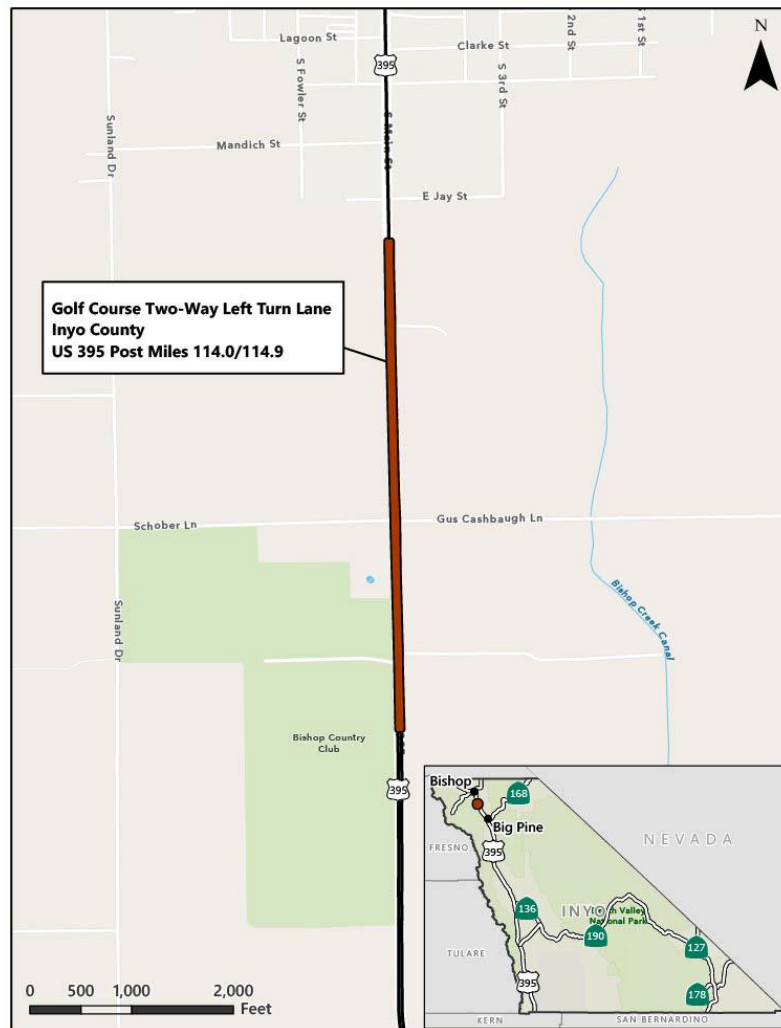


# Golf Course Two-Way Left Turn Lane #1

Inyo County, California  
09-INY-395-114.00/114.90  
0919000036

## Initial Study with Proposed Negative Declaration



Prepared by the  
State of California Department of Transportation  
October 2022



## General Information About This Document

### ***What's in this document:***

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Inyo County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance and minimization measures.

### ***What you should do:***

- Please read the document. This document may be downloaded at the following website: <https://dot.ca.gov/caltrans-near-me/district-9/district-9-current-projects/golf-course-two-way-left-turn-lane-i>
- Hard copies of the document are available for review at the Caltrans District 9 Office located at 500 South Main Street, Bishop, California 93514.
- Tell us what you think. If you have any comments regarding the proposed project or would like to request a public information meeting, please send your written comments or request to Caltrans by the deadline of 11/30/2022.
- Submit comments via e-mail to: [ryan.spaulding@dot.ca.gov](mailto:ryan.spaulding@dot.ca.gov)
- Or submit comments via the following website: <https://dot.ca.gov/caltrans-near-me/district-9/district-9-current-projects/golf-course-two-way-left-turn-lane-i>
- Or submit comments via U.S. mail to: Ryan Spaulding, Caltrans District 9, 500 South Main Street, Bishop, CA 93514
- Submit comments by the deadline: 11/30/2022.

### ***What happens next:***

After comments are received from the public and the reviewing agencies, Caltrans 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 appropriated, Caltrans could design and construct all or part of the project.

Printing this document: To save paper, this document has been set up for two-sided printing (to print the front and back of a page). Blank pages occur where needed throughout the document to maintain proper layout of the chapters and appendices.

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 write to or call Caltrans, Attention: Ryan Spaulding, Associate Environmental Planner, California Department of Transportation, 500 South Main Street, Bishop, California 93514; 760-937-1556 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711.

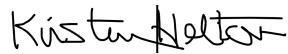
The California Department of Transportation (Caltrans) proposes to widen the pavement and upgrade other facilities in order to construct a two-way left turn lane on U.S. Route 395, from postmiles 114.00 to 114.90, near the city of Bishop in Inyo County.

**INITIAL STUDY  
with Proposed Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA  
Department of Transportation

Responsible Agencies: California Transportation Commission, California Department of Fish and Wildlife, Lahontan Regional Water Quality Control Board



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Kirsten Helton  
Deputy District Director, Planning & Environmental Analysis  
California Department of Transportation  
CEQA Lead Agency

10/1/2022

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Date

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**DRAFT**  
**Proposed Negative Declaration**

Pursuant to: Division 13, Public Resources Code

**District-County-Route-Post Mile:**09-INY-395-114.00/114.90

**EA/Project Number:** 09-38220/0919000036

**Project Description**

The California Department of Transportation (Caltrans) proposes to widen the pavement and upgrade other facilities in order to construct a two-way left turn lane on U.S. Route 395, from postmiles 114.00 to 114.90, near the city of Bishop in Inyo County.

**Determination**

An Initial Study has been prepared by Caltrans District 9. On the basis of this study, it is determined that the proposed action with the incorporation of the identified avoidance and minimization measures will not have a significant effect on the environment for the following reasons:

- The proposed project would have no impacts to Agriculture, Air Quality, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.
- In addition, the proposed project would have less than significant impacts to Aesthetics, Biological Resources, Greenhouse Gas Emissions, Hydrology and Water Quality, and Noise.

