off-street parking Lot 1 mitigation site (Alternative 2). Map from Lahontan Water Board Site Assessment Case #6B1400776T

There is one identified leaking underground storage tank (LUST) site within the project limits (2319 North Sierra Highway). This site was formerly an Exxon gas station located directly east of the Mahogany Smoked Meats parking area and is within the proposed parking lot (Lot #1)

under consideration for purchase by Caltrans to mitigate parking losses under project Alternative 2 (Figure 31).

Prior to November 1995, a retail gasoline station existing onsite known as Meadow Farms Automotive. In November 1995, three former underground storage tanks (“UST”; two 10,000 gallons gasoline tanks and one 1,000 gallon used motor oil tank) were removed from the site. During removal of the tanks, Inyo County Environmental Health supervised the collection of five soil samples along the sidewalls of the three removed tanks. These soil samples were analyzed by Great Basin Laboratories, Inc. for total petroleum hydrocarbons and aromatic hydrocarbons. Upon receipt of the laboratory results (Table 9), Inyo County Environmental Health Service Department determined that a significant petroleum hydrocarbon soil contamination existed at the subject property in close proximity to groundwater. The case was referred to the Lahontan Regional Water Quality Control Board (LRWQCB) due to the likelihood of contaminant impact to underlying groundwater. On July 2, 2013, the LRWQB issued a “Request for Work Plan” to conduct soil, soil gas, and/or groundwater investigations at the subject site to determine the extent of soil and groundwater contamination.

Table 9 - Results of 1996 soil sampling at former Exxon gas station. Source 2013 Site Assessment Work Plan, GeoTracker ID T062700078

Sample ID	Sample Type	Total Petroleum Hydrocarbons (TPH) as Gasoline (mg/Kg)	Benzene (mg/Kg)	Toluene (mg/Kg)	Ethylbenzene (mg/Kg)	Xylenes (mg/Kg)
SAMPLE 1	Soil	1360	8.73	173	53.4	77.0
SAMPLE 2	Soil	140	ND	0.041	ND	0.025
SAMPLE 3	Soil	527	0.99	18.4	8.79	42.5
SAMPLE 4	Soil	436	ND	1.71	13.5	80.1
SAMPLE 5	Soil	595	ND	16.6	18.7	82.2
Note: All results in mg./kg, equivalent to parts per million (ppm) ND=Non Detect < 0.002 mg/Kg Soil samples were collected along sidewalls of UST excavations (appx. depth of 2 to 10 feet)						

- On May 12, 2014, The LRWQCB issued a letter to the owner of the site that “No Further Action is Required” at the subject site. LRWQCB’s letter confirms the completion of a site investigation and corrective action for the underground storage tanks formerly located at 2319 North Sierra Highway and concludes the “release of petroleum products at this site poses a low threat to human health, safety, and the environment, and that the site meets the criteria of the Water Quality Control Policy for Low-Threat Underground Storage Tank Case Closure” (Appendix D).

Environmental Consequences

- Due to the 2014 closure letter from LRWQCB and their determination that no further clean up action is required, it is unlikely the purchase and development of this parcel for use as a parking lot would contribute to any additional impacts from hazardous waste. The Caltrans Initial Site Investigation (estimate completion May 2020) is being pursued to confirm the suitability of the site for off-street parking. Development of the site is only being proposed under project Alternative 2 and would be pursued under that alternative if the parking lot on the southbound side of US 395 (Lot #2) is determined to be infeasible. If chosen as a project

component, development of Lot #1 would likely involve minor surface grading, adding asphalt pavement, and marking parking stalls with paint.

Caltrans Project Delivery Directive PD-02 establishes a general policy that Caltrans shall avoid purchasing contaminated properties. In adherence to this directive, confirmation that the property is contaminant-free would be obtained prior to moving forward with this site as a potential off-street parking lot.

Aerially deposited lead (ADL) from the historical use of leaded gasoline, exists along roadways throughout California. If encountered, soil with elevated concentrations of lead as a result of ADL on the state highway system right-of-way within the limits of the project will be managed under the July 1, 2016, ADL Agreement between Caltrans and the California Department of Toxic Substances Control. This ADL Agreement allows such soils to be safely reused within the project limits as long as all requirements of the ADL Agreement are met.

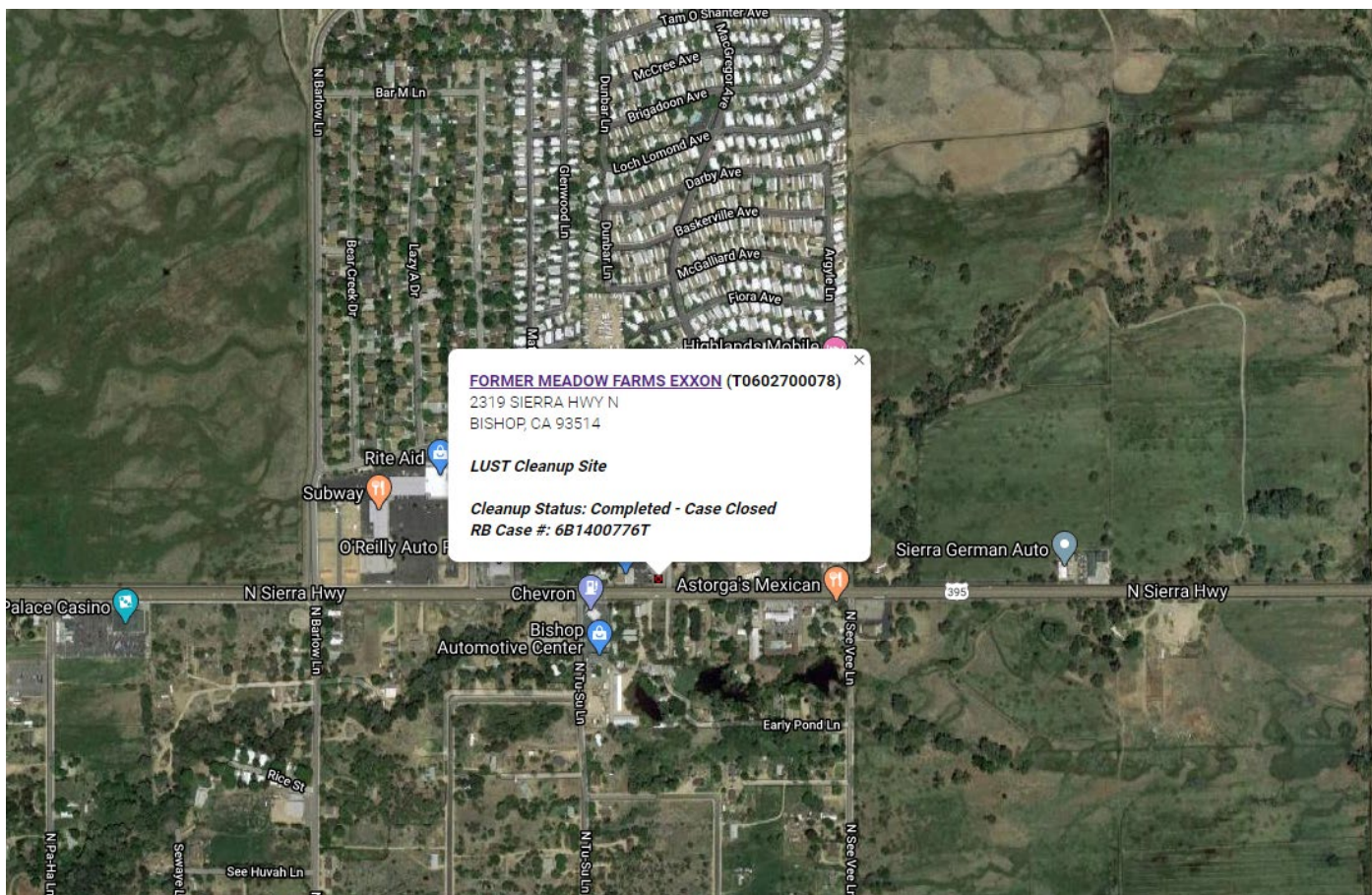


Figure 32 - State Water Resources Control Board GeoTracker Database map search results for Meadow Farms project area (March 2020)

Avoidance, Minimization, and/or Mitigation Measures

Due to the State Water Resources Control Board GeoTracker database Cleanup Status of the site at 2319 North Sierra Highway as “Completed – Case Closed” (Figure 32), no further measures are proposed at this time. The Caltrans Initial Site Investigation will be completed by May 2020 and will confirm the site is still viable as an off-street parking lot.

CLIMATE CHANGE

Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level greenhouse gas analysis. FHWA emphasizes concepts of resilience and sustainability in highway planning, project development, design, operations, and maintenance. Because there have been requirements set forth in California legislation and executive orders on climate change, the issue is addressed in the California Environmental Quality Act (CEQA) chapter of this document. The CEQA analysis may be used to inform the National Environmental Policy Act (NEPA) determination for the project.

Biological Environment

WETLANDS AND OTHER WATERS

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. The lateral limits of jurisdiction over non-tidal water bodies extend to the ordinary high-water mark (OHWM), in the absence of adjacent wetlands. When adjacent wetlands are present, CWA jurisdiction extends beyond the OHWM to the limits of the adjacent wetlands. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the U.S. Environmental Protection Agency (U.S. EPA).

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of USACE's Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (40 Code of Federal Regulations [CFR] 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a "least environmentally

damaging practicable alternative” (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, EO 11990 states that a federal agency, such as FHWA and/or the Department, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction and (2) the proposed project includes all practicable measures to minimize harm. A Wetlands Only Practicable Alternative Finding must be made.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCBs) and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or the Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request. Please see the [Water Quality section](#) for more details.

Affected Environment

A wetland delineation report was conducted in June 2019 and found no Army Corps of Engineers (ACOE) jurisdictional wetlands to be present in the Biological Study Area (BSA). There are two Waters of the United States present within the BSA; North Fork of Bishop Creek and Matlick Ditch. There is riparian habitat within the BSA along the north fork of Bishop Creek, however these areas are not anticipated to be impacted during construction. See Figures 33-37 for maps of aquatic resources within and near the project area.

Matlick Ditch would need to be rerouted or altered to accommodate ADA-compliant sidewalks for both project alternatives. This would include a culvert extension of approximately 5 feet at Coon Gallery, and another culvert extension or possible relocation of 10-20 feet of the ditch east of MacGregor Avenue. Additionally, approximately 70-100 feet of the ditch would need to be moved approximately 10 feet to the north at Highlands RV Park (Figures 34-37).

Made in accordance with the Updated Map and Drawing Standards for the South Pacific Division Regulatory Program, as amended on January 11, 2019
By: Dylan Ayers, Quad Knopf, Inc.

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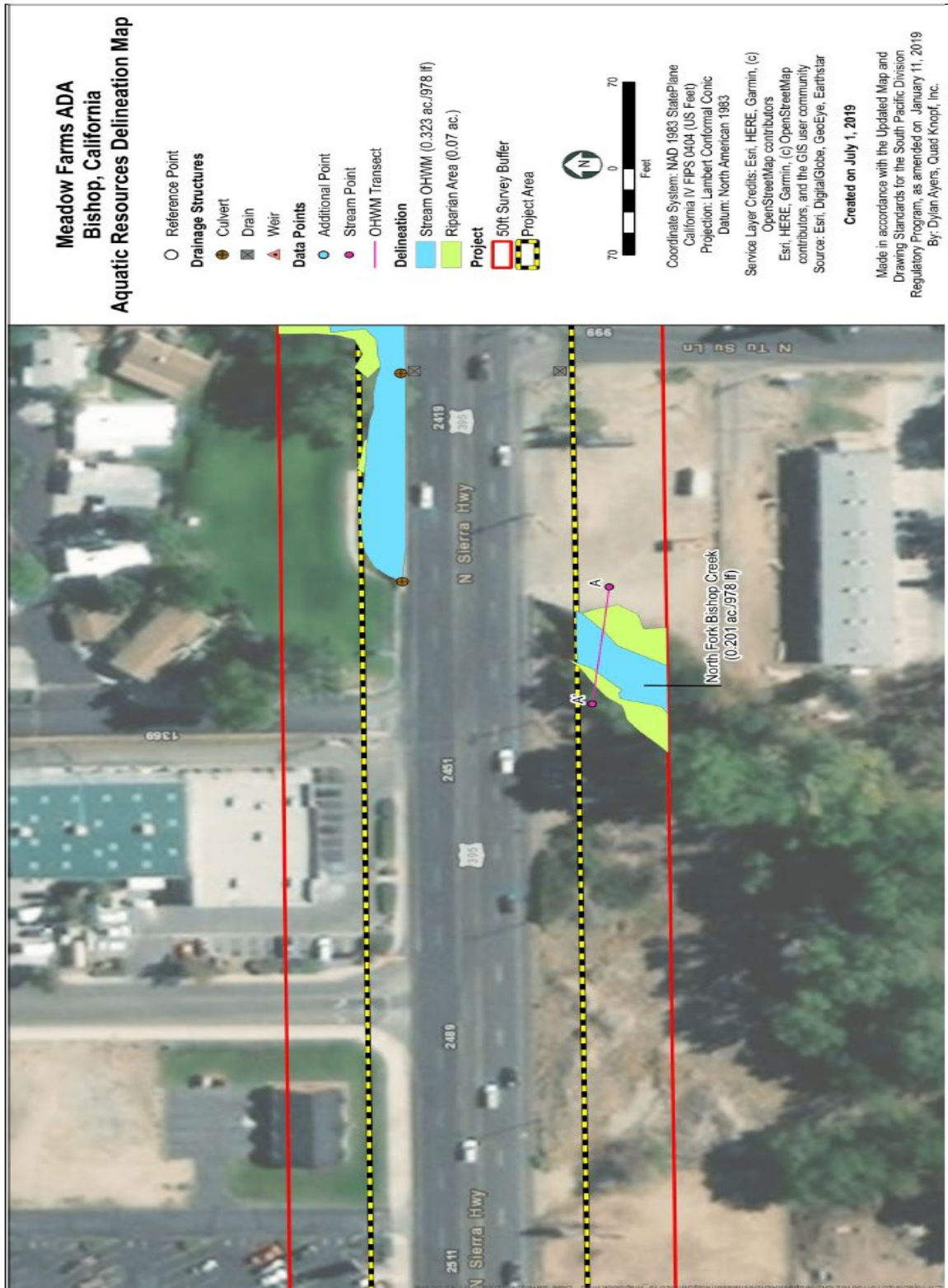


Figure 34 - Aquatic Resources in Project Area; North Fork Bishop Creek



Figure 35 - Aquatic Resources in Project Area; North Fork Bishop Creek and Matlick Ditch (1 of 3)

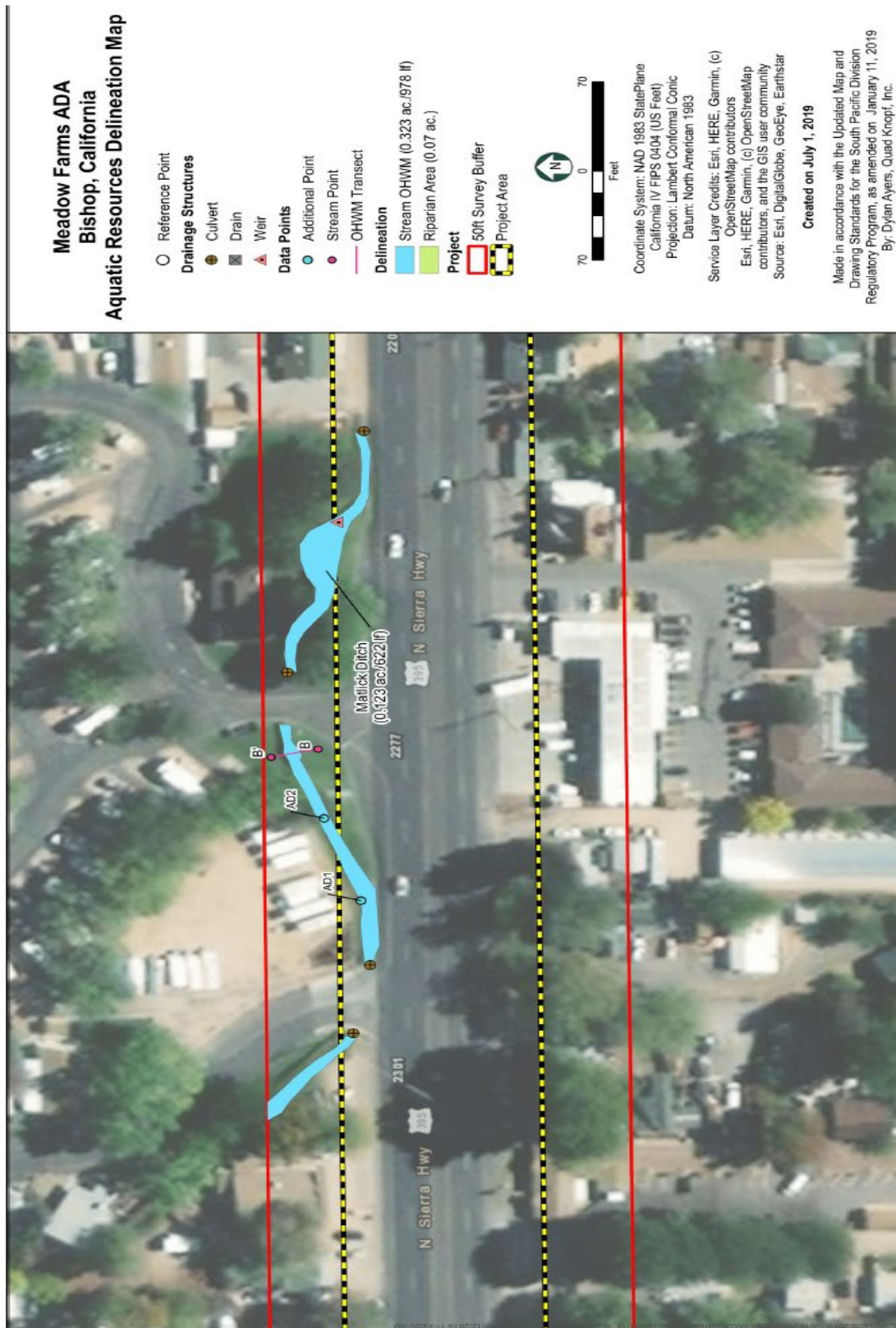


Figure 36 - Aquatic Resources in Project Area; Matlick Ditch (2 of 3)

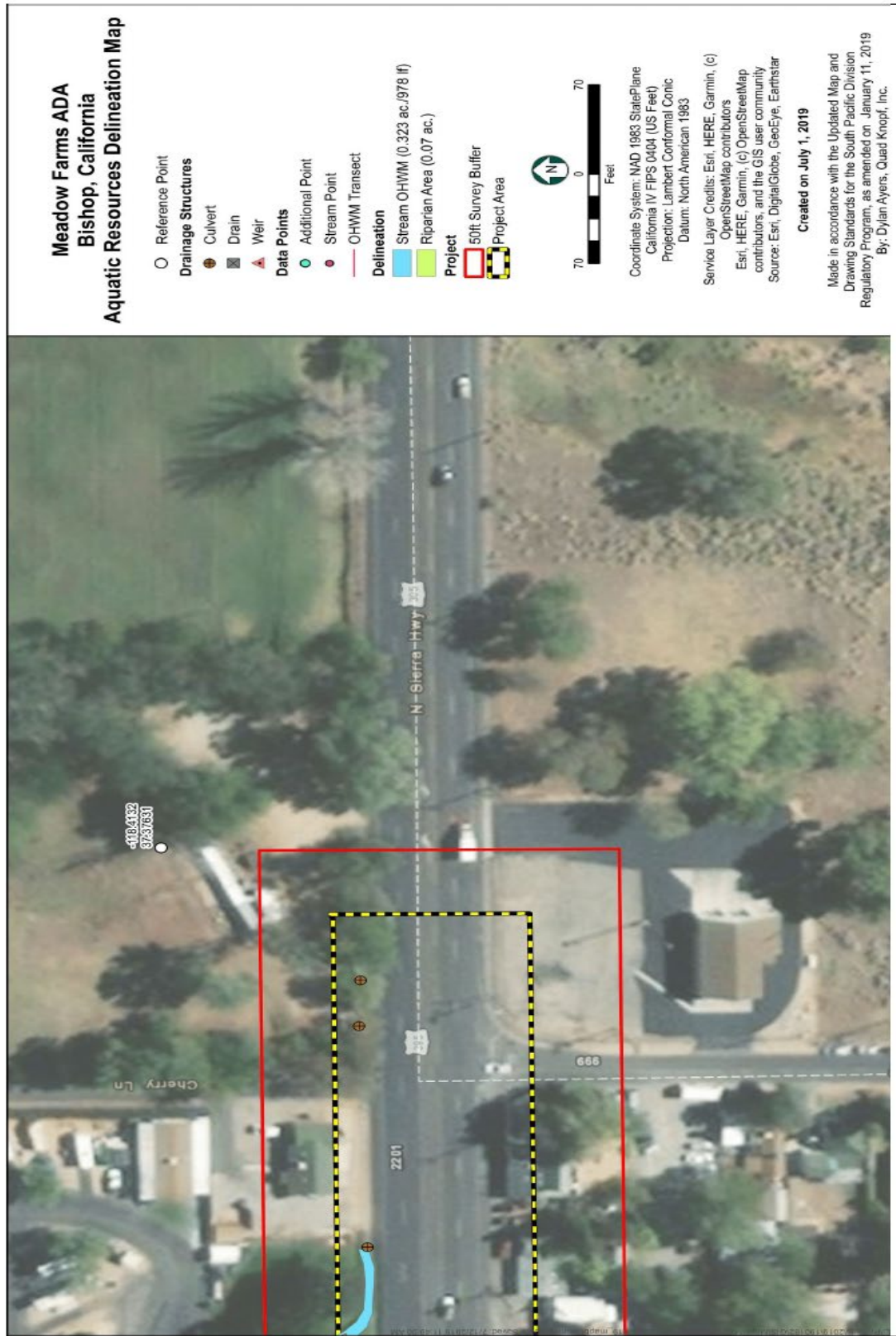


Figure 37 - Aquatic Resources in Project Area; Matlick Ditch (3 of 3)

Environmental Consequences

1. Alternative 1

Alternative 1 would result in impacts to Matlick Ditch from temporary water diversions, culvert extensions, and ditch relocation (approximately 100 linear feet). Based on current designs, this may result in permanent impacts to approximately 350 square feet of Matlick Ditch.

Flowing water currently being conveyed through an underground culvert running under the existing sidewalk at the U.S. 395 southern frontage driveways into the Bishop Plaza parking lot would need to be diverted to replace the culvert piping. Water would be diverted upstream of the culvert and the culvert would be dewatered to allow removal of the old culvert and installation of the new one. Fish protection measures during dewatering are discussed below and under Animal Species.

Various culverts throughout the project area would need to be extended to accommodate the wider highway facility under Alternative 1. Additionally, approximately 100 feet of Matlick Ditch would need to be relocated a few feet to the north to accommodate ADA-compliant sidewalks.

Alternative 1 also includes widening the bridge over the North Fork of Bishop Creek, which would involve placing four 24" diameter concrete pilings into the creek for bridge support. The pilings would be a permanent impact to the creek.

Alternative 2

Alternative 2 would not require new right-of-way to widen the existing facility, however ADA-compliant sidewalks will result in a wider facility and some relocation of sections of Matlick Ditch where it runs close to the existing sidewalks. This occurs on the eastern extent of the project near Barnett-Gatrell rentals. The anticipated extent of relocations is approximately 65 feet. This alternative may widen/extend some culverts but would not widen the bridge over the North Fork of Bishop Creek. The culvert running under the northbound sidewalk at the northern end of the project (near the U.S. 395 driveways into the Bishop Plaza parking lot) may need to be replaced under both build alternatives. The culvert has exceeded its projected lifespan however further consultation with the Bishop Creek Water Association (BCWA) and Los Angeles Department of Water and Power (LADWP) is needed. The culvert is the responsibility of the BCWA and the water being conveyed is owned and controlled by LADWP. If this culvert does require replacement, diversion and dewatering as described under Alternative 1 would be required.

Avoidance, Minimization, and/or Mitigation Measures

With the following avoidance and minimization measures in place, the project will have a less than significant impact on water resources (Waters of the U.S.). Additional avoidance and minimization measures may be required by the Lahontan Regional Water Quality Control Board (401 Permit) and/or the California Department of Fish and Wildlife (1602 Streambed Alteration Permit). Permit applications are expected to be submitted in spring of 2021.

WTR-1: Implementation of standard Caltrans water pollution control Best Management Practices (BMPs) will be implemented prior to construction activities and routinely checked for compliance by construction inspectors.

WTR-2: A qualified biological monitor will be present onsite prior to any disturbances to water resources and remain onsite to monitor all work which could impact waters. The monitor will also be present to oversee all water diversion activities.

ANIMAL SPECIES

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries), and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the Threatened and Endangered Species Section below. All other special-status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

Affected Environment

A Natural Environment Study – Minimal Impacts (NESMI) was concluded by Caltrans in January 2020. The following discussion is based on the results of this study.

There are trees and shrubs within the project area which may serve as nesting habitat for migratory birds.

Bats and other culvert-dwelling species were not observed during biological surveys but have the potential to occur prior to construction.

Two special-status fish species are known or assumed to be present within the Biological Study Area (BSA); Owens Valley speckled dace and Owens sucker.

Owens speckled dace (*Rhinichthys osculus* ssp.2)

Owens speckled dace are a subspecies of *Rhinichthys osculus* in the Byprinidae family of fish which includes minnows and carps. They are characterized by a wide caudal peduncle, small scales, pointed snout, and a small sub-terminal mouth. This species is found only in three small populations in Inyo County in California and have been found in various habitat types such as small cold-water streams, irrigation ditches, and hot spring systems. According to the California Department of Fish and Wildlife (CDFW), the population of this subspecies has declined over time due to various threats, including predation by non-native species, altered habitats creating isolation between populations, and reduction in springs due to groundwater extraction.

Owens speckled dace are a CDFW Species of Special Concern and are considered under the California Environmental Quality Act.

Surveys for Owens speckled dace were not performed for this project due to the availability of data from previous studies in the surrounding area. During surveys in 2016 for the North See Vee Signal Project, a Caltrans biologist observed Owens speckled dace within Matlick Ditch. Subsequent conversations with CDFW staff confirmed the presence of the dace within Matlick Ditch throughout the Meadow Farms project area.

Owens sucker (*Catostomus fumeiventris*)

Owens sucker are a species of common suckers in the Catostomidae family of fish. This species is endemic to Inyo and Mono Counties and is commonly found in the Owens River, Bishop Creek, Crowley Reservoir, Convict Lake, and Lake Sabrina. They have also been found in tributaries to the Owens River and off-channel habitats. The population of Owens sucker may be limited by habitat degradation from water diversion and predation by invasive trout and bass species.

Owens sucker are a CDFW Species of Special Concern and are considered under the California Environmental Quality Act.

Owens sucker surveys were not performed for this project due to personal communication with CDFW staff in December 2019 indicating the confirmed presence of Owens sucker in Matlick Ditch and the North Fork of Bishop Creek.

Environmental Consequences

1. Alternative 1

The proposed project may temporarily impact the habitat of Owens speckled dace and Owens sucker during culvert extensions, culvert replacements, dewatering of culverts and the relocation of Matlick Ditch.

Habitat for Owens sucker will be permanently impacted by the construction of concrete pilings to widen the bridge over the North Fork of Bishop Creek.

The utility and business sign relocations required for the widened highway facility will require the removal or trimming of various trees throughout the corridor. Removal of this vegetation could impact migratory nesting birds if nests are present and active at the time of removal.

Alternative 2

This alternative may impact the habitat of Owens speckled dace and Owens sucker during culvert replacement near the Bishop Plaza parking lot, if it needs to be replaced. The culvert has exceeded its projected lifespan however further consultation with the Bishop Creek Water Association (BCWA) and Los Angeles Department of Water and Power (LADWP) is needed. The culvert is the responsibility of the BCWA and the water being conveyed is owned and controlled by LADWP. If this culvert does require replacement, diversion and dewatering as described under Alternative 1 would be required. Culvert extensions and bridge widening are not expected to occur under this alternative and would therefore impact a smaller area of Owens speckled dace and Owens sucker habitats.

This alternative is not anticipated to require tree trimming and removal and should not impact any nesting birds.

Avoidance, Minimization, and/or Mitigation Measures

With the following avoidance and minimization measures implemented for both alternative, neither alternative would have a significant impact on any special-status fish species. Additional animal protection measures and onsite or offsite habitat enhancement requirements may be included in the CDFW Lake and Streambed Alteration 1602 Permit.

WTR-2: A qualified biological monitor will be present onsite prior to any disturbances to water resources and remain onsite to monitor all work which could impact waters. The monitor will also be present to oversee all water diversion activities.

BIO-1: The qualified biological monitor for dewatering and diversion activities will ensure appropriate water intake and output velocities are maintained to reduce harm to fish species and the quality of their habitat.

BIO-2: Pump screens will be used during water diversions. These screens will comply with Caltrans Standard Special Provisions for Species Protection (SSP 14-6.02) and Fish Protection (SSP 14-6.03C).

BIO-3: A dewatering and diversion plan will be prepared by Caltrans design engineers and submitted to CDFW for approval prior to construction activities.

BIO-4: Preconstruction nesting bird surveys will be conducted within 48 hours of construction work commencing to ensure no active nests are within the project area.

BIO-5: If active nests are found within the project impact area, an appropriate no-work buffer will be implemented around the nest as determined by a qualified biologist. The buffer will remain in place until nesting activities have completed, and the bird nestling has fledged and left the area.

BIO-6: Any active nest within the project impact area will be monitored by a qualified biologist to ensure construction activities outside of the no-work buffer do not impact the nesting birds.

BIO-7: Nests found outside of the project impact area, but within a reasonable distance to construction activities, may be monitored for noise impacts as determined necessary by a qualified biologist.

BIO-8: Bat and other culvert-dwelling species surveys will occur prior to construction and if found, exclusionary netting may be implemented at the discretion of the project biologist.