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Kirsten Helton  
Deputy District Director, Planning & Environmental Analysis  
California Department of Transportation

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Date



## Table of Contents

Golf Course Two-Way Left Turn Lane #1 .....	a
<b>Chapter 1</b> Proposed Project .....	1
1.1 Introduction.....	1
1.2 Purpose and Need.....	1
1.2.1 Purpose.....	1
1.2.2 Need .....	1
1.3 Project Description.....	2
1.4 Project Alternatives.....	5
1.4.1 Build Alternative .....	6
1.4.2 No-Build (No-Action) Alternative .....	6
1.5 Identification of a Preferred Alternative.....	6
1.6 Standard Measures and Best Management Practices Included in All Build Alternatives.....	6
1.7 Discussion of the NEPA Categorical Exclusion .....	7
1.8 Permits and Approvals Needed .....	7
<b>Chapter 2</b> CEQA Evaluation .....	9
2.1 CEQA Environmental Checklist .....	9
2.1.1 Aesthetics .....	9
2.1.2 Agriculture and Forest Resources.....	11
2.1.3 Air Quality .....	13
2.1.4 Biological Resources.....	14
2.1.5 Cultural Resources.....	20
2.1.6 Energy.....	21
2.1.7 Geology and Soils .....	21
2.1.8 Greenhouse Gas Emissions .....	22
2.1.9 Hazards and Hazardous Materials .....	24
2.1.10 Hydrology and Water Quality .....	25
2.1.11 Land Use and Planning.....	27
2.1.12 Mineral Resources .....	27
2.1.13 Noise.....	27
2.1.14 Population and Housing.....	29
2.1.15 Public Services .....	29
2.1.16 Recreation .....	30
2.1.17 Transportation.....	30
2.1.18 Tribal Cultural Resources .....	31
2.1.19 Utilities and Service Systems.....	32
2.1.20 Wildfire.....	33
2.1.21 Mandatory Findings of Significance .....	34
<b>Appendix A</b> Title VI Policy Statement.....	35





# **Chapter 1**      Proposed Project

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## **1.1 Introduction**

The California Department of Transportation (Caltrans) proposes to widen the pavement and upgrade other facilities in order to construct a two-way left turn lane on U.S. Route 395, from postmiles 114.00 to 114.90, near the city of Bishop in Inyo County.

## **1.2 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.

### **1.2.1 Purpose**

The purpose of this project is to improve the safety and operational efficiency of a segment of U.S. Route 395 (from postmiles 114.00 to 114.90) for motorists attempting to access several cross streets from the opposing side of the four-lane highway. The project is located just south of the City of Bishop in Inyo County.

### **1.2.2 Need**

There are approximately two driveways and two cross-streets intersecting the highway within the proposed limits of the two-way left turn lane (postmiles 114.00 to 114.40), which are as follows (from south to north):

- Bishop Golf Course Road: Postmile 114.13; intersects with U.S. Route 395 on the west side of the highway. Provides access to the Bishop Golf Course.
- Unmarked dirt road: Postmile 114.14; intersects with U.S. Route 395 on the east side of the highway. Provides access to a private residence.
- Unmarked paved driveway: Postmile 114.29; intersects with U.S. Route 395 on the west side of the highway. Provides access to the KIBS/KBOV radio station facility.
- Schober Lane/ Gus Cashbaugh Road (four-way intersection). Postmile 114.37; intersects with U.S. Route 395 on both sides of the highway.

This project is needed because vehicles on U.S. Route 395 attempting to access one of these locations via a left turn must attempt to do so from the number one lane (fast lane) of the highway. Current posted speed limits within the project limits range from 65 to 45 miles per hour. Vehicles making

left turns from the number one lane often need to slow to a near or complete stop to yield to oncoming traffic in the opposing lanes before making a left turn. Through motorists traveling in the number one lane at the posted speed limits either need to slow and yield behind those turning left or change lanes to pass stopped or decelerating vehicles waiting to turn left.

Recorded traffic collision data for this segment of U.S. Route 395 between postmiles 114.00 and 114.90 disclose a total of sixteen traffic collisions over a nine-year period (from January 1, 2012, to December 31, 2021). The traffic collision rate for the project limits is above the national average for total collisions per million vehicle miles (see Table 1).

**Table 1: Traffic Collision Rates (01/01/2012 – 12/31/2021)**

Segment	TOTAL No. of Collisions	ACTUAL (per million vehicle miles)			AVERAGE (per million vehicle miles)		
		Fatal Collisions	Fatal + Injury Collisions	Total	Fatal Collisions	Fatal + Injury Collisions	Total
Inyo 395 - PM 114.0 to PM 114.4	16	0.00	0.06	0.44	0.007	0.16	0.41

This project is currently programmed under Caltrans' Collision Severity Reduction Program. The objective of this program is to proactively reduce the potential for, or severity of, traffic collisions on the State Highway System.

### 1.3 Project Description

The Golf Course Two-Way Left Turn Lane I project extends from postmile 114.00 to postmile 114.90 on U.S. Route 395 just south of the City of Bishop. A continuous two-way left center turn lane would be constructed between postmile 114.00 to postmile 114.40, requiring widening of the roadway by 2.5 to 6 feet on either side. Four culverts within the project limits will need to be extended to accommodate the widening. Once culvert extensions are complete, each culvert will have a total length of approximately 100 feet. Culverts will be extended to no farther than existing Caltrans right of way limits.

A separate Caltrans project (Golf Course Two-Way Left Turn Lane II) also proposes to construct a continuous two-way left center turn lane on U.S. Route 395 from postmiles 114.40 to 114.90 and is scheduled to go to construction in 2023. However, two culverts within the limits of the Golf Course Two-Way Left Turn Lane II project will be extended as part of the Golf

Course Two-Way Left Turn Lane I project. These culverts are located at postmiles 114.62 and 114.87 and will be protected by the placement of concrete k-rail barriers until they are extended as part of this project. Both projects, once complete, will provide a continuous two-way left center turn lane from postmiles 114.00 to 114.90.

The locations of the four existing culverts to be extended as part of this project are as follows:

- Postmile 114.13: 24-inch diameter corrugated metal pipe culvert, 90.7 feet long. The culvert will be extended by 4.7 feet on each side of U.S. Route 395.
- Postmile 114.15: 24-inch diameter corrugated metal pipe culvert, 86.3 feet long. The culvert will be extended by 6.9 feet on each side of U.S. Route 395.
- Postmile 114.62: 24-inch diameter corrugated metal pipe culvert, 93.5 feet long. The culvert will be extended by 3.2 feet on each side of U.S. Route 395.
- Postmile 114.87: 30-inch diameter corrugated metal pipe culvert, 88.8 feet long. The culvert will be extended by 5.6 feet on each side of U.S. Route 395.

Caltrans proposes to acquire eight drainage easements (two easements per culvert; inlet and outlet) in order to extend the four culverts described above.

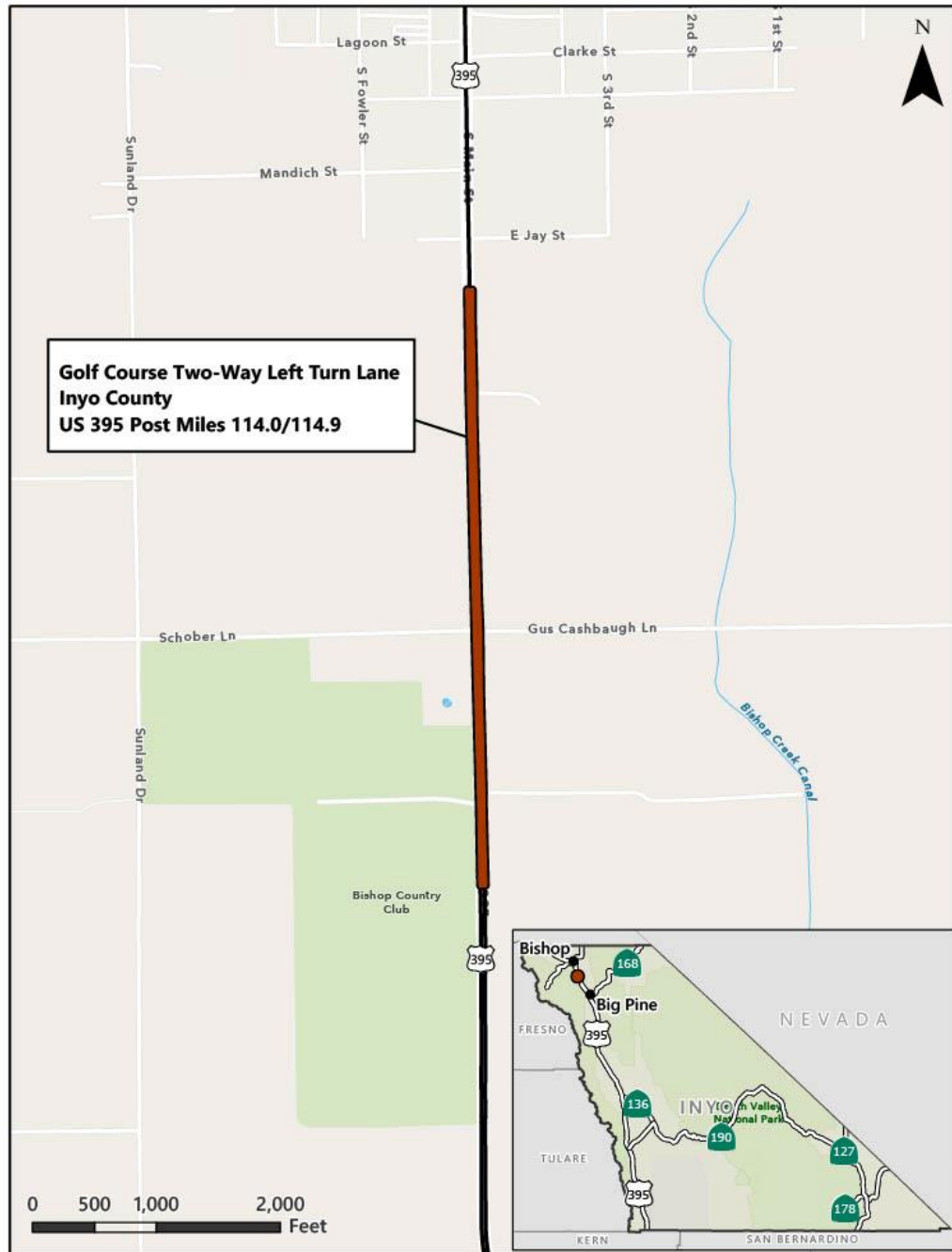
In addition, Caltrans proposes to reconstruct two existing driveways and two cross streets where they intersect with U.S. Route 395 once widening of the highway is complete. The driveways will be conformed to match the new pavement edge. The locations of the driveways and cross streets to be reconstructed are as follows:

- Bishop Golf Course Road: Postmile 114.13; intersects with U.S. Route 395 on the west side of the highway. Provides access to the Bishop Golf Course.
- Unmarked dirt road: Postmile 114.14; intersects with U.S. Route 395 on the east side of the highway. Provides access to a private residence.
- Unmarked paved driveway: Postmile 114.29; intersects with U.S. Route 395 on the west side of the highway. Provides access to the KIBS/KBOV radio station facility.
- Schober Lane/ Gus Cashbaugh Road (four-way intersection). Postmile 114.37; intersects with U.S. Route 395 on both sides of the highway.

Caltrans proposes to acquire temporary construction easements to reconstruct the locations noted above prior to construction of the project.

Once widening of U.S. Route 395 is completed, the highway will be re-striped to meet current standards. In addition, existing highway signs within Caltrans right-of-way will be replaced and relocated to account for wider pavement limits.

**Figure 1-1 Project Location and Vicinity Map**



## 1.4 Project Alternatives

There is one build alternative and one no-build alternative under consideration for the proposed project.

### **1.4.1 Build Alternative**

The build alternative being considered for the project would widen a segment of U.S. Route 395 in order to construct a continuous two-way left turn lane. Additional Caltrans facilities, including culverts, roadside signs, and highway striping, will need to be replaced or upgraded in order to accommodate the widening of the highway.