Chapter 3 – California Environmental Quality Act (CEQA) Evaluation

Determining Significance under CEQA

The proposed project is a joint project by the California Department of Transportation (Department) and the Federal Highway Administration (FHWA) and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for 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 United States Code Section 327 (23 USC 327) and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans. The Department is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or a lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) *as a whole* has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated, and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require the Department to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 in order to provide the reader with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Aesthetics

A, C-D) No Impact

The proposed project would not have a substantial adverse impact on a scenic vista because the project area does not include any scenic vistas. The project is in a rural urbanized area but will not conflict with any applicable zoning regulations for scenic quality. The project will not create sources of glare. Street lights are not currently proposed to be added under this project, however they are included in the Inyo County North Sierra Highway Corridor Plan, and if added by the County would not create substantial new sources of light. *Meadow Farms Visual Questionnaire; January 2020 (for all)*

B) Less Than Significant

The proposed project will not damage any scenic resource trees or rock outcroppings as none occur within the project impact area. Coon Gallery, a historic building, does exist within the project limits at 2399 North Sierra Highway. The building is set back from US 395, and right-of-way acquisition from either project alternative will not impact the building itself. The sign in front of the gallery would need to be moved under Alternative 1, however the sign is not a contributing feature to the historic building and therefore any impacts to the sign would not affect the historic nature of building. To avoid any indirect impacts to the building, the structure will be designated as an Environmentally Sensitive Area where no work can occur.

AGRICULTURE AND FOREST RESOURCES

<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p>				
Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Agriculture and Forest Resources

A) No Impact

The proposed project does not include conversion or conflicts with any designated farmlands, Williamson Act agricultural lands, forests or Timberlands. *Community Impacts Analysis; July 2019*

AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.				
Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Air Quality

A, B, C, D) No Impact

The proposed project lies within an area which is in attainment for all criteria pollutants and does not conflict with any air quality plan. As a non-capacity increasing project, it will not result in elevated levels of any criteria pollutant or expose sensitive receptors to increased pollutant concentrations or other emissions. All standard Caltrans construction dust control and other applicable air quality measures will be implemented on this project. Additionally, the proposed project includes multimodal elements (sidewalks, bicycle lanes, and a transit turnout) which may result in decreased vehicle emissions over its lifespan. *Air, Noise, Water and Hazardous Waste Clearance Memo and Clearance Memo Revision 1; March 2020*

BIOLOGICAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Biological Resources

A) Less Than Significant Impact

The proposed project would impact habitat and potentially individual fish identified by CDFW as species of special concern; Owens speckled dace and/or Owens sucker. There is potential for impacts to some members of these species from both build alternatives, however impacts are considered to be less than significant. With implementation of the avoidance and minimization measures below, impacts to these species will be further lessened or avoided. *Natural Environment Study – Minimal Impacts and Biological Resources Amended Scoping Report; February 2020 (for all)*

WTR-2: A qualified biological monitor will be present onsite prior to any disturbances to water resources and remain onsite to monitor all work which could impact waters. The monitor will also be present to oversee any water diversion activities.

BIO-1: The qualified biological monitor for dewatering and diversion activities will ensure appropriate water intake and output velocities are maintained to reduce harm to fish species and the quality of their habitat.

BIO-2: Pump screens will be used during water diversions. These screens will comply with Caltrans Standard Special Provisions for Species Protection (SSP 14-6.02) and Fish Protection (SSP 14-6.03C).

BIO-3: A dewatering and diversion plan will be prepared by Caltrans design engineers and submitted to CDFW for approval prior to construction activities.

B) Less than Significant Impact

Neither alternative under consideration for this project would affect riparian habitat or other sensitive natural communities on a significant scale. A CDFW 1602 Streambed Alteration permit will be secured prior to construction which may contain additional avoidance or minimization measures which are unknown at this time. The avoidance and minimization measures outlined above (A) will also lessen or avoid any potential impacts on sensitive natural communities.

C) No Impact

There are no wetlands within the project limits.

D) Less than Significant Impact

This project will not affect any designated migratory wildlife corridors or the movement of any native resident or migratory fish or wildlife species. This project will not impede the use of native wildlife nursery sites. There is a potential for migratory bird species to nest in trees within the project limits, however impacts are expected to be less than significant. Any potential impacts will be further lessened or avoided with the following avoidance and minimization measures incorporated:

BIO-4: Preconstruction nesting bird surveys will be conducted within 48 hours of construction work commencing to ensure no active nests are within the project area.

BIO-5: If active nests are found within the project impact area, an appropriate no-work buffer will be implemented around the nest as determined by a qualified biologist. The buffer will remain in place until nesting activities have completed, and the bird nestling has fledged and left the area.

BIO-6: Any active nest within the project impact area will be monitored by a qualified biologist to ensure construction activities outside of the no-work buffer do not impact nesting birds.

E) No Impact

This project will not conflict with any local policies or ordinances protecting biological resources.

F) No Impact

This project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

CULTURAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Cultural Resources

a) Less Than Significant Impact

As detailed in the Cultural Resources section in Chapter 2, the Coon's Gallery was determined eligible for listing in the NRHP for its association with Robert Clunie, a California Plein-Air painter and as a locally important example of California Mid-Century Modern design. Concurrence of this determination by SHPO is anticipated in the summer of 2020 and will be obtained prior to selection of a preferred alternative. Due to its eligibility for listing in the NRHP, the Coon's Gallery is also eligible for the CRHR under criteria 2 and 3 and is a significant historical resource under CEQA. Construction activities will occur within the boundaries of the resource. However, implementation of avoidance and protection measures in the form of an ESA, as discussed in Chapter 2, will ensure project actions will neither directly or indirectly impact the resource. Therefore, under CEQA, the proposed project would have a less than significant impact to a historical resource. *Archaeological Survey Report for Meadow Farms ADA Project, Bishop Inyo County, California. Caltrans. March 2020. Historical Resources Evaluation Report for Meadow Farms ADA Project, Bishop, Inyo County, California. Prepared by Parsons Environmental for Caltrans. March 2020. Historic Properties Survey Report for Meadow Farms ADA Project, Bishop, Inyo County California. Caltrans. March 2020 (for all).*

b) No Impact

As detailed in the Cultural Resources section in Chapter 2, no archaeological resources were identified as being present within the proposed project area as a result of archival research, Native American consultation (including AB 52 consultation), other local society and individual consultation, or pedestrian survey. The proposed project is located in a commercial area with significant above-ground and below-ground development. As such, it is unlikely intact significant and/or unique archaeological resources will be encountered by project actions.

c) No Impact

Standard construction specifications for inadvertent finding of human remains will be in place, and construction work will cease in the area if remains are discovered. Work will not continue until the

area has been assessed by the County Coroner and cleared by qualified archaeological staff. If the remains are determined to be prehistoric in origin, coordination with the appropriate Tribal representatives will occur.

ENERGY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Energy

No Impact

The proposed build alternatives for this project will not increase highway capacity and therefore will not induce additional energy (fuel) consumption. All applicable Caltrans standard provisions for energy resources required for construction will be implemented on this project.

B) No Impact

Neither build alternative proposed for this project will conflict with any state or local plan regarding energy use and efficiency.

GEOLOGY AND SOILS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Geology and Soils

A) Less than Significant Impact

The area surrounding the project has been designated as an earthquake fault zone on the State Alquist-Priolo Earthquake Fault Zoning Map, however the project limits are not within the fault zone (Appendix C). The proposed project would not directly or indirectly cause the fault to rupture. Temporary ground shaking may occur under Alternative 1 if concrete piles to widen the North Fork Bishop Creek bridge are driven into the ground, however this would be temporary and conform with all applicable State geotechnical standards. The area has not been evaluated by the

California Department of Conservation for liquefaction or landslides, however any shaking from installing the concrete piles would be temporary and localized and are not anticipated to result in any adverse impacts from liquefaction or landslides.

B-F) No Impact

The proposed project would not result in substantial removal of topsoil as it will occur in an urbanized area with existing pavement and concrete. Soils have not been determined to be expansive and additional geotechnical testing will occur prior to construction. No septic tanks or waste water systems are included in this project. No paleontological resources are known to occur in or near the project limits and the depth of excavation is not expected to extend into rock units of sufficient age to preserve significant fossils. *Paleontological Resources Identification Report; March 2020*

GREENHOUSE GAS EMISSIONS

CEQA Significance Determinations for Greenhouse Gas Emissions

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A-B) No Impact

The proposed project will not increase vehicular capacity on the highway system and therefore will not result in additional GHG emissions from transportation. The addition of ADA-compliant sidewalks and designated Class II bicycle lanes may result in a slight decrease in local vehicle emissions as multi-modal accessibility will benefit from either project alternative. The proposed project adheres to all applicable plans, policies and regulations regarding GHG reduction.

HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Hazards and Hazardous Materials

A) Less than Significant Impact

The proposed project includes a potential off-street parking lot to mitigate for the loss of on-street parking under Alternative 2. This parking area (Lot #1 under Traffic and Transportation section) was previously an Exxon gasoline retail station. The State Water Resources Control Board has indicated site cleanup has been successfully completed (Hazardous Waste section and Appendix D.). Due to this, less than significant impacts are anticipated for the development of this parking area. Caltrans is performing an Initial Site Investigation (ISA) to confirm the site is still viable for off-street parking. The ISA will be completed in May 2020 and will inform the selection of a preferred alternative. *Air, Noise, Water and Hazardous Waste Clearance Memo and Clearance Memo Revision 1; March 2020 (for all)*

B-G) No Impact

The proposed project will not utilize significant hazardous materials to construct, and all standard specifications for spill containment and stormwater pollution control will be implemented. No schools are located within ¼ mile of the proposed project area. No site listed on the Cortese List (Section 65962.5) is located in or near the project site. No airport is within two miles of the project area. Traffic control during construction will allow emergency vehicle access. The project will add sidewalks and bicycle lanes in an existing urbanized area and therefore will have no direct or indirect effects on wildland fire risks.

HYDROLOGY AND WATER QUALITY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Hydrology and Water Quality

A) Less than Significant Impact

Both build alternative for the proposed project would require a Water Quality Control Board 401 permit and Army Corps of Engineers 404 permit in order to work within the North Fork of Bishop Creek. The permit application is anticipated to be submitted for approval in Spring 2023. Specific minimization measures will be outlined in the permit, but generally include commitments to reduce sediments and other pollutants entering the watercourse. All permit provisions as well as Caltrans standard construction specifications to prevent pollution of waterways will be implemented and adhered to. *Air, Noise, Water and Hazardous Waste Clearance Memo and Clearance Memo Revision 1; March 2020 (for all), Natural Environment Study – Minimal Impacts and Biological Resources Amended Scoping Report; February 2020 (for all)*

B) No Impact

The proposed project will not use groundwater supplies for construction or substantially alter the amount of water percolating through soil to recharge groundwater supplies.

C) Less than Significant Impact

Expanding the highway facility under Alternative 1 will introduce new impervious surfaces to the project area and alter the course of Matlick Ditch. Stormwater capture and drainage devices will be included in the project to meet the requirements of Caltrans' Construction General Permit and National Pollutant Discharge Elimination System (NPDES)

D-E) No Impact

The project area is not within a flood hazard, tsunami or seiche zone. The project will not conflict with any known water quality control or groundwater plan.

LAND USE AND PLANNING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Land Use and Planning

A-B) No Impact

The proposed project will increase ADA access and general pedestrian connectivity throughout the corridor. It will not divide any communities or conflict with any known land use plans or policies. *Community Impacts Analysis; July 2019*

MINERAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Mineral Resources

A-B) No Impact

The proposed project will not result in any significant mineral resources or mineral resource recovery sites. Local material borrow and/or disposal sites will be used to the furthest feasible extent in order to reduce material transportation needs.

NOISE

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Noise

A) No Impact

The proposed project does not add roadway capacity and therefore is not expected to result in a significant increase in vehicular noise. *Air, Noise, Water and Hazardous Waste Clearance Memo and Clearance Memo Revision 1; March 2020 (for all)*

B) Less than Significant Impact

Alternative 1 would require installing concrete pilings into the North Fork of Bishop Creek to support bridge widening. Temporary vibrations are possible if the concrete pilings are driven into the ground. If this occurs, any vibratory impacts would be temporary and adhere to local construction noise policies as well as Caltrans standard specifications.

C) No Impact

The project is not located within two miles of a public airport.

POPULATION AND HOUSING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Population and Housing

A-B) No Impact

The proposed project will not increase capacity on the highway and is not expected to directly or indirectly result in population growth in the area. No people or houses will be displaced by the project. *Community Impacts Analysis; July 2019*

PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Public Services

A) No Impact

The proposed project will not physically alter any structure or route which will permanently impact public services. Temporary delays for commuters to schools, parks etc. may occur, however the Caltrans Traffic Control Plan (TCP) will outline standard public outreach efforts which notify commuters about temporary delays. No traffic closures are anticipated, and emergency services will be able to pass through the construction area unimpeded. *Community Impacts Analysis; July 2019*

RECREATION

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Recreation

A-B) No Impact

The proposed project will not physically alter or lead to increased use of any recreational facilities as none exist within the project limits. *Community Impacts Analysis; July 2019*

TRANSPORTATION

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Transportation

A-D) No Impact

As outlined in the “Consistency with State, Regional and Local Plans and Programs” section, the proposed project does not conflict with any plan or program. It will not create increased hazards due to geometric design as the highway is not being realigned, and it will not affect access to emergency rooms as none exist in or near the project area. *Community Impacts Analysis; July 2019*

TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Tribal Cultural Resources

A-B) No Impact

There are no tribal cultural resources identified within the project impact area. Letters pursuant to Assembly Bill 52 (AB 52) were sent on November 18, 2019 to two tribes which had previously identified affiliation with the project area (Bishop Paiute Tribe and Big Pine Paiute Tribe). As of March 2020, no responses were received from either Tribe. Consultation with the Native American Heritage Commission (NAHC) was completed on February 6, 2020.

UTILITIES AND SERVICE SYSTEMS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals??	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Utilities and Service Systems

A) Less than Significant Impact

The proposed project will require relocating approximately 21 overhead utility poles for Alternative 1, and no utility pole but potentially a few minor utility line relocations under Alternative 2. Relocating these poles/lines will be done in coordination with utility service providers and is not expected to any significant environmental effects. *Community Impacts Analysis; July 2019 (for all)*

B-E) No Impact

The proposed project will not alter the availability of water supplies, increase wastewater treatment needs, or generate excessive solid waste and will comply with all statutes and regulations for solid waste disposal.

WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Wildfire

A-D) No Impact

The proposed project adheres to all State and local emergency plans. It will not exacerbate wildfire risks, require installing new fire-producing infrastructure, or cause drainage issues related to fire as it will occur within an urbanized corridor which is not identified as a Very High Fire Hazard Severity Zone by the California Department of Forestry and Fire Protection (CAL FIRE).

MANDATORY FINDINGS OF SIGNIFICANCE

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Mandatory Findings of Significance

A) Less than Significant Impact

The project will be constructed under permits issued by the California Fish and Wildlife Service as well as the Lahontan Regional Water Quality Control Board. With the avoidance and minimization measures outlined in the "Biological Resources" section as well as those which may be included in the future permits, the project will not have a significant impact on the natural environment. *Natural Environment Study – Minimal Impacts and Biological Resources Amended Scoping Report; February 2020*

B) No Impact

No other sidewalk project is anticipated to occur in or near the project location in the future. A similar project has occurred within the City of Bishop (Bishop ADA Project), and a traffic signal and crosswalk were installed at the southern end of the project (See Vee Signal Project). Each project has been analyzed for impact individually, and cumulatively are expected to increase walkability, ADA accessibility, and multi-modal access in and around the proposed project area. *Community Impacts Analysis; July 2019*

C) Less than Significant Impact with Mitigation Incorporated

Impacts to the human environment are expected to be temporary during construction, and permanent under Alternative 1 with the acquisition of additional right-of-way for a wider highway facility, however they are anticipated to be less than significant as on-street parking spaces would be allowed under Alternative 1. Under Alternative 2 an off-street parking lot would be developed to mitigate for the loss of on-street parking throughout the corridor. The result of either alternative would be a net increase in available parking in the corridor with the development of an off-street parking lot as mitigation for Alternative 2. Without the development of an off-street parking lot, Alternative 2 would result in the loss of 33 on-street parking spaces in the project area, reducing the estimated on-street parking availability from 256 spaces to 223 spaces (~13% reduction). Alternative 1 would have a less than significant impact on human beings, and Alternative 2 would have a less than significant impact on human beings with mitigation (off-street parking lot development) incorporated. *Community Impacts Analysis; July 2019*

Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFCs). CO₂ is the most abundant GHG; while it is a naturally occurring component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO₂.