For a detailed description of this work, please refer to page 2, Section 1.3, “Project Description.”

This project contains a number of standardized project measures that are used 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 listed later in this chapter under “Standard Measures and Best Management Practices Included in All Build Alternatives (Section 1.6).”

### **1.4.2 No-Build (No-Action) Alternative**

The no build alternative would maintain the existing facilities within the project limits on U.S. Route 395 as is. Selection of the no-build alternative would result in no project-related construction activities taking place. The no build alternative will not meet the project purpose and need, as it will not improve the safety and operational efficiency of U.S. Route 395 within the project limits. The project is programmed and funded under the Collision Severity Reduction Program, and the no build alternative would not meet the objectives as defined in this program.

## **1.5 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. This section will be updated for the Final Initial Study and make note of the identification of a preferred alternative.

Selection of a preferred alternative is anticipated on or before February 1, 2023.

## **1.6 Standard Measures and Best Management Practices Included in All Build Alternatives**

Caltrans includes standard specifications for the purposes of reducing impacts to the environment on every project constructed. These specifications include dust control, provisions for the handling of nesting birds, policies on the handling of hazardous materials and construction noise levels, et cetera.

These standard specifications are incorporated as project features and are included as part of the project description. The significance of impacts under CEQA resulting from the project are considered after implementation of these measures.

## 1.7 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, has been prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—that is, species protected by the Federal Endangered Species Act).

## 1.8 Permits and Approvals Needed

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

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	1602 Agreement for Streambed Alteration	Application for 1602 permit expected during the next project phase. Permit issuance is anticipated during the next project phase.
California Water Resources Board, Lahontan Regional Water Quality Control Board	401 Certification/Waste Discharge Requirements Document	Application for Section 401 permit expected during the next project phase. Permit issuance is anticipated during the next project phase.
U.S. Army Corps of Engineers	Section 404 Permit for filling or dredging waters of the United States.	Application for the Section 404 permit is expected during the next project phase. Permit issuance is anticipated during the next project phase.
California Transportation Commission	California Transportation Commission vote to approve funds.	Following the approval of the Final Environmental Document, the California Transportation Commission will be required to vote to approve funding for the project. The vote is anticipated in June 2023.





## **Chapter 2**      CEQA Evaluation

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### **2.1      CEQA Environmental Checklist**

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A “No Impact” answer reflects this determination. The questions in this checklist 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 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.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

#### **2.1.1      Aesthetics**

Considering the information in the Visual Impacts Assessment Questionnaire dated August 25, 2022, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	<b>No Impact</b>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<b>Less Than Significant Impact</b>
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?	<b>Less Than Significant Impact</b>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<b>No Impact</b>

### ***Affected Environment***

U.S. Route 395 through the project limits has been designated as part of the Eastern Sierra Scenic Byway and listed as Eligible within the California State Scenic Highway System. The U.S. Route 395 corridor is considered to be a sensitive corridor regarding visual resources. Partially open and expansive views of the Owens Valley, Sierra Nevada Mountains and White Mountains are common along the U.S. Route 395 within the project limits. The scenic and recreational nature of the region draws visitors from around the world.

### ***Environmental Consequences***

The proposed project will widen the existing edge of pavement of U.S. Route 395 by two and a half feet on each side of the highway in order to install a two-way left turn lane in the center of the highway. In addition, side slopes and unpaved shoulders will need to be graded, connecting cross streets and driveways will need to be conformed, and existing roadway signs will need to be readjusted. Four culverts throughout the project limits will also be extended, and a minor amount of vegetation and tree trimming will be required at all four culvert locations in order to complete the culvert extension work.

Widening of U.S. Route 395 will result in minor changes to the visual character along this segment of the highway. Widening of the highway may require vegetation removal adjacent to existing disturbed, unpaved shoulders. Vegetation and/or tree trimming at all of the culvert locations, will be minimal. All other associated work, including driveway and cross street conforms, and the relocation of highway signs, will be largely undetectable (once complete) to passing motorists.

### ***Avoidance, Minimization, and/or Mitigation Measures***

The following avoidance and minimization measures will apply to the project:

AESTHETIC- 1: Vegetation removal and/or trimming will be reduced to the maximum extent possible.

AESTHETIC-2: Environmentally sensitive areas will be delineated on the project plans to confine construction limits to only the areas necessary to complete the work and to avoid unnecessary impacts.

AESTHETIC-3: A licensed Caltrans Landscape Architect will evaluate the scope of work during the design phase of the project to determine if newly disturbed shoulders and culvert inlet and outlet locations may need to be reseeded to establish new vegetation.

### **2.1.2 Agriculture and Forest Resources**

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 Department 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.

Per a search of the California Department of Conservation's Important Farmland Mapping Tool, there are no designated Prime, Unique or Farmlands of Statewide Importance in or near the proposed project limits. The project will not have any effect on protected farmlands, including those under the Williamson Act, or convert any farmlands into non-agricultural use (<https://maps.conservation.ca.gov/DLRP/CIFF>).

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.

Impacts to timberland are analyzed as required by the California Timberland Productivity Act of 1982 (California Government Code Sections 51100 et seq.), which was enacted to preserve forest resources. Like the Williamson Act, this program gives landowners tax incentives to keep their land in timber production. Contracts involving Timber Production Zones (are on 10-year cycles).

Searches of Inyo County Planning documents, the California Department of Conservation website and the California Department of Forestry and Fire Protection website showed no designated timberlands or Timber Production Zones in or near the project vicinity. The project will have no effect on protected Timberlands since none exist in the project area.

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
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?	<b>No Impact</b>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<b>No Impact</b>

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Agriculture and Forest Resources</b>
c) Conflict with existing zoning, 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))?	<b>No Impact</b>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<b>No Impact</b>
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?	<b>No Impact</b>

### 2.1.3 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.

Considering the information included in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo dated August 15, 2022, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Air Quality</b>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<b>No Impact</b>
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?	<b>No Impact</b>
c) Expose sensitive receptors to substantial pollutant concentrations?	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Air Quality
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<b>No Impact</b>

#### 2.1.4 Biological Resources

Considering the information in the Natural Environment Study (Minimal Impacts) dated September 7, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
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 National Oceanic and Atmospheric Administration Fisheries?	<b>No Impact</b>
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?	<b>Less Than Significant Impact</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Biological Resources
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?	<b>No Impact</b>

### ***Affected Environment***

The proposed project is located on U.S. Route 395 just south of the City of Bishop, in the northern portion of the Owens Valley at approximately 4,280 feet in elevation. The Owens Valley, located in Eastern California, is a valley to the west of the White and Inyo Mountains and to the east of the Sierra Nevada Mountains. Bishop has an arid climate where the precipitation on average is roughly five inches of water per year. Temperatures in this region are highly variable, with cold winters and nights to very hot summers and days. The habitat types in the Owens Valley can be characterized as high desert natural communities that are part of the southern portion of the Great Basin Province; where pinyon/juniper woodland, sagebrush scrub and cottonwood dominated riparian vegetation can be found.

A significant part of the proposed project is located on paved and/or in developed areas adjacent to U.S. Route 395. The project proposes to provide a continuous two-way left center turn lane from postmiles 114.00 to 114.40. To facilitate a two-way left turn lane, U.S. Route 395 would be widened from postmiles 114.00 to 114.40 by two and a half feet on each side of the highway; this will increase the paved surface of U.S. Route 395 by 0.23 acres. The project also proposes extend four existing corrugated metal pipe culverts within the project limits to account for the widening of U.S. Route 395. State jurisdictional waters occur within the biological study area for the project, which includes four unnamed irrigation ditches with associated culverts conveying water under U.S. Route 395 that will be extended during this project. The ditches are considered state jurisdictional waters in accordance with the California Department of Fish and Wildlife and Lahontan Regional Water Quality Control Board definitions. The upstream water source for the four ditches originates from Bishop Creek and meanders through the community of Bishop before diverging into the irrigation ditch system, owned and operated by Los Angeles Department of Water and Power, and adjacent to the project limits. The irrigation ditches provide water to pasture lands located throughout the entire project limits.

Several riparian species such as Wood's rose (*Rosa woodsii*), Fremont cottonwood (*Populus fremontii*), Tule (*Schoenoplectus acutus* var. *occidentalis*), Willow (*Salix spp.*), and Desert saltgrass (*Distichlis spicata*) were observed within and outside of the project limits during field surveys. The dominant vegetation found adjacent to and within the project impact area

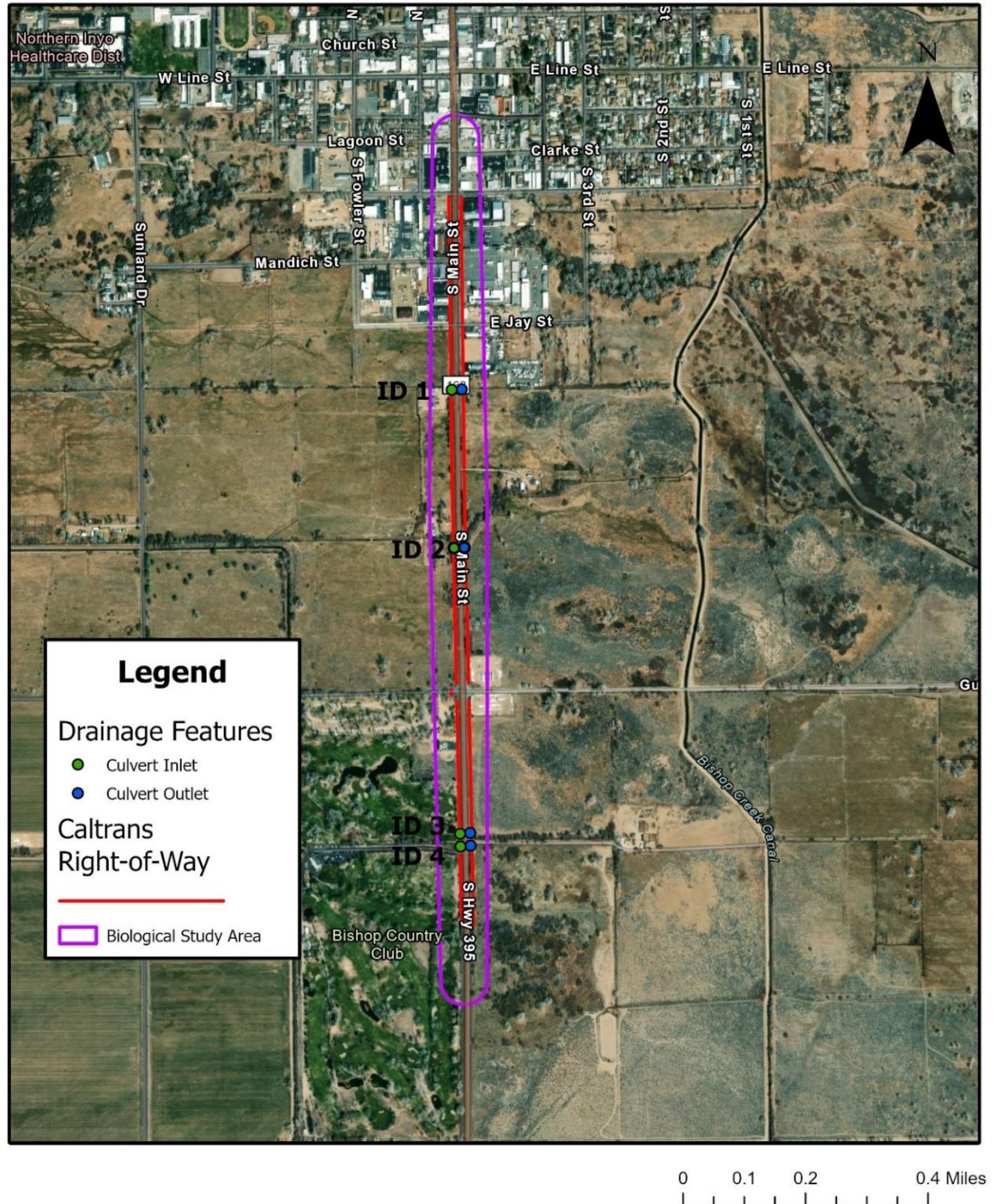
comprised of Wood's rose, Chinese Elm (*Ulmus parvifolia*), Wild Licorice (*Glycyrrhiza lepidota*), and non-native plant species including: Woolly mullin (*Verbascum Thapsus*), tumble weed (*Salsola tragus*), Common Mustard (*Brassica rapa*), and grass species.