Two terms are typically used when discussing how we address the impacts of climate change: “greenhouse gas mitigation” and “adaptation.” Greenhouse gas mitigation covers the activities and policies aimed at reducing GHG emissions to limit or “mitigate” the impacts of climate change. Adaptation, on the other hand, is concerned with planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels). This analysis will include a discussion of both.

REGULATORY SETTING

This section outlines federal and state efforts to comprehensively reduce GHG emissions from transportation sources.

Federal

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2019). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—“the triple bottom line of sustainability” (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was

the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Economy (CAFE) Standards. This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the CAFE program based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States.

Energy Policy Act of 2005, 109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) the establishment of the Office of Indian Energy Policy and Programs within the Department of Energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

The U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) is responsible for setting GHG emission standards for new cars and light-duty vehicles to significantly increase the fuel economy of all new passenger cars and light trucks sold in the United States. Fuel efficiency standards directly influence GHG emissions.

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs) including, but not limited to, the following:

EO S-3-05 (June 1, 2005): The goal of this EO is to reduce California's GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

Assembly Bill (AB) 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (ARB) create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the governor's 2030 and 2050 GHG reduction goals.

Senate Bill (SB) 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

SB 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to identify strategies to address California's climate change goals under AB 32.

EO B-16-12 (March 2012) orders State entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO₂e).² Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure that its provisions are fully implemented.

SB 32, Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

SB 1386, Chapter 545, 2016, declared "it to be the policy of the state that the protection and management of natural and working lands ... is an important strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands."

AB 134, Chapter 254, 2017, allocates Greenhouse Gas Reduction Funds and other sources to various clean vehicle programs, demonstration/pilot projects, clean vehicle rebates and projects, and other emissions-reduction programs statewide.

SB 743, Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles travelled, to promote the state's goals of reducing greenhouse gas emissions and traffic related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

SB 150, Chapter 150, 2017, Regional Transportation Plans: This bill requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

EO B-55-18 (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.

² GHGs differ in how much heat each trap in the atmosphere (global warming potential, or GWP). CO₂ is the most important GHG, so amounts of other gases are expressed relative to CO₂, using a metric called "carbon dioxide equivalent" (CO₂e). The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂.

EO N-19-19 (September 2019) advances California's climate goals in part by directing the California State Transportation Agency to leverage annual transportation spending to reverse the trend of increased fuel consumption and reduce GHG emissions from the transportation sector. It orders a focus on transportation investments near housing, managing congestion, and encouraging alternatives to driving. This EO also directs ARB to encourage automakers to produce more clean vehicles, formulate ways to help Californians purchase them, and propose strategies to increase demand for zero-emission vehicles.

ENVIRONMENTAL SETTING

The proposed project is in a rural area, with a primarily natural-resources based agricultural and tourism economy. US 395 is the main transportation route to and through the area for both passenger and commercial vehicles. Traffic counts are low, with daily traffic volumes on US 395 through the project segment at 15,800 vehicles per day in 2015 and 17,000 vehicles per day in 2017, and US 395 is rarely congested. The Inyo County Regional Transportation Plan guides transportation development in this area. The Inyo County General Plan Circulation, Safety, and Traffic elements address GHGs in the project area.

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state, as required by H&SC Section 39607.4.

National GHG Inventory

The U.S. EPA prepares a national GHG inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of GHGs in the United States, reporting emissions of CO₂, CH₄, N₂O, HFCs, perfluorocarbons, SF₆, and nitrogen trifluoride. It also accounts for emissions of CO₂ that are removed from the atmosphere by "sinks" such as forests, vegetation, and soils that uptake and store CO₂ (carbon sequestration). The 1990–2016 inventory found that of 6,511 MMTCO₂e GHG emissions in 2016, 81% consist of CO₂, 10% are CH₄, and 6% are N₂O; the balance consists of fluorinated gases (EPA 2018a). In 2016, GHG emissions from the transportation sector accounted for nearly 28.5% of U.S. GHG emissions.

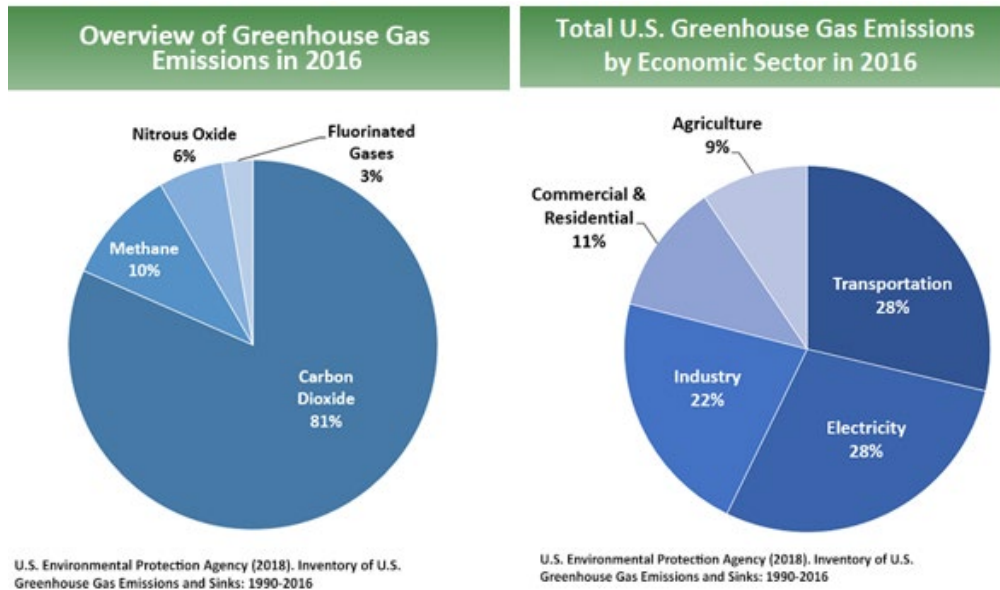


Figure 38 - U.S. 2016 Greenhouse Gas Emissions

State GHG Inventory

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. The 2019 edition of the GHG emissions inventory found total California emissions of 424.1 MMTCO₂e for 2017, with the transportation sector responsible for 41% of total GHGs. It also found that overall statewide GHG emissions declined from 2000 to 2017 despite growth in population and state economic output (ARB 2019a).

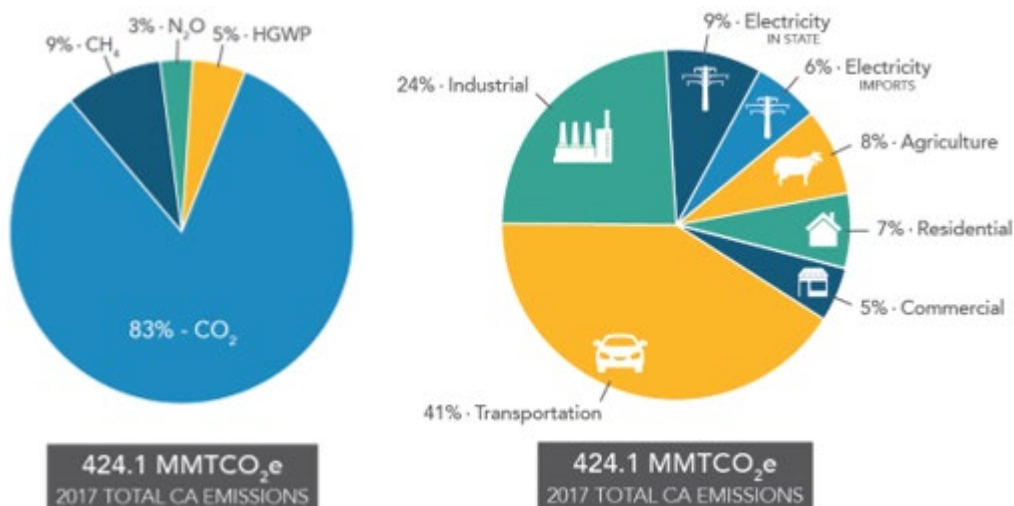


Figure 39 - California 2017 Greenhouse Gas Emissions

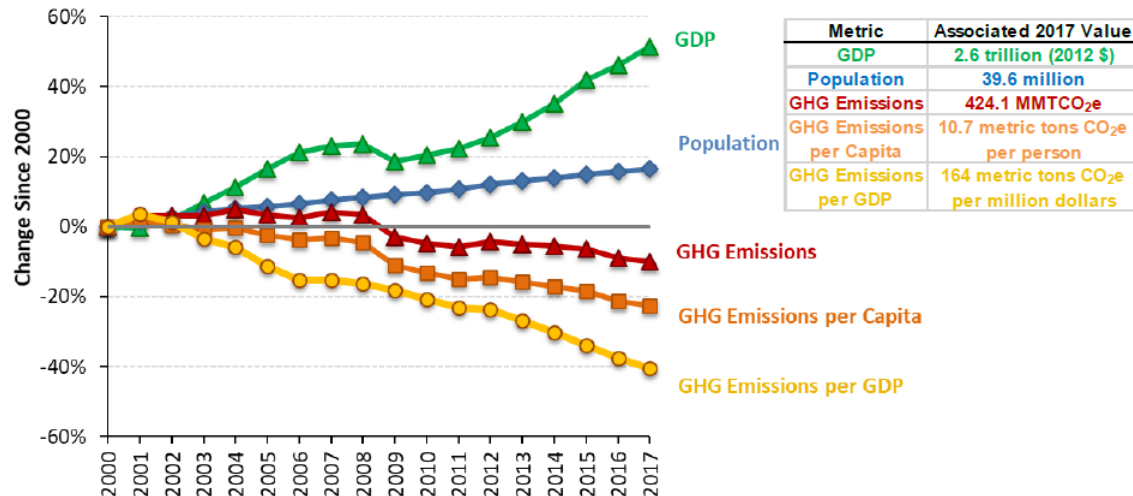


Figure 40 - Change in California GDP, Population, and GHG Emissions since 2000 (Source: ARB 2019b)

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. ARB adopted the first scoping plan in 2008. The second updated plan, *California's 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions.

Regional Plans

The following analysis was taken from the Inyo County climate action plan found at the California Climate Adaptation Portal interactive map: <https://webmaps.arb.ca.gov/capmap/>.

The proposed project is within the jurisdiction of the County of Inyo; The 2012 Cost, Energy and Service Efficiencies Action Plan identifies County projects to increase energy efficiency (facility projects) and the use of the Energy Star Portfolio Manager (ESPM) system as an energy use evaluation and benchmarking tool to help the County reduce its energy consumption. The Action Plan does not outline policies or projects to reduce greenhouse gas emissions from transportation.

PROJECT ANALYSIS

GHG emissions from transportation projects can be divided into those produced during operation of the SHS and those produced during construction. The primary GHGs produced by the transportation sector are CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of CH₄ and N₂O are emitted during fuel combustion. In addition, a small amount of HFC emissions are included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself." (*Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

The purpose of the proposed project is to bring highway facilities (curbs, sidewalks, gutters and driveways) to current ADA standards and will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on US 395, no increase in vehicle miles traveled (VMT) would occur as result of project implementation. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

After the project has been constructed, either build alternative would provide increased pedestrian and multi-modal access throughout the corridor and could result in a net reduction of GHG emissions from vehicles. Neither alternative would increase vehicular capacity or induce additional travel which would lead to increased GHG emissions or VMT.

Construction Emissions

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

CEQA Conclusion

While the proposed project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction GHG-reduction measures, the impact would be less than significant.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

GREENHOUSE GAS REDUCTION STRATEGIES

Statewide Efforts

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 GHG emissions targets. Former Governor Edmund G. Brown promoted GHG reduction goals that involved (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.

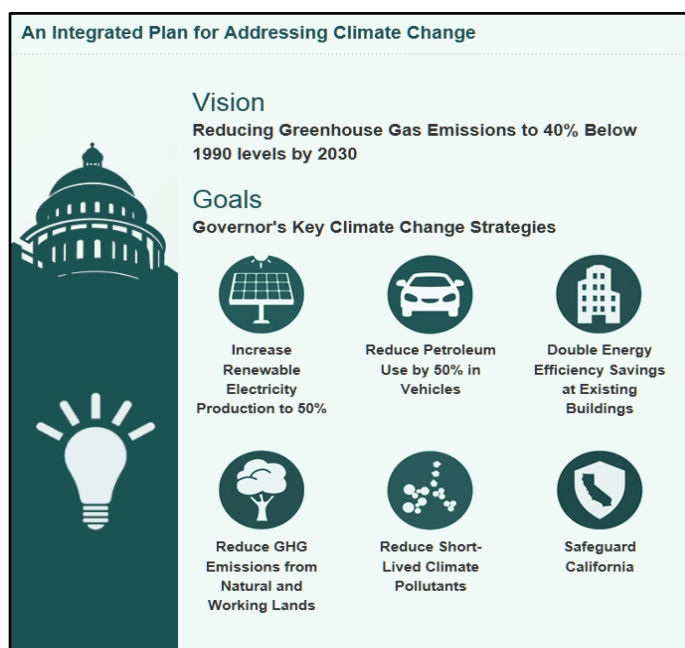


Figure 41 - California Climate Strategy

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). A key state goal for reducing GHG emissions is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030 (State of California 2019).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

CALIFORNIA TRANSPORTATION PLAN (CTP 2040)

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. In 2016, Caltrans completed the *California Transportation Plan 2040*, which establishes a new model for developing ground transportation systems, consistent with CO₂ reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, California will be working to improve transit and reduce long-run repair and maintenance costs of roadways and developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

CALTRANS STRATEGIC MANAGEMENT PLAN

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce GHG emissions, among other goals. Specific performance targets in the plan that will help to reduce GHG emissions include:

- Increasing percentage of non-auto mode share
- Reducing VMT
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) GHG emissions

FUNDING AND TECHNICAL ASSISTANCE PROGRAMS

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's RTP/SCS; contribute to the State's GHG reduction targets and advance transportation-related GHG emission reduction project types/strategies; and support other climate adaptation goals (e.g., *Safeguarding California*).

CALTRANS POLICY DIRECTIVES AND OTHER INITIATIVES

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Activities to Address Climate Change* (April 2013) provides a comprehensive overview of Caltrans' statewide activities to reduce GHG emissions resulting from agency operations.

Project-Level GHG Reduction Strategies

The following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

- All standard Caltrans specifications for idling times, dust control, etc. as outlined above
- The Contractor will be encouraged to use material source and borrow sites which are close to the project location. This will reduce the number of haul trips and distance traveled per trip

ADAPTATION

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under NEPA assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The U.S. Global Change Research Program (USGCRP) delivers a report to Congress and the president every 4 years, in accordance with the Global Change Research Act of 1990 (15 U.S.C. Ch. 56A § 2921 et seq). The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the "human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways." Chapter 12, "Transportation," presents a key discussion of vulnerability assessments. It notes that "asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime" (USGCRP 2018).

The U.S. DOT Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions" (U.S. DOT 2011).