For a visual reference of the four existing culvert locations, please view figure 2 on the following page. The four culverts are labeled Irrigation Ditch (ID) 1 through 4 on the figure. Irrigation ditch 1 (ID 1) is at the northern end of the project. The ditch parallels an irrigated pasture to the north and the Inyo County Maintenance Yard to the south before it crosses east under U.S. Route 395 at postmile 114.87 to more irrigated pasture land. Irrigation ditch 2 (ID 2) passes through an irrigated pasture in close proximity to a ranch house east of U.S. Route 395 and passes under the highway to an irrigated pasture at postmile 114.62. Irrigation ditches 3 and 4 (ID 3 and ID 4) originate from the highly manicured Bishop Golf Course and proceed east under U.S. Route



395 at postmiles 114.15 and 114.13, respectively, into irrigated pastures.

**Figure 2.**  
**Golf Course TWLTL I Project (09-38220): Biological Survey Area**



### **Environmental Consequences**

Aquatic resources will be impacted by the extension of four existing culverts. The proposed pavement widening will extend the existing edge of pavement of U.S. Route 395 by approximately 2.5 to 6 feet on side of the highway, hence requiring longer culverts. Each culvert will be extended to a total length of 100 feet each; the extension lengths vary for each of the four culverts, and these lengths can be found on page 3 of this document (Section 1.3, Project Description). Culverts will be extended to no farther than existing Caltrans right of way limits. The new footprint (all previously undisturbed areas that will be impacted by culvert extensions) of this work will be considered permanent impacts to Waters of the State, and also permanent impacts to Waters of the United States, requiring a California Department of Fish and Wildlife 1600 Agreement, Lahontan Regional Water Quality Control Board 401 Certification, and an U.S. Army Corps of Engineers 404 Permit prior to construction. Temporary impacts will occur at each end of each culvert as well to provide equipment access, minor grading of the channel bottom and vegetation removal/trimming.

A summary of estimated permanent and temporary impacts (in acres) to aquatic resources are shown in the table below. Approximately 0.01 acres of temporary impacts may occur to riparian vegetation. At this time, there is no plan to remove trees or riparian vegetation during construction of this project. Tree and riparian vegetation trimming will occur at culvert inlets and outlets in order to install the new culverts.

<b>Resource Type</b>	<b>Permanent Impacts (Acres)</b>	<b>Temporary Impacts (Acres)</b>	<b>Jurisdictional Agency</b>
Waters – Irrigation Ditch 1	0.002	0.002	USACE, CDFW, RWQCB*
Waters – Irrigation Ditch 2	0.003	0.001	USACE, CDFW, RWQCB
Waters – Irrigation Ditch 3	0.005	0.004	USACE, CDFW, RWQCB
Waters – Irrigation Ditch 4	0.003	0.002	USACE, CDFW, RWQCB
Riparian Vegetation	0	0.01	CDFW

\* USACE (U.S. Army Corps of Engineers), CDFW (California Department of Fish and Wildlife), RWQCB (Lahontan Regional Water Quality Control Board).

**Avoidance, Minimization, and/or Mitigation Measures**

Through implementation of the following avoidance and minimization measures, the project will have a less than significant impact on jurisdictional waters of the State and U.S. at the four culvert locations.

BIOLOGY 1: Project design will include features to minimize impacts to jurisdictional waters and reduce the likelihood of erosion.

BIOLOGY 2: Vegetation trimming will be limited to the minimum necessary to accomplish the work.

BIOLOGY 3: The project will adhere to the Caltrans January 2008 “Construction Site Best Management Practice Field Manual and Troubleshooting Guide,” which will include erosion and sediment control measures and methods of permanent soil stabilization.

BIOLOGY 4: Fiber rolls and/or silt fencing (with no plastic mesh) must be used to protect water resources and delineate the edges of the permanent impact areas at the four culvert locations.

BIOLOGY 5: A full-time qualified biologist will be present on-site prior to and during construction in any jurisdictional resource and during temporary clear water diversion activities (if needed). A water diversion plan will be included with permit applications if needed.

BIOLOGY 6: Pump screens will be used during clear water diversion and will be in compliance with Caltrans Standard Specifications for species protection.

BIOLOGY 7: Environmentally Sensitive Area fencing will be placed at the temporary impact boundaries to ensure that no additional impacts occur during construction.

In addition to what is listed above, the following avoidance and minimization measures will be implemented to ensure that no impacts occur to other biological resources, including special status species, rare plants and nesting and migratory birds:

BIOLOGY 8: To avoid impacts to special status plant species, any individuals found within the project limits during pre-construction surveys will be flagged for avoidance and their locations will be shared with the resident engineer and contractor; a no-work buffer of up to 10 feet from flagging may be implemented as needed and as determined by the Caltrans biologist.

BIOLOGY 9: If special status plant species are present within the project impact area and cannot be avoided, the Caltrans biologist will initiate consultation with California Department of Fish and Wildlife to determine the best course of action for the particular species; while consultation is in

progress, a no-work buffer of 10 feet will be implemented to avoid potential impacts to the special status plant species.

BIOLOGY 10: Pre-construction nesting bird surveys will be conducted within 48 hours prior to any work being done regardless of time of year as species nesting times vary within and outside of the normal nesting period.

BIOLOGY 11: If a nest is found within the project impact area, an appropriate no-work buffer may be implemented as determined by the project biologist to reduce potential impacts caused by construction until nesting season has finished, or nesting activities have completed, and the nestling has fledged and left the area. No-work buffers can vary in size depending on listing status and species. Buffers as large as ½ mile may be used for Swainson's Hawk; 500 feet for other nesting raptors; 250 feet for nesting songbirds.

BIOLOGY 12: Any nest found within the project impact area will be monitored by a qualified biologist.

BIOLOGY 13: If a nest is found outside the project impact area, but within a specified buffer distance based on the type of bird species, a no-work buffer may be implemented, and monitoring may occur by a qualified biologist. If the construction activities do not appear to be disrupting nesting activities (parent birds not exhibiting stressed behavior, territorial behavior, or abandoning nest, etc.), then the qualified biologist may clear the area for construction to proceed.

BIOLOGY 14: To ensure no impacts to Owens speckled dace, Owens sucker, or any other aquatic species that could be present in the project limits, Fish Protection standard special provision 14-6.03C will be implemented during de-watering and water diversion activities (if needed) of the four irrigation ditches during construction.

As previously noted, the project may require permits from the California Department of Fish and Wildlife (1600 Agreement), Lahontan Regional Water Quality Control Board (401 Certification), and an U.S. Army Corps of Engineers (404 Permit) prior to construction. The permits may contain additional avoidance and/or minimization measures not listed in this document. The additional measures, if any, will be included in the project's construction contract.

### **2.1.5 Cultural Resources**

Considering the information in the Historic Property Survey Report dated August 20, 2021, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Cultural Resources</b>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<b>No Impact</b>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<b>No Impact</b>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<b>No Impact</b>

### 2.1.6 Energy

Considering the information in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo dated August 15, 2022, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Energy</b>
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<b>No Impact</b>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<b>No Impact</b>

### 2.1.7 Geology and Soils

Considering the information in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo dated August 15, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>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.</p>	<b>No Impact</b>
ii) Strong seismic ground shaking?	<b>No Impact</b>
iii) Seismic-related ground failure, including liquefaction?	<b>No Impact</b>
iv) Landslides?	<b>No Impact</b>
b) Result in substantial soil erosion or the loss of topsoil?	<b>No Impact</b>
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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	<b>No Impact</b>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<b>No Impact</b>
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?	<b>No Impact</b>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<b>No Impact</b>

### 2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change Analysis dated September 7, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<b>Less Than Significant Impact</b>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<b>No Impact</b>

### ***Affected Environment***

The proposed project is in a small rural community surrounded by an undeveloped, rural landscape, with the local economy largely supported by agriculture and tourism. U.S. Route 395 is the main transportation route to and through the area for both passenger and commercial vehicles. Traffic counts are low to moderate for this segment of U.S. Route 395.

### ***Environmental Consequences***

Construction greenhouse gas emissions were estimated using the Sacramento Metropolitan Air Quality Management District Road Construction Emissions Model. The proposed project is estimated to produce a total of 150 tons of carbon dioxide gasses over a 2-month period of construction. This estimates to approximately 9,984 pounds of carbon dioxide gasses produced per day during construction. While some greenhouse gas emissions during the construction period would be unavoidable, no increase in operational greenhouse gas emissions is expected once construction is complete.

Although the project would add an additional lane to U.S. Route 395, the upgraded facility is not likely to increase vehicular capacity or induce additional travel which could lead to increased greenhouse gas emissions or vehicle miles traveled.

### ***Avoidance, Minimization, and/or Mitigation Measures***

In addition to all applicable Caltrans Standard Specifications, the following measures will be implemented in the project to reduce greenhouse gas emissions and potential climate change impacts from the project:

GREENHOUSE-1: The Contractor will be encouraged to use material source and borrow sites as close to the project location as possible, reducing the number of haul trips and distance traveled per trip.

### 2.1.9 Hazards and Hazardous Materials

Considering the information in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo dated August 15, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<b>No Impact</b>
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?	<b>No Impact</b>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<b>No Impact</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<b>No Impact</b>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<b>No Impact</b>



### 2.1.10 Hydrology and Water Quality

Considering the information in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo dated August 15, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	<b>Less Than Significant Impact</b>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<b>No Impact</b>
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 onsite or offsite;	<b>Less Than Significant Impact</b>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	<b>Less Than Significant Impact</b>
(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	<b>Less Than Significant Impact</b>
(iv) impede or redirect flood flows?	<b>No Impact</b>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<b>No Impact</b>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<b>No Impact</b>

### ***Affected Environment***

The proposed project would widen a segment of U.S. Route 395 by 2.5 to 6 feet on each side of the highway, which would create new impervious surfaces. In addition, State and U.S. jurisdictional waters occur within and adjacent to the project limits, including four unnamed irrigation ditches where existing culverts conveying water under U.S. Route 395 will be extended during this project. The ditches are considered state jurisdictional waters in accordance with the California Department of Fish and Wildlife and Lahontan Regional Water Quality Control Board definitions. All four ditches originate from Bishop Creek and meander through the community of Bishop. For a visual reference of the four existing culvert locations, please view figure 2 on page 17. The four culverts are labeled Irrigation Ditch (ID) 1 through 4 on the figure. Irrigation ditch 1 (ID 1) is at the northern end of the project. The ditch parallels an irrigated pasture to the north and the Inyo County Maintenance Yard to the south before it crosses east under U.S. Route 395 at postmile 114.87 to more irrigated pasture land. Irrigation ditch 2 (ID 2) passes through an irrigated pasture in close proximity to a ranch house east of U.S. Route 395 and passes under the highway to an irrigated pasture at postmile 114.62. Irrigation ditches 3 and 4 (ID 3 and ID 4) originate from the highly manicured Bishop Golf Course and proceed east under U.S. Route 395 at postmiles 114.15 and 114.13, respectively, into irrigated pastures.

### ***Environmental Consequences***

Jurisdictional water resources will be impacted by the extension of four existing culverts. This work will be considered permanent impacts to Waters of the State, and permanent impacts to Waters of the United States, requiring both a Water Board 401 Certification and an U.S. Army Corps of Engineers 404 permit prior to construction. Temporary impacts will occur at each end of each culvert as well to provide equipment access, minor grading of the channel bottom and vegetation removal. For estimates of both permanent and temporary impacts related to the culvert work, please refer to the table on page 18 of this document (Section 2.1.4, Biological Resources).