FHWA order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014) established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2019).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. *California's Fourth Climate Change Assessment* (2018) is the state's effort to "translate the state of climate science into useful information for action" in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities."
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
- *Resilience* is the "capacity of any entity – an individual, a community, an organization, or a natural system – to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience". Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the "susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt." Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include, but are not limited to: ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

EO S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan). The Safeguarding California Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

EO S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance) in 2010, with instructions for how state agencies could incorporate "sea-level rise (SLR) projections into planning and decision making for projects in California" in a consistent way across agencies. The guidance was revised and augmented in 2013. *Rising Seas in California – An Update on Sea-Level Rise Science* was published in 2017 and its updated projections of sea-level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018.

EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change other than sea-level rise also threaten California's infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach. Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

Caltrans Adaptation Efforts

CALTRANS VULNERABILITY ASSESSMENTS

Caltrans is conducting climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

- *Exposure* – Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
- *Consequence* – Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization* – Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

Project Adaptation Analysis

SEA-LEVEL RISE

The proposed project is outside the coastal zone and not in an area subject to sea-level rise. Accordingly, direct impacts to transportation facilities due to projected sea-level rise are not expected.

FLOODPLAINS

The hydraulic capacity of waterways within the project limits will not be altered by the project and are designed to convey flows appropriately. The project will not dramatically alter drainage patterns or decrease the ability of existing systems to convey floodwaters.

WILDFIRE

The project area is not located within a State Responsibility Area of Very High Fire Hazard Severity. Project implementation would not alter the existing hazard zone rating.

Chapter 4 – Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including interagency coordination meetings, public meetings, public notices, and Project Development Team (PDT) meetings. This chapter summarizes the results of the Department's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

Native American consultation under AB 52 was initiated on November 18, 2019; with the two tribes which have previously identified affiliation with the project area per AB 52 protocols, the Bishop Paiute Tribe and the Big Pine Paiute Tribe. No responses were received from either tribe as part of the AB 52 outreach as of March 2020. Consultation with the Native American Heritage Commission (NAHC) was completed on February 6, 2020. This consultation included a search of the Sacred Lands File database and compilation of a list of Native American groups and individuals to contact for additional information. These groups and individuals were initially contacted by letter on February 12, 2020 and follow-up consultation was done on March 13, 2020 via email. No responses have been received to date.

On February 26, 2020 staff from Inyo County Planning Department met with Caltrans at the District 9 Office in Bishop. The meeting was held to discuss the project scope, schedule, and potential impacts. Coordination with Inyo County staff is ongoing and will continue throughout all project phases as appropriate.

When the City of Bishop and Inyo County jointly developed the North Sierra Highway Corridor Plan (2016), several community engagement efforts were conducted to assist the project team in identifying issues, vetting ideas, and prioritizing recommendations. To support engagement between implementing agencies of the Corridor Plan, an Advisory Committee was formed which included representatives from County of Inyo, City of Bishop, Bishop Paiute Tribe, Caltrans District 9, Los Angeles Department of Water and Power, Tri-County Fairgrounds, Eastern Sierra Transit Authority, Eastern Sierra Community Services District, and the Bishop Rural Fire Protection District. Stakeholder meetings were held in May, July and September 2016, and community charrette events were held October 19 and 19, 2016. Elements of the proposed Meadow Farms ADA project (ADA sidewalks, bicycle facilities, off-street parking development etc.) were included within the North Sierra Highway Corridor Plan.

Public circulation of the Draft Initial Study and Proposed Mitigation Negative Declaration / Environmental Assessment is scheduled to occur for 45 days between April 1 and May 16, 2020. Due to the social distancing guidance issued by the Center for Disease Control (CDC) in response to the COVID-19 outbreak, the planned public meeting for this project has been cancelled. Requests for a public meeting will, however, be accepted during the public circulation and comment period and an informational video is being created to provide further information about the proposed project.

Chapter 5 – List of Preparers

The following Department staff and consultants contributed to the preparation of this IS/EA.

Bradley Bowers, Environmental Coordinator and Paleontology Specialist; M.S. Environmental Science and Management, University of California, Santa Barbara; B.S. Magna Cum Laude, Geological Sciences & Environmental Hydrogeology, California State University, Los Angeles; 7 years of experience working in the environmental sector. Contribution: Environmental Document Preparation, Section 4(f) Study, Map Creation, Geological Evaluation, Paleontology Evaluation, Community Impacts Analysis Oversight

Angela Calloway, Senior Environmental Planner. M.A., Anthropology, California State University, Sacramento; B.S., Anthropology, Indiana State University; 16 years of experience in California and Great Basin archaeology and environmental document preparation. Contribution: Environmental document oversight.

Matthew Goike, Environmental Engineer. B.S. and M.S. in Civil Engineering from Michigan State University; 18 years of experience in transportation project development, 2 years of experience as a specialist in Air, Noise, Hazardous Waste, Water, Wastewater, and Stormwater. Contribution: Air, Noise, and Hazardous Waste assessment.

Jim Hibbert, District Landscape Architect; B.A. Geography, University of Alaska-Fairbanks, Fairbanks, AK; 2nd B.L.A. Landscape Architecture, University of Oregon, Eugene, OR. California Licensed Landscape Architect No. 5136. 18 years of experience in landscape architecture; Contribution: Visual Impacts Analysis.

Stephen Pfeiler, Associate Biologist. B.S. in Environmental Science from California State University Channel Islands; M.S., in Wildlife Biology from Utah State University; 3 years of experience as a geotechnical specialist for quality assurance/quality control in construction-related projects; 6 years of experience in research, restoration, and conservation of biological resources. Contribution: Natural Environment Study (Minimal Impacts)

Emilie Zelazo, Associate Environmental Planner (Archaeology); M.A. Anthropology, California State University Sacramento; M.A. Historic Preservation, Savannah College of Art and Design; 16 years of experience in California and Great Basin archaeology. Professionally Qualified Staff-Principal Investigator Prehistoric Archaeology, Architectural Historian. Contribution: Cultural Resource Compliance Oversight, Section 4(f) Study

APPENDICES

Appendix A. Section 4(f) De Minimis Determination

This section of the document discusses *de minimis* impact determinations under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including *de minimis* impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Within the Architectural study area (Area of Potential Effect, "APE"), there is one built environment resource that has been determined eligible for inclusion to the National Register of Historic Places (NRHP), the Coon's Gallery at 2399 North Sierra Highway. The Gallery was determined eligible for listing in the NRHP at the local level for its association with Plein-Air painter Robert Clunie (Criterion B) and as a locally-important example of California Mid-Century Modern architecture (Criterion C). The California State Historic Preservation Officer (SHPO) is the official with jurisdiction over the resource. Due to its eligibility for the NRHP, Coons Gallery is also considered a historic site under Section 4(f). Please see the Cultural Resources section of this document for additional information.

The Gallery is outside of the project footprint, and its physical structure will not be altered by construction of either project alternative under consideration. Alternative 1 would require acquiring additional right-of-way from the parcel containing Coon's Gallery to accommodate larger sidewalks, however the building itself is outside of the impact area. Neither alternative would affect the preservation of the Coon's Gallery structure or its contributing elements. Since a portion of the property parcel will change ownership, the Section 4(f) temporary use exception does not apply (23 CFR 774.13). As described in the Cultural Resources section of this document, a high-visibility temporary fence will be installed prior to construction which will keep all construction activities separated from the Gallery (commitment CR-1). Caltrans has determined that the alternatives under consideration for the project will have No Adverse Effect on Coon's Gallery and therefore a De Minimis impact under Section 4(f). Written concurrence of the De Minimis determination will be obtained from SHPO prior to selection of a preferred alternative and will be included within the final environmental document. Public notice of the De Minimis determination is occurring jointly with public circulation of this draft environmental document.

Appendix B. Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



Making Conservation
a California Way of Life.

November 2019

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

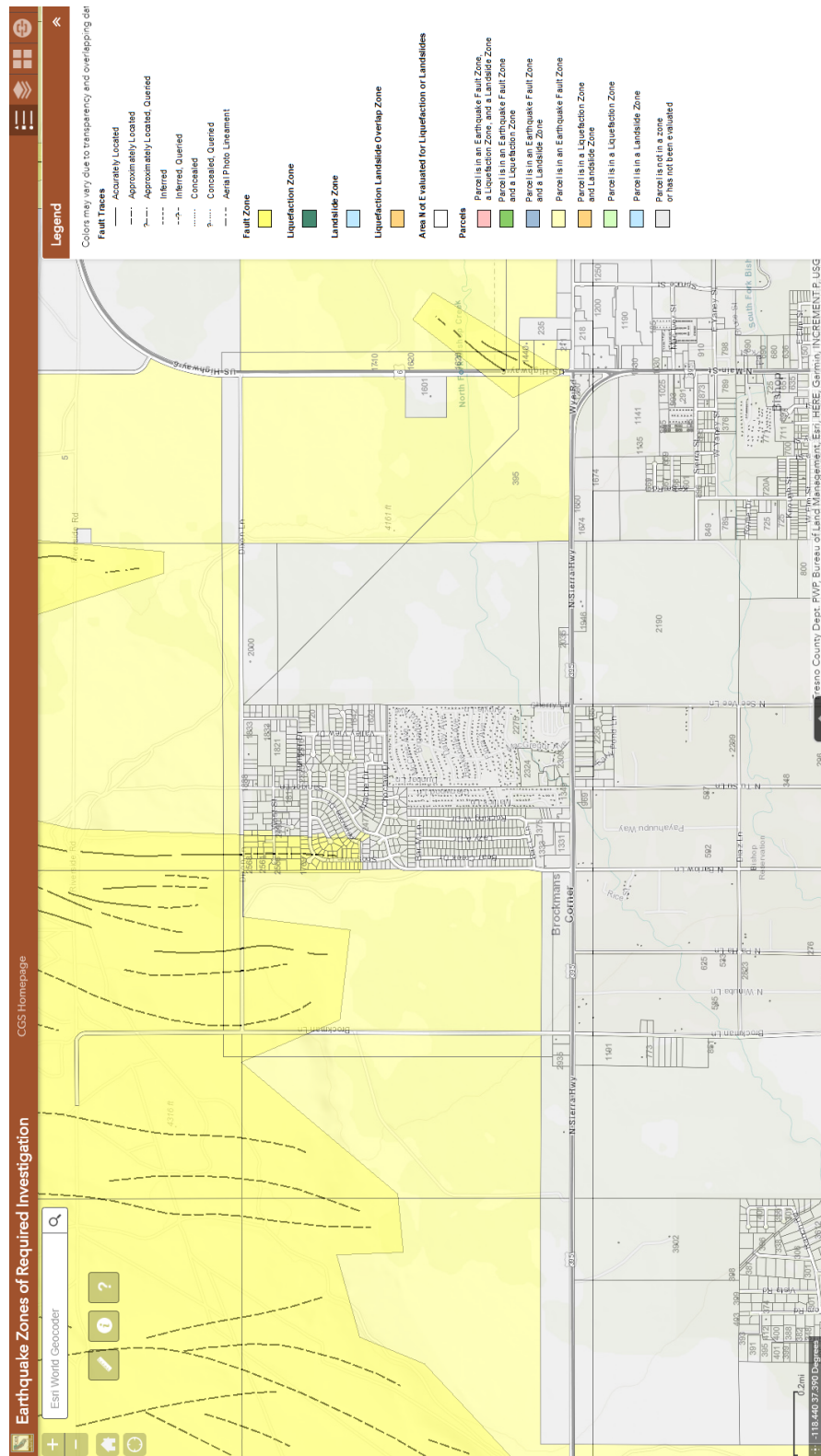
For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

A blue ink signature of Toks Omishakin, consisting of a stylized 'T' followed by a series of loops and a horizontal line.

Toks Omishakin
Director

Appendix C. Alquist-Priolo Earthquake Hazard Map



Appendix D. Lahontan Regional Water Quality Control Board Letter for 2319 North Sierra Highway (No Further Action Required)



Lahontan Regional Water Quality Control Board

May 12, 2014



NO FURTHER ACTION REQUIRED FOR THE FORMER MEADOW FARMS EXXON, 2319 NORTH SIERRA HIGHWAY, BISHOP, INYO COUNTY, UST CLEANUP FUND #19363, UST CASE #6B1400776T

The California Regional Water Quality Control Board, Lahontan Region (Water Board), finds the release of petroleum products at this site poses a low threat to human health, safety, and the environment, and concludes the site meets the criteria of the Water Quality Control Policy for Low-Threat Underground Storage Tank Case Closure.

This letter confirms the completion of a site investigation and corrective action for the underground storage tanks formerly located at the above-described location. Thank you for your cooperation throughout this investigation. Your willingness and promptness in responding to our inquiries concerning the former underground storage tanks are greatly appreciated.

Based on information in the above-referenced file and with the provision that the information provided to this agency was accurate and representative of site conditions, this agency finds that the site investigation and corrective action carried out at your underground storage tanks site is in compliance with the requirements of subdivisions (a) and (b) of Section 25296.10 of the Health and Safety Code and with

corrective action regulations adopted pursuant to Section 25299.3 of the Health and Safety Code and that no further action related to the petroleum release(s) at the site is required. This notice is issued pursuant to subdivision (g) of Section 25296.10 of the Health and Safety Code.

Claims for reimbursement of corrective action costs submitted to the Underground Storage Tank Cleanup Fund more than 365 days after the date of this letter or issuance of the Fund's Letter of Commitment, whichever occurs later, will not be reimbursed unless one of the following exceptions applies:

- Claims are submitted pursuant to Section 25299.57, subdivision (k) (reopened UST case); or
- Submission within the timeframe was beyond the claimant's reasonable control, ongoing work is required for closure that will result in the submission of claims beyond that time period, or that under the circumstances of the case, it would be unreasonable or inequitable to

AMY L. HORNE PhD, CHAIR | PATTY Z. KOUYOUMDJIAN, EXECUTIVE OFFICER

2501 Lake Tahoe Blvd., So. Lake Tahoe, CA 96150 | www.waterboards.ca.gov/lahontan

RECYCLED PAPER

impose the 365-day time period.

-2-

Please contact Tammy Lundquist at (530) 542-5420 if you have any questions regarding this matter.



PATTY Z.
KOUYOUMDJIAN
EXECUTIVE
OFFICER

Enclosure: Low-threat UST Case Closure Policy
Checklist Case Summary

cc w/ enclosure: State Water Resources Control Board, Underground
Storage Tank Cleanup Fund
Mark Long, Inyo County Environmental Health
Keith Rainville, TEAM Engineering & Management, Inc.

THG/adw/T: Frm Meado Farms NFAR letter 6B1400776T

**Low Threat UST Closure
Policy Supplemental
Information Form¹**

Lahontan Regional Water Quality Control Board - Region 6

South Lake Tahoe Office:

2501 Lake Tahoe Blvd.

Suite 200 South Lake Tahoe, CA 96150

Victorville Office:

14440 Civic Drive,

Victorville, CA 92392




Lahontan Regional Water Quality Control Board Contact

Case Worker: Tamerle Lundquist	Phone: 530-542-5420
Date Form Completed: February 25, 2014	

1. Case Information

Lahontan UST Case #: 6T1400776T	UST Cleanup Fund #: NA	Geotracker Global ID #: T0602700078
Site Name: Former Meadow Farms Exxon	Site Address: 2319 North Sierra Highway	
Unauthorized Release Form Date: October 8, 1996	County: Inyo	
Water Board Permits and Cleanup and Abatement Orders Issued: None		

2. Responsible Parties

3. Notifications

Date fee title ownership confirmed through county assessor's office? July 2, 2013
How was fee title owner notified? Email
60-day comment Period Begin Date: March 4, 2014
Comments: No comments were received during the 60-day notification period.

¹ This form is required when Water Board staff makes a determination in accordance with (1) Groundwater-Specific Criteria 5a, (2) Petroleum Vapor Intrusion to Indoor Air 2c, or (3) Direct Contact and Outdoor Air Exposure 3c.

4. Unauthorized Release Description

Type of product released (e.g. gasoline, diesel):

Gasoline and diesel

Primary source/release mechanism:

unknown

Comments:

5. Site Setting

Site Location (describe general site area, e.g., located in a commercial area) and Site Land Use (current and any known planned use of the site):

The site is currently a paved vacant lot. The site is located within a mixed residential and commercial land use in the North end of Bishop. The site is bounded by North Sierra Highway (Hwy 395) to the south. To the west are commercial properties; to the north and east is residential land. Future uses of the property are unknown.

Comments:

6. Media Specific Criteria

Groundwater-Specific Criteria, 5a: *(Explain the site specific conditions why the contaminant plume poses, under current and reasonably anticipated near-term future scenarios, a low threat to human health and safety, and the water quality objectives will be achieved within a reasonable amount of time.)*

Based on the results of the tank removal and site investigation activities, minor impacts to soil have been reported. Benzene and MTBE were ND for all soil samples collected at 5 and 10 feet below surface grade. Residual TPH impacts to groundwater underlying the site appear to be limited to the area of the former USTs. Ten grab groundwater samples were collected and only two detections of benzene were reported at concentrations of 1.5 and 1.6 ppb, respectively. MTBE was not detected in any of the collected groundwater samples.

The nearest wells are approximately 400 feet upgradient of the site. The nearest surface water body is North Bishop Creek, located approximately 400 feet downgradient of the site. The small amount of residual petroleum poses a low threat to these receptors.

Petroleum Vapor Intrusion to Indoor Air, Criteria 2c: *(Explain the mitigation measures or institutional or engineering controls that reduce risk to human health from petroleum vapors migrating from soil or groundwater to indoor air to less than significant*

level/s.)

No reported detections of volatile constituents (BTEX, naphthalene or fuel oxygenates have been reported in soil underlying the former USTs from 0-5 feet below surface grade. The site meets the LTCP criteria 2a(i)

Direct Contact and Outdoor Air Exposure. Criteria 3c: *(Explain the mitigation measures, institutional or engineering controls that reduce risk to human health from concentrations of petroleum constituents in soil to less than significant levels.)*

Residual TPH in soils from 0 to 10 feet below surface grade are below the values listed in the LTCP and does not pose a threat to human health and meets the LTCP criteria 3.1.

List of acronyms that may have been used in this form:

LTCP – low threat closure policy

BTEX – benzene, toluene,
ethylbenzene, and
total xylenes

bgs – below ground

surface COC –
constituents of
concern DIPE - di-

isopropyl ether,

DPE – dual

phase extraction

DTW – depth to

water

ETBE - ethyl tertiary

butyl ether GAC –

granular activated

carbon MCL –

maximum contaminant

level MTBE - methyl-

tert-butyl ether mg/kg –

milligrams/kilogram

NA - not applicable

NFAR – No further
action required NS -

not sampled

PAH - polycyclic aromatic
hydrocarbon ppmv – parts
per million by volume SVE
– soil vapor extraction
TAME - tertiary amyl
methyl ether TBA -
tertiary butyl alcohol ‘
TPH - total petroleum
hydrocarbons TPHd –
TPH, diesel range
TPHg - TPH,
gasoline range
TPHmo –TPH,
motor range
UST – underground storage tank
µg/L – micrograms/liter

Appendix E. Avoidance, Minimization and/or Mitigation Summary

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR]) would be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

Biological Resources

BIO-1/WTR-1: Qualified biological monitors will be required onsite during all water diversion activities. If sensitive species are found during construction, monitor may stop work to assess impacts and coordinate with Resident Engineer for solutions. Water quality will also be monitored.

BIO-2: Pump screens will be used during water diversions to prevent aquatic species from entering pumps. Screens will comply with Caltrans Standard Special Provisions for Species Protection (SSP 16-6.02) and Fish Protection (SSP 14-6.03C).

BIO-3: A dewatering and diversion plan will be submitted to California Department of Fish and Wildlife for approval prior to diversions taking place. The plan will outline procedures and methods to minimize biological impacts during stream dewatering and diversion.

BIO-4: Preconstruction nesting bird surveys will be performed by a qualified biologist prior to any construction activities or tree removal. If nesting birds are found within the project impact area, construction may be delayed. If nesting birds are found within 250 feet of project impact area, but not within area of direct impacts, an on-site biological monitor will assess the nest and determine if nearby construction activities could impact the birds and apply no-work buffers around active nests as appropriate.

BIO-5: If active nests are found within the project impact area, an appropriate no-work buffer will be implemented around the nest as determined by a qualified biologist. The buffer will remain in place until nesting activities have completed, and the bird nestling has fledged and left the area.

BIO-6: Any active nest within the project impact area will be monitored by a qualified biologist to ensure construction activities outside of the no-work buffer do not impact the nesting birds.

BIO-7: Nests found outside of the project impact area, but within a reasonable distance to construction activities, may be monitored for noise impacts as determined necessary by a qualified biologist.

BIO-8: Bat and other culvert-dwelling species surveys will occur prior to construction and if found, exclusionary netting may be implemented at the discretion of the project biologist.

Community Impacts

COM-1: If feasible, construction will be scheduled around peak tourism events in the City of Bishop and Inyo County. If infeasible, Caltrans Public Information Officer will coordinate with event planners, residents and local businesses to notify of potential traffic delays.

COM-2: Purchase and develop an off-street parking lot to mitigate for the loss of on-street parking under Alternative 2. Two parcels are currently proposed as options for off-street parking, however others may be considered after public comments are received. The off-street parking lot(s) would mitigate impacts from parking loss under Alternative 2 to a less than significant level.

COM-3: A designated bus turnout area for Eastern Sierra Transit Authority (ESTA) shuttle buses will be included in the project to allow passengers to safely board or exit public transit. The project currently proposes a turnout near Bishop Plaza, however coordination with ESTA is ongoing and other locations may be considered after public comments are received.

Cultural Resources – Architectural

CR-1: High-visibility fencing will be used to delineate the construction area and avoid any impacts to the nearby Coon's Gallery (Standard Special Provision 14-1.02).

Water Resources

WTR-1: Implement standard best management practices (BMPs) to control stormwater runoff from construction area entering nearby waterways. Qualified inspectors will routinely inspect stormwater control devices for effectiveness during construction activities.

WTR-2/BIO-1: Qualified monitor(s) will be onsite during all dewatering and stream diversion activities to monitor water quality parameters and protect aquatic species.

Appendix F. Species Lists



United States Department of the Interior
FISH AND WILDLIFE SERVICE
Reno Fish And Wildlife Office 1340 Financial Boulevard, Suite 234
Reno, NV 89502-7147
Phone: (775) 861-6300 Fax: (775) 861-6301
<http://www.fws.gov/nevada/>

In Reply Refer To:

Consultation Code: 08ENV00-2020-SLI-0137 Event Code: 08ENV00-2020-E-00351
Project Name: Meadow Farms ADA
December 23, 2020 Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list indicates threatened, endangered, proposed, and candidate species and designated or proposed critical habitat that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act of 1973, as amended (ESA, 16 U.S.C. 1531 *et seq.*), for projects that are authorized, funded, or carried out by a Federal agency. Candidate species have no protection under the ESA but are included for consideration because they could be listed prior to the completion of your project. Consideration of these species during project planning may assist species conservation efforts and may prevent the need for future listing actions. For additional information regarding species that may be found in the proposed project area, visit <http://www.fws.gov/nevada/es/ipac.html>.

The purpose of the ESA is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the ESA and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Guidelines for preparing a Biological Assessment can be found at: http://www.fws.gov/midwest/endangered/section7/ba_guide.html.

If a Federal action agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the

agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species, and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this species list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally listed, proposed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the ESA, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally, as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation, for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the attached list.

The Nevada Fish and Wildlife Office (NFWO) no longer provides species of concern lists. Most of these species for which we have concern are also on the Animal and Plant At-Risk Tracking List for Nevada (At-Risk list) maintained by the State of Nevada's Natural Heritage Program (Heritage). Instead of maintaining our own list, we adopted Heritage's At-Risk list and are partnering with them to provide distribution data and information on the conservation needs for at-risk species to agencies or project proponents. The mission of Heritage is to continually evaluate the conservation priorities of native plants, animals, and their habitats, particularly those most vulnerable to extinction or in serious decline. In addition, in order to avoid future conflicts, we ask that you consider these at-risk species early in your project planning and explore management alternatives that provide for their long-term conservation.

For a list of at-risk species by county, visit Heritage's website (<http://heritage.nv.gov>). For a specific list of at-risk species that may occur in the project area, you can obtain a data request form from the website (http://heritage.nv.gov/get_data) or by contacting the Administrator of Heritage at 901 South Stewart Street, Suite 5002, Carson City, Nevada 89701-5245, (775) 684-2900. Please indicate on the form that your request is being obtained as part of your coordination with the Service under the ESA. During your project analysis, if you obtain new information or data for any Nevada sensitive species, we request that you provide the information to Heritage at the above address.

Furthermore, certain species of fish and wildlife are classified as protected by the State of Nevada (<http://www.leg.state.nv.us/NAC/NAC-503.html>). You must first obtain the appropriate license, permit, or written authorization from the Nevada Department of Wildlife (NDOW) to take, or possess any parts of protected fish and wildlife species. Please visit <http://www.ndow.org> or contact NDOW in northern Nevada (775) 688-1500, in southern Nevada (702) 486-5127, or in eastern Nevada (775) 777-2300.

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy

projects should follow the Service's wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

The Service's Pacific Southwest Region developed the *Interim Guidelines for the Development of a Project Specific Avian and Bat Protection Plan for Wind Energy Facilities* (Interim Guidelines). This document provides energy facility developers with a tool for assessing the risk of potential impacts to wildlife resources and delineates how best to design and operate a bird- and bat-friendly wind facility. These Interim Guidelines are

available upon request from the NFWO. The intent of a Bird and Bat Conservation Strategy is to conserve wildlife resources while supporting project developers through: (1) establishing project development in an adaptive management framework; (2) identifying proper siting and project design strategies; (3) designing and implementing pre-construction surveys; (4) implementing appropriate conservation measures for each development phase; (5) designing and implementing appropriate post-construction monitoring strategies; (6) using post-construction studies to better understand the dynamics of mortality reduction (e.g., changes in blade cut-in speed, assessments of blade "feathering" success, and studies on the effects of visual and acoustic deterrents) including efforts tied into Before-After/Control-Impact analysis; and (7) conducting a thorough risk assessment and validation leading to adjustments in management and mitigation actions.

The template and recommendations set forth in the Interim Guidelines were based upon the Avian Powerline Interaction Committee's Avian Protection Plan template (<http://www.aplic.org/>) developed for electric utilities and modified accordingly to address the unique concerns of wind energy facilities. These recommendations are also consistent with the Service's wind energy guidelines. We recommend contacting us as early as possible in the planning process to discuss the need and process for developing a site-specific Bird and Bat Conservation Strategy.

The Service has also developed guidance regarding wind power development in relation to prairie grouse leks (sage-grouse are included in this). This document can be found at: <http://www.fws.gov/southwest/es/Oklahoma/documents/tespecies/wind%20power/prairie%20grouse%20lek%205%20mile%20public.pdf>.

Migratory Birds are a Service Trust Resource. Based on the Service's conservation responsibilities and management authority for migratory birds under the Migratory Bird Treaty Act of 1918, as amended (MBTA; 16 U.S.C. 703 *et seq.*), we recommend that any land clearing or other surface disturbance associated with proposed actions within the project area be timed to avoid potential destruction of bird nests or young, or birds that breed in the area. Such destruction may be in violation of the MBTA. Under the MBTA, nests with eggs or young of migratory birds may not be harmed,

nor may migratory birds be killed. Therefore, we recommend land clearing be conducted outside the avian breeding season. If this is not feasible, we recommend a qualified biologist survey the area prior to land clearing. If nests are located, or if other evidence of nesting (*i.e.*, mated pairs, territorial defense, carrying nesting material, transporting food) is observed, a protective buffer (the size depending on the habitat requirements of the species) should be delineated and the entire area avoided to prevent destruction or disturbance to nests until they are no longer active.

Guidance for minimizing impacts to migratory birds for projects involving communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

If wetlands, springs, or streams are known to occur in the project area or are present in the vicinity of the project area, we ask that you be aware of potential impacts project activities may have on these habitats. Discharge of fill material into wetlands or waters of the United States is regulated by the U.S. Army Corps of Engineers (ACOE) pursuant to section 404 of the Clean Water Act of 1972, as amended. We recommend you contact the ACOE's Regulatory Section regarding the possible need for a permit. For projects located in northern Nevada (Carson City, Churchill, Douglas, Elko, Esmeralda, Eureka, Humboldt, Lander, Lyon, Mineral, Pershing, Storey, and Washoe Counties) contact the Reno Regulatory Office at 300 Booth Street, Room 3060, Reno, Nevada 89509, (775) 784-5304; in southern Nevada (Clark, Lincoln, Nye, and White Pine Counties) contact the St. George Regulatory Office at 321 North Mall Drive, Suite L-101, St. George, Utah 84790-7314,

(435) 986-3979; or in California along the eastern Sierra contact the Sacramento Regulatory Office at 650 Capitol Mall, Suite 5-200, Sacramento, California 95814, (916) 557-5250.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

The table below outlines lead FWS field offices by county and land ownership/project type. Please refer to this table when you are ready to coordinate (including requests for section 7 consultation) with the field office corresponding to your project, and send any documentation regarding your project to that corresponding office. Therefore, the lead FWS field office may not be the office listed above in the letterhead.

• Lead FWS offices by County and Ownership/Program

County Ownership/Program Species
Office Lead*

Alameda Tidal wetlands/marsh adjacent to Bays

Alameda All ownerships but tidal/estuarine

Alpine Humboldt Toiyabe National Forest

Alpine Lake Tahoe Basin Management Unit

Alpine Stanislaus National Forest

Alpine El Dorado National Forest

Colusa Mendocino National Forest

Colusa Other

Contra Costa Legal Delta (Excluding ECCHCP)

Contra Costa Antioch Dunes NWR

Contra Costa Tidal wetlands/marsh adjacent to Bays

Contra Costa All ownerships but tidal/estuarine

Del Norte All

El Dorado El Dorado National Forest

El Dorado LakeTahoe Basin Management Unit

Glenn Mendocino National Forest

Glenn Other

Humboldt All except Shasta Trinity National Forest
Salt marsh species, delta smelt

Humboldt Shasta Trinity National Forest

Lake SFWO
Mendocino National Forest

Lake RFWO
Other

Lassen RFWO
Mendoc National Forest

Lassen Lassen National Forest

Lassen SFWO
Toiyabe National Forest

Lassen SFWO
BLM Surprise and Eagle Lake Resource Areas

Lassen BLM Alturas Resource Area
By jurisdiction (see map)

Lassen	Lassen Volcanic National Park	All (includes Eagle Lake trout on all ownerships)	RFWO	SFWO
Lassen	All other ownerships	All		By jurisdiction (see map)
Marin	Tidal wetlands/marsh adjacent to Bays	Salt marsh species, delta smelt	BDFWO	
Marin	All ownerships but tidal/estuarine	All	SFWO	
Mendocino	Russian River watershed	All	SFWO	
Mendocino	All except Russian River watershed	All	AFWO	
Modoc	Modoc National Forest	All	KFWO	
Modoc	BLM Alturas Resource Area	All	KFWO	
Modoc	Klamath Basin National Wildlife Refuge Complex	All	KFWO	
Modoc	BLM Surprise and Eagle Lake Resource Areas	All	RFWO	
Modoc	All other ownerships	All	By jurisdiction	(See map)
Mono	Inyo National Forest	All	RFWO	
Mono	Humboldt Toiyabe National Forest			
Napa	All ownerships but tidal/estuarine	All	SFWO	
Napa	Tidal wetlands/marsh adjacent to San Pablo Bay	Salt marsh species, delta smelt	BDFWO	
Nevada	Humboldt Toiyabe National Forest	All	RFWO	
Nevada	All other ownerships	All	By jurisdiction	(See map)

map)

Placer	Lake Tahoe Basin Management Unit	All	RFWO
Placer	All other ownerships	All	SFWO
Sacramento	Legal Delta	Delta Smelt	BDFWO
Sacramento	Other	All	By jurisdiction (see map)
San Francisco	Tidal wetlands/marsh adjacent to San Francisco Bay	Salt marsh species, delta smelt	BDFWO
San Francisco	All ownerships but tidal/estuarine	All	SFWO
San Mateo	Tidal wetlands/marsh adjacent to San Francisco Bay	Salt marsh species, delta smelt	BDFWO
San Mateo	All ownerships but tidal/estuarine	All	SFWO
San Joaquin	Legal Delta excluding San Joaquin HCP	All	BDFWO

San Joaquin	Other	All	SFWO		
Santa Clara	Tidal wetlands/marsh adjacent to San Francisco Bay			Salt marsh species, delta smelt	BDFWO
Santa Clara	All ownerships but tidal/estuarine	All	SFWO		
Shasta	Shasta Trinity National Forest except Hat Creek Ranger District (administered by Lassen National Forest)	All	YFWO		
Shasta	Hat Creek Ranger District	All	SFWO		
Shasta	Bureau of Reclamation (Central Valley Project)		All	BDFWO	
Shasta	Whiskeytown National Recreation Area		All	YFWO	
Shasta	BLM Alturas Resource Area	All	KFWO		
Shasta	Caltrans	By jurisdiction	SFWO/AFWO		
Shasta	Ahjumawi Lava Springs State Park			Shasta crayfish	SFWO
Shasta	All other ownerships	All	By jurisdiction (see map)		
Shasta	Natural Resource Damage Assessment, all lands		All	SFWO/BDFWO All RFWO	
Sierra	Humboldt Toiyabe National Forest				
Sierra	All other ownerships	All	SFWO		
Siskiyou	Klamath National Forest (except Ukonom District)		All	YFWO	
Siskiyou	Six Rivers National Forest and Ukonom District		All	AFWO	
Siskiyou	Shasta Trinity National Forest	All	YFWO		

Siskiyou	Lassen National Forest	All	SFWO	
Siskiyou	Modoc National Forest	All	KFWO	
Siskiyou	Lava Beds National Volcanic Monument	All	KFWO	
Siskiyou	BLM Alturas Resource Area	All	KFWO	
Siskiyou	Klamath Basin National Wildlife Refuge Complex	All	KFWO	
Siskiyou	All other ownerships	All	By jurisdiction (see map)	
Solano	Suisun Marsh	All	BDFWO	
Solano	Tidal wetlands/marsh adjacent to San Pablo Bay		Salt marsh species, delta smelt	BDFWO
Solano	All ownerships but tidal/estuarine	All	SFWO	
Solano	Other	All	By jurisdiction (see map)	
Sonoma	Tidal wetlands/marsh adjacent to San Pablo Bay		Salt marsh species, delta smelt	BDFWO
Sonoma	All ownerships but tidal/estuarine	All	SFWO	
Tehama	Mendocino National Forest	All	AFWO	
Tehama	Shasta Trinity National Forest except Hat Creek Ranger District (administered by Lassen National Forest)	All	YFWO	
Tehama	All other ownerships	All	By jurisdiction (see map)	
Trinity	BLM	All	AFWO	
	AFWO	Trinity	Shasta Trinity National Forest	All
			Six Rivers National Forest	All
			YFWO	

Trinity	Mendocino National Forest	All	AFWO
Trinity	BIA (Tribal Trust Lands)	All	AFWO
Trinity	County Government	All	AFWO
Trinity	All other ownerships	All	By jurisdiction (See map)
Yolo	Yolo Bypass	All	BDFWO
Yolo	Other	All	By jurisdiction (see map)
All	FERC-ESA	All	By jurisdiction (see map)
All	FERC-ESA	Shasta crayfish	SFWO
All	FERC-Relicensing (non-ESA)	All	BDFWO

• ***Office Leads:**

**AFWO=Arcata Fish and Wildlife Office BDFWO=Bay Delta Fish and Wildlife Office
KFWO=Klamath Falls Fish and Wildlife Office RFWO=Reno Fish and Wildlife Office
YFWO=Yreka Fish and Wildlife Office**

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

• Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

• **Reno Fish And Wildlife Office**

1340 Financial Boulevard, Suite 234

Reno, NV 89502-7147

(775) 861-6300

Project Summary

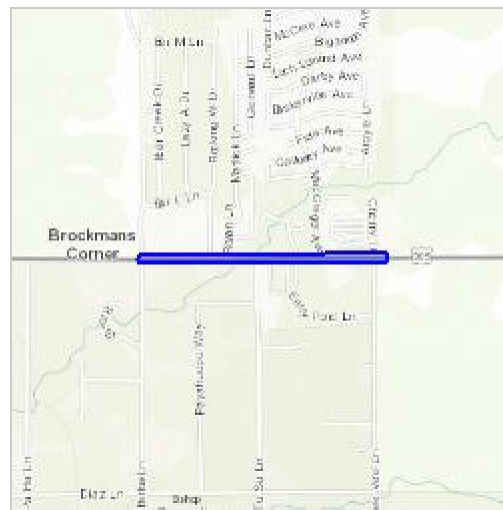
Consultation Code: 08ENVD00-2020-SLI-0137 Event Code: 08ENVD00-2020-E-00351

Project Name: Meadow Farms ADA Project Type: TRANSPORTATION

Project Description: Widen roadway to make room for on-street parking, bicycle lanes, and ADA-compliant sidewalks.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/37.37585695762563N118.41821908950807W>



Counties: Inyo, CA

• Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

• Fishes

NAME STATUS

Lahontan Cutthroat Trout *Oncorhynchus clarkii henshawi* Threatened

No critical habitat has been designated for this species. Species

profile: <https://ecos.fws.gov/ecp/species/3964> Species survey

guidelines:

<https://ecos.fws.gov/ipac/guideline/survey/population/233/office/14320.pdf>

Owens Pupfish *Cyprinodon radiosus*

Endangered

No critical habitat has been designated for this species. Species profile:

<https://ecos.fws.gov/ecp/species/4982>

Owens Tui Chub *Gila bicolor ssp. snyderi*

Endangered

There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: <https://ecos.fws.gov/ecp/species/7289>

• Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

• USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

• Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

BREEDING SEASON

Breeds Dec 1 to
Aug 31

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940. 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

Bald Eagle *Haliaeetus leucocephalus*

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1626>

Brewer's Sparrow *Spizella breweri*

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/9291>

Breeds May 15
to Aug 10

NAME	BREEDING SEASON
Golden Eagle <i>Aquila chrysaetos</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/1680	Breeds Dec 1 to Aug 31
Green-tailed Towhee <i>Pipilo chlorurus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9444	Breeds May 1 to Aug 10
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Lewis's Woodpecker <i>Melanerpes lewis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Long-billed Curlew <i>Numenius americanus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5511	Breeds Apr 1 to Jul 31
Marbled Godwit <i>Limosa fedoa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere
Olive-sided Flycatcher <i>Contopus cooperi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Pinyon Jay <i>Gymnorhinus cyanocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9420	Breeds Feb 15 to Jul 15
Sage Thrasher <i>Oreoscoptes montanus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9433	Breeds Apr 15 to Aug 10

Sagebrush Sparrow *Artemisospiza nevadensis*

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Breeds Mar 15
to Jul 31

NAME	BREEDING SEASON
Tricolored Blackbird <i>Agelaius tricolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3910	Breeds Mar 15 to Aug 10
Virginia's Warbler <i>Vermivora virginiae</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9441	Breeds May 1 to Jul 31
Willet <i>Tringa semipalmata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 5
Willow Flycatcher <i>Empidonax traillii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/3482	Breeds May 20 to Aug 31

• Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

• Probability of Presence ()

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence

in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

- **Breeding Season ()**

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

- **Survey Effort ()**

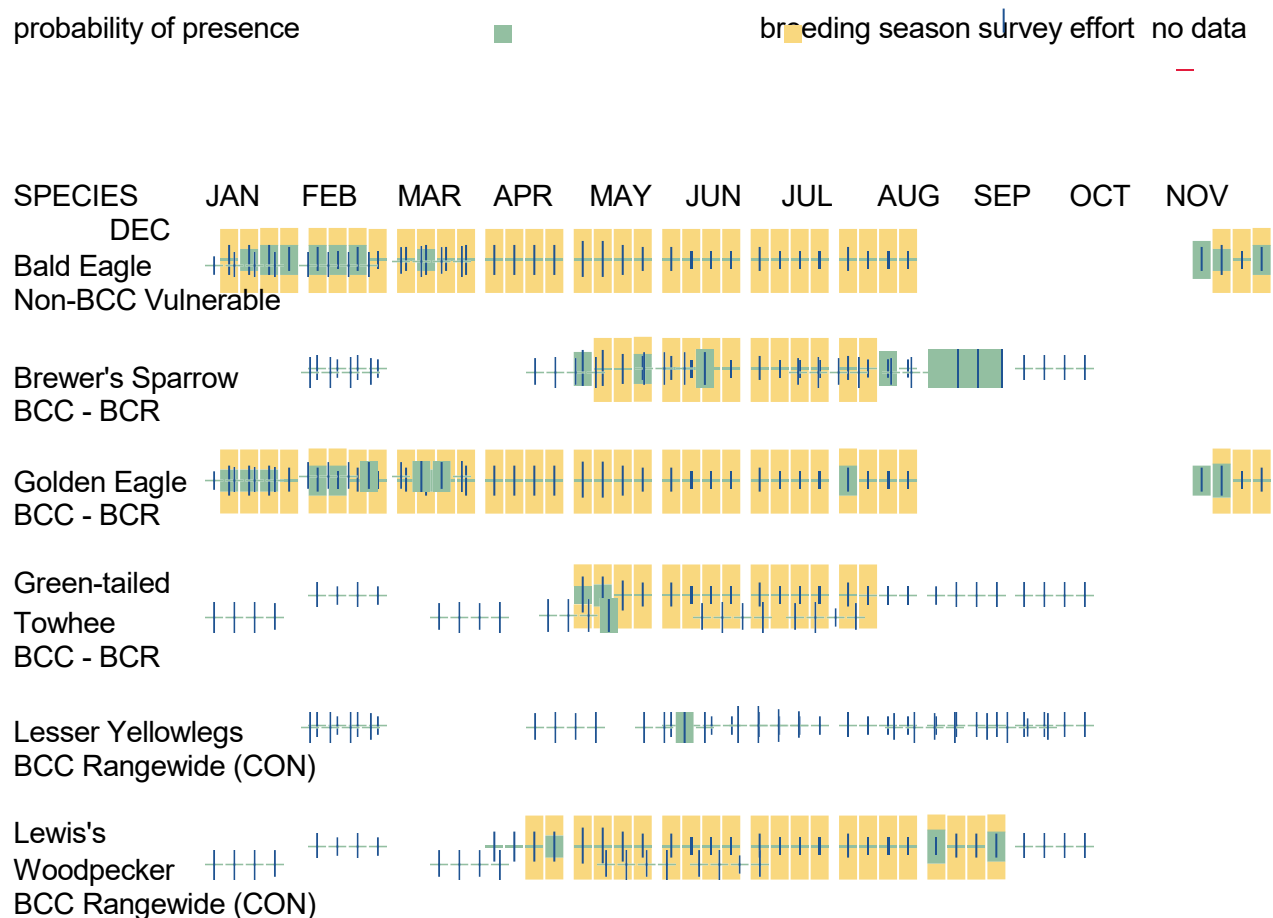
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

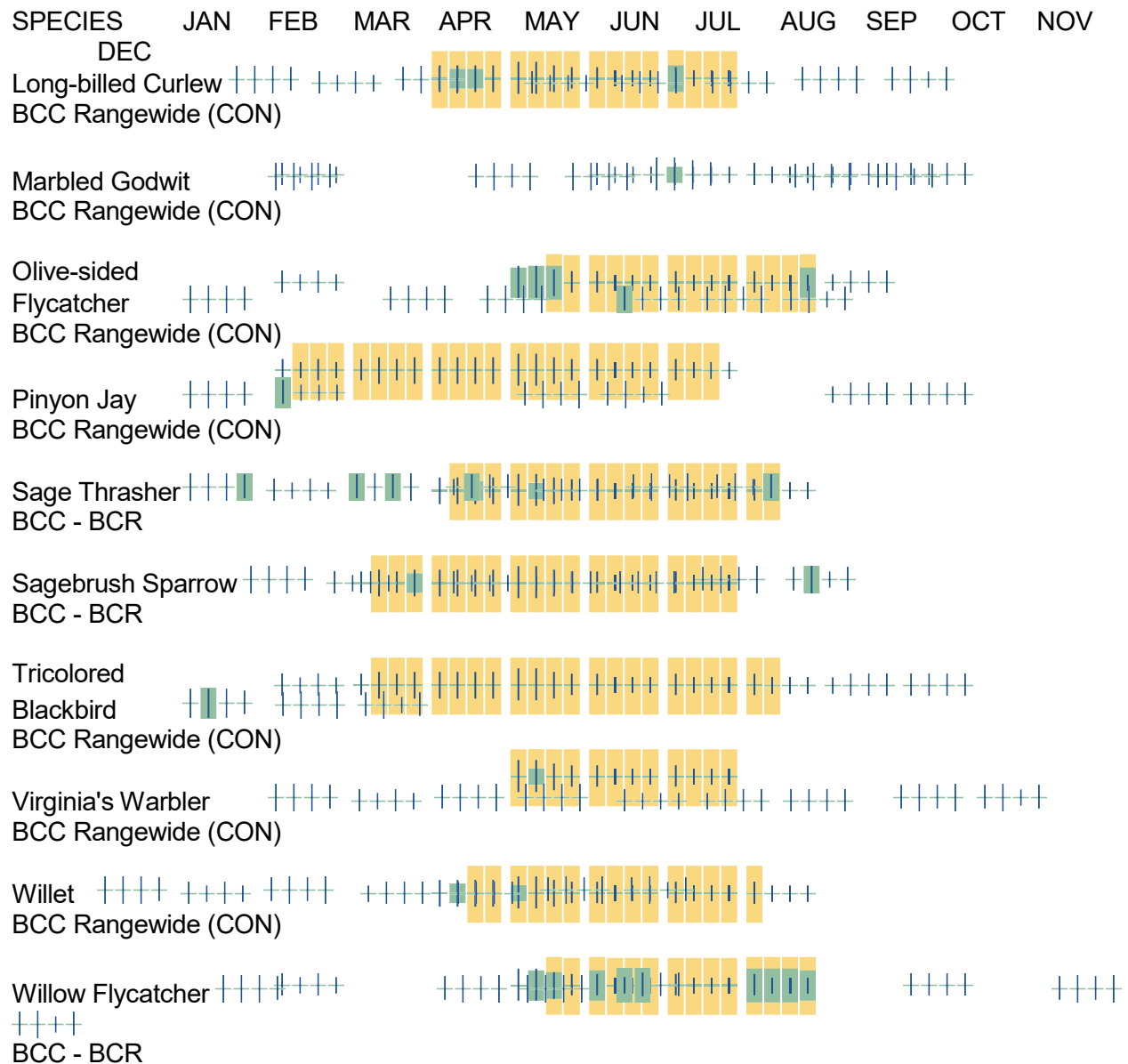
No Data ()—

A week is marked as having no data if there were no survey events for that week.

- **Survey Timeframe**

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

Migratory Birds FAQ

- Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or

[permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

• What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

• What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

• How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

• What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

• **Details about birds that are potentially affected by offshore projects**

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

• **What if I have eagles on my list?**

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

• **Proper Interpretation and Use of Your Migratory Bird Report**

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In

contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.



Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database



Wetlands

Impacts to [NWJ wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- [R5UBFx](#)
- [R2UBH](#)

Query Criteria: Quad IS (Bishop (3711834) OR Fish Slough (3711844))
 AND Elevation IS greater than OR equal to "3500"
 AND Elevation IS less than OR equal to "4500"

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Alkali Meadow</i> Alkali Meadow	G3 S2.1	None None		4,160 4,160	8 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Anodonta californiensis</i> California floater	G3Q S2?	None None	USFS_S-Sensitive	4,200 4,200	6 S:1	0	0	0	1	0	0	0	1	1	0	0
<i>Antrozous pallidus</i> pallid bat	G5 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive WBWG_H-High Priority	4,390 4,390	420 S:1	0	0	0	0	0	1	1	0	1	0	0



Summary Table Report
California Department of Fish and Wildlife
California Natural Diversity Database



<i>Astragalus argophyllus</i> var. <i>argophyllus</i> silver-leaved milk-vetch	G5T4 S2	None None	Rare Plant Rank - 2B.2 BLM_S-Sensitive	4,200 4,200	9 S:2	0	1	0	0	0	1	2	0	2	0	0
<i>Astragalus lentiginosus</i> var. <i>piscinensis</i> Fish Slough milk-vetch	G5T1 S1	Threatened None	Rare Plant Rank - 1B.1 SB_RSABG-Rancho Santa Ana Botanic Garden	4,160 4,160	4 S:3	0	2	1	0	0	0	0	3	3	0	0
<i>Bombus morrisoni</i> Morrison bumble bee	G4G5 S1S2	None None	IUCN_VU-Vulnerable	4,100 4,100	85 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Calochortus excavatus</i> Inyo County star-tulip	G2 S2	None None	Rare Plant Rank - 1B.1 BLM_S-Sensitive USFS_S-Sensitive	3,840 4,440	70 S:12	1	4	4	1	0	2	5	7	12	0	0
<i>Catostomus fumeiventris</i> Owens sucker	G3G4 S3	None None	CDFW_SSC-Species of Special Concern	4,000 4,400	35 S:10	0	1	0	0	0	9	8	2	10	0	0
<i>Crepis runcinata</i> fiddleleaf hawksbeard	G5 S3	None None	Rare Plant Rank - 2B.2	4,000 4,410	32 S:3	0	0	0	0	0	3	3	0	3	0	0
<i>Cyprinodon radiosus</i> Owens pupfish	G1 S1	Endangered Endangered	AFS_EN-Endangered CDFW_FP-Fully Protected IUCN_EN-Endangered	4,140 4,220	23 S:4	0	0	2	0	1	1	1	3	3	1	0



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Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Elymus salina</i> Salina Pass wild-rye	G4G5 S2S3	None None	Rare Plant Rank - 2B.3 SB_USDA- US Dept of Agriculture	4,100 4,100	9 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Empidonax traillii extimus</i> southwestern willow flycatcher	G5T2 S1	Endangered Endangered	NABCI_RWL- Red Watch List	4,370 4,370	70 S:1	1	0	0	0	0	0	0	1	1	0	0
<i>Euderma maculatum</i> spotted bat	G4 S3	None None	BLM_S-Sensitive CDFW_SSC- Species of Special Concern IUCN_LC-Least Concern WBWG_H-High Priority	4,100 4,300	68 S:2	0	1	0	0	0	1	2	0	2	0	0
<i>Fimbristylis thermalis</i> hot springs fimbristylis	G4 S1S2	None None	Rare Plant Rank - 2B.2 SB_RSABG- Rancho Santa Ana Botanic Garden	4,000 4,230	19 S:3	0	0	0	0	0	3	3	0	3	0	0
<i>Ivesia kingii var. kingii</i> alkali ivesia	G4T3Q S2	None None	Rare Plant Rank - 2B.2 BLM_S- Sensitive	4,230 4,240	15 S:2	0	1	0	0	0	1	2	0	2	0	0
<i>Lepus townsendii townsendii</i> western white-tailed jackrabbit	G5T5 S3?	None None	CDFW_SSC- Species of Special Concern	4,140 4,140	24 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Lithobates pipiens</i> northern leopard frog	G5 S2	None None	CDFW_SSC- Species of Special Concern IUCN_LC-Least Concern	4,160 4,160	22 S:1	0	0	0	0	0	1	1	0	1	0	0



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<i>Mentzelia torreyi</i> Torrey's blazing star	G4 S2	None None	Rare Plant Rank - 2B.2	4,180 4,232	17 S:3	0	0	0	0	0	0	3	2	1	3	0	0
<i>Microtus californicus vallicola</i> Owens Valley vole	G5T3 S3	None None	BLM_S-Sensitive CDFW_SSC- Species of Special Concern	4,350 4,350	14 S:1	0	0	0	0	0	0	1	1	0	1	0	0
<i>Oryctes nevadensis</i> Nevada oryctes	G3 S2	None None	Rare Plant Rank - 2B.1	4,130 4,160	33 S:2	0	2	0	0	0	0	0	2	0	2	0	0
<i>Phacelia inyoensis</i> Inyo phacelia	G2 S2	None None	Rare Plant Rank - 1B.2 BLM_S- Sensitive USFS_S- Sensitive	3,600 3,700	19 S:3	1	1	1	0	0	0	0	3	0	3	0	0
<i>Plagiobothrys parishii</i> Parish's popcornflower	G1 S1	None None	Rare Plant Rank - 1B.1 SB_RSABG- Rancho Santa Ana Botanic Garden USFS_S- Sensitive	4,100 4,300	16 S:2	0	0	0	0	0	0	2	2	0	2	0	0



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Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Ranunculus hydrocharoides</i> frog's-bit buttercup	G4 S1	None None	Rare Plant Rank - 2B.1	4,140 - 4,140	4 S:1	0	0	0	1	0	0	1	0	1	0	0
<i>Rhinichthys osculus ssp. 2</i> Owens speckled dace	G5T1T2Q S1S2	None None	AFS_TH- Threatened CDFW_SSC- Species of Special Concern	4,100 - 4,400	28 S:12	0	1	0	1	3	7	9	3	9	2	1
<i>Riparia riparia</i> bank swallow	G5 S2	None Threatened	BLM_S-Sensitive IUCN_LC-Least Concern	4,115 - 4,150	298 S:2	0	0	2	0	0	0	1	1	2	0	0
<i>Sidalcea covillei</i> Owens Valley checkerbloom	G2 S2	None Endangered	Rare Plant Rank - 1B.1 BLM_S-Sensitive	4,140 - 4,400	43 S:9	0	3	4	1	0	1	4	5	9	0	0
<i>Siphateles bicolor snyderi</i> Owens tui chub	G4T1 S1	Endangered Endangered	AFS_EN- Endangered	4,140 - 4,200	20 S:3	0	0	0	0	3	0	3	0	0	0	3
<i>Transmontane Alkali Marsh</i> Transmontane Alkali Marsh	G3 S2.1	None None		4,200 - 4,200	7 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Vulpes vulpes necator</i> Sierra Nevada red fox	G5T1T2 S1	Candidate Threatened	USFS_S-Sensitive	4,150 - 4,150	201 S:1	0	0	0	0	0	1	1	0	1	0	0

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Plant List
22 matches found. *Click on scientific name for details*





Search Criteria

Found in Quads **3711844** and **3711834**; Elevation is above **3500** or below **4500** feet





Modify Search Criteria Export to Excel Modify Columns Modify Sort Remove Photos


CA											
Scientific Name	Common Name	Family	Lifeform	Blooming Period	Rare Plant Rank	State Listing	Federal Listing	Habitats	Lowest Elevation	Highest Elevation	Photo
						Status	Status				
Astragalus argophyllus var. argophyllus	silver-leaved milk-vetch	Fabaceae	perennial herb	May-Jul	2B.2			• Meadows and seeps • Playas	1240 m	2350 m	 2008 Gary A. Monroe
Astragalus lentiginosus var. piscinensis	Fish Slough milk-vetch	Fabaceae	perennial herb	Jun-Jul	1B.1		FT	• Playas (alkaline)	1130 m	1300 m	





- Joshua tree
- Mojavean
- Pinyon

										2009 Thomas Stoughton
						and juniper woodland				
Calochortus excavatus	Inyo County star-tulip	Liliaceae	perennial bulbiferous herb	Apr-Jul	1B.1		<ul style="list-style-type: none">• Chenopod scrub• Meadows 1150 m 2000 m and seeps			1981 Steve Lowens
Cleomella brevipes	short-pedicelled cleomella	Cleomaceae	annual herb	May-Oct	4.2		<ul style="list-style-type: none">• Meadows and seeps• Marshes and swamps• Playas	395 m 2195 m		2011 Steve Matson
Crepis runcinata	fiddleleaf hawksbeard	Asteraceae	perennial herb	May-Aug	2B.2	desert scrub	<ul style="list-style-type: none">• Mojavean	1250 m 2195 m		no photo available
						and juniper woodland	<ul style="list-style-type: none">• Pinyon			
Dedeckera eurekaensis	July gold	Polygonaceae	perennial deciduous shrub	May-Aug	1B.3 CR		<ul style="list-style-type: none">• Mojavean desert scrub (carbonate)	1215 m 2200 m		2007 Steve Matson

Elymus salina	Salina Pass wild-rye	Poaceae	perennial rhizomatous May-Jun 2B.3 herb	• Pinyon and juniper woodland (rocky) • Chaparral	1350 m 2135 m .	no photo available
• Cismontane woodland						

Eriastrum sparsiflorum	few-flowered eriastrum	Polemoniaceae	annual herb	May-Sep	4.3	<ul style="list-style-type: none">• Great Basin scrub• Joshua tree woodland• Mojavean desert scrub• Pinyon and juniper woodland	1075 m	1710 m	 2009 Ron Wolf
Fimbristylis thermalis	hot springs fimbristylis	Cyperaceae	perennial rhizomatous herb	Jul-Sep	2B.2	<ul style="list-style-type: none">• Meadows and seeps (alkaline, near hot springs)	110 m	1340 m	 2004 Steve Matson
Ivesia kingii var. kingii	alkali ivesia	Rosaceae	perennial herb	May-Aug	2B.2	<ul style="list-style-type: none">• Great Basin scrub• Meadows and seeps• Playas• Great	1200 m	2130 m	 2005 Steve Matson
Lupinus magnificus var. hesperius	McGee Meadows lupine	Fabaceae	perennial herb	Apr-Jun	1B.3	<ul style="list-style-type: none">• Basin scrub• Upper montane coniferous forest	1260 m	1830 m	no photo available
Mentzelia torreyi	Torrey's blazing star	Loasaceae	perennial herb	Jun-Aug	2B.2	<ul style="list-style-type: none">• Great Basin scrub• Mojavean desert scrub• Pinyon and	1170 m	2835 m	 2008 Ron Wolf

						juniper woodland	
						• Chenopo d	
					scrub	• Joshua tree woodland	
Muilla coronata	crowned muilla	Themidaceae	perennial bulbiferous herb	Mar- Apr(May) 4.2		• Mojavean 670 m 1960 m desert scrub	
						• Pinyon	

						and juniper woodland	2005 Chris Wagner, SBNF		
Oryctes nevadensis	Nevada oryctes	Solanaceae	annual herb	Apr-Jun	2B.1	<ul style="list-style-type: none">• Chenopod scrub• Mojavean desert scrub	1100 m	2535 m	 2003 Gary A. Monroe
Phacelia inyoensis	Inyo phacelia	Hydrophyllaceae	annual herb	Apr-Aug	1B.2	<ul style="list-style-type: none">• Meadows and seeps (alkaline)	915 m	3200 m	no photo available
Plagiobothrys parishii	Parish's popcornflower	Boraginaceae	annual herb	Mar-Jun(Nov)	1B.1	<ul style="list-style-type: none">• Great Basin scrub• Joshua tree woodland	750 m	1400 m	 2006 James M. Andre
Primula pauciflora	beautiful shootingstar	Primulaceae	perennial herb	Apr-Jun	4.2	<ul style="list-style-type: none">• Great Basin scrub• Meadows and seeps• Pinyon and juniper woodland	1000 m	2380 m	 Jo-Ann Ordano 2000 California Academy of Sciences
Ranunculus hydrocharoides	frog's-bit buttercup	Ranunculaceae	perennial herb (aquatic)	(May)Jun-Sep	2B.1	<ul style="list-style-type: none">• Marshes and swamps (freshwater)	1100 m	2700 m	 1998 Larry Blakely

[Sidalcea
covillei](#)

Owens
Valley
checkerbloo
m

Malvaceae

perennial
herb

Apr-Jun 1B.1 CE

- Chenopo
d scrub
- Meadows 1095 m 1415 m
and seeps



1998 Larry Blakely

[Spartina gracilis](#)

alkali cord grass Poaceae

perennial rhizomatous Jun-Aug 4.2 herb

- Great Basin scrub
- Meadows 1000 m 2100 m and seeps
- Marshes and swamps



2005 Steve Matson

[Thelypodium integrifolium](#) ssp. [complanatum](#)

foxtail thelypodium Brassicaceae

annual / perennial Jun-Oct 2B.2 herb

- Great Basin scrub 1100 m 2500 m
- Meadows and seeps



2011 Steve Matson

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List of Technical Studies

Air, Noise, Hazardous Waste and Water Memo. Caltrans. Original February 2020, Revision #1 March 2020.

Archaeological Survey Report for Meadow Farms ADA Project, Bishop Inyo County, California. Caltrans. March 2020.

Community Impacts Analysis. Prepared by Parsons Environmental for Caltrans. July 2019.

Historical Resources Evaluation Report for Meadow Farms ADA Project, Bishop, Inyo County, California. Prepared by Parsons Environmental for Caltrans. March 2020.

Historic Properties Survey Report for Meadow Farms ADA Project, Bishop, Inyo County California. Caltrans. March 2020.

Draft Project Report. Caltrans. March 2020

Natural Environmental Resource Study – Minimal Impacts. Caltrans. Original January 2020, Revision #1 February 2020.

North Sierra Highway Corridor Plan. County of Inyo and City of Bishop. November 2019.

Paleontological Resources Identification Report. Caltrans. March 2020

Site Assessment Workplan (UST Case No. 6B1400776T, GeoTracker ID No. T0602700078). Team Engineering Management for former Meadow Farms Automotive. Created August 2013, accessed via CA Water Board GeoTracker March 2020.

Visual Questionnaire. Caltrans. January 2020.

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