### ***Avoidance, Minimization, and/or Mitigation Measures***

HYDROLOGY-1: The Lahontan Regional Water Quality Control Board 401 Certification and U.S. Army Corps of Engineers 404 permit, which will be obtained during the Plans, Specifications and Estimates phase of the project, will outline permit conditions once project design has been finalized. The permit conditions are likely to include onsite erosion control work and implementation of Best Management Practices. In addition, Biology Measures 1-7 will also serve to protect waters under the jurisdiction of both the Lahontan Regional Water Quality Control Board and the U.S. Army Corps of Engineers.

### 2.1.11 Land Use and Planning

Considering the information in the Community Impacts: Memo to file dated August 30, 2022, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Land Use and Planning</b>
a) Physically divide an established community?	<b>No Impact</b>
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?	<b>No Impact</b>

### 2.1.12 Mineral Resources

Considering the information in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo dated August 15, 2022, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Mineral Resources</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>

### 2.1.13 Noise

Considering the information in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo dated August 15, 2022, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
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?	<b>Less Than Significant Impact</b>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<b>Less Than Significant Impact</b>
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?	<b>No Impact</b>

### ***Affected Environment***

The project area is located in a primarily rural/agricultural landscape just south of the City of Bishop. There are multiple residences, businesses, and government facilities adjacent to the project limits and U.S. Route 395, including the Bishop Golf Course and Brown's Town Campground.

### ***Environmental Consequences***

Temporary construction activities will produce elevated noise levels at various times throughout the project. This segment of U.S. Route 395 experiences moderate truck and vehicle traffic, and noise levels will not be significantly elevated above the baseline conditions. It is anticipated that all work will occur during daytime normal working hours, which would avoid any potential impacts to noise receptors at the Brown's Town Campground located at the intersection of U.S. Route 395 and Schober Lane. If night work is requested by the contractor, a noise analysis may be required. The project is a type III project with no addition of travel lanes or significant alterations to the alignment of the existing lanes. It is also exempt from federal conformity analysis under 40 CFR 93.126. Through implementation of Caltrans standard specifications for noise levels and advanced community notification, impacts are anticipated to be less than significant.

### **Avoidance, Minimization, and/or Noise Abatement Measures**

The following avoidance and minimization measures will be implemented related to Noise impacts:

NOISE-1: All construction activities will occur during normal weekday working hours (daylight).

NOISE-2: Public outreach efforts will occur prior to construction to notify nearby residents, business owners, and government facilities of the upcoming construction activities.

#### **2.1.14 Population and Housing**

Considering the information in the Community Impacts: Memo to file dated August 30, 2022, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Population and Housing</b>
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)?	<b>No Impact</b>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<b>No Impact</b>

#### **2.1.15 Public Services**

Considering the information in the Community Impacts: Memo to file dated August 30, 2022, the following significance determinations have been made:

<b>Question:</b>	<b>CEQA Significance Determinations for Public Services</b>
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:  Fire protection?	<b>No Impact</b>
Police protection?	<b>No Impact</b>
Schools?	<b>No Impact</b>
Parks?	<b>No Impact</b>
Other public facilities?	<b>No Impact</b>

### 2.1.16 Recreation

Considering the information in the Community Impacts: Memo to file dated August 30, 2022, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Recreation</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>

### 2.1.17 Transportation

Considering the information in the Community Impacts: Memo to file dated August 30, 2022, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Transportation</b>
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<b>No Impact</b>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<b>No Impact</b>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<b>No Impact</b>
d) Result in inadequate emergency access?	<b>No Impact</b>

### 2.1.18 Tribal Cultural Resources

Considering the information in the Historic Property Survey Report dated August 20, 2021, the following significance determinations have been made:

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:

<b>Question:</b>	<b>CEQA Significance Determinations for Tribal Cultural Resources</b>
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	<b>No Impact</b>

Question:	CEQA Significance Determinations for Tribal Cultural Resources
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<b>No Impact</b>

### 2.1.19 Utilities and Service Systems

Considering the information in the Community Impacts: Memo to file dated August 30, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
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?	<b>No Impact</b>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<b>No Impact</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>



Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<b>No Impact</b>

### 2.1.20 Wildfire

Considering the information in the Climate Change Analysis dated September 7, 2022, the following significance determinations have been made:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<b>No Impact</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>

### 2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
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?	<b>No Impact</b>
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.)	<b>No Impact</b>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<b>No Impact</b>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<b>No Impact</b>

# Appendix A Title VI Policy Statement

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STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

## DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
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[www.dot.ca.gov](http://www.dot.ca.gov)



Making Conservation  
a California Way of Life.

September 2021

### 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."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

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/civil-rights/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 Civil Rights, at 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811; PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 324-8379 (TTY 711); or at [Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov).

A blue ink signature of Toks Omishakin, consisting of stylized cursive letters.

Toks Omishakin  
Director

*"Provide a safe and reliable transportation network that serves all people and respects the environment."*



## **List of Technical Studies (Bound separately and available upon request)**

Air, Noise, Hazardous Waste, Water Quality and Paleontology Study Memo. Caltrans. August 15, 2022.

Air Conformity Findings Checklist. Caltrans. August 15, 2022.

Natural Environment Study (Minimal Impacts). Caltrans. September 7, 2022.

Historical Property Survey Report. Caltrans. August 20, 2021.

Visual Impact Assessment Questionnaire. Caltrans. August 25, 2022.

Climate Change Analysis: Golf Course Two-Way Left Turn Lane. September 7, 2022.

Community Impacts: Memo to file. Caltrans. August 30, 2022.

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Ryan Spaulding  
Environmental Scientist  
California Department of Transportation, District 9  
500 South Main Street, Bishop, CA 93514

Or send your request via email to: [Ryan.Spaulding@dot.ca.gov](mailto:Ryan.Spaulding@dot.ca.gov)  
Or call: 760-937-1556

Please provide the following information in your request:

Golf Course Two-Way Left Turn Lane  
On U.S. Route 395, just south of the City of Bishop  
09-INY-395-114.00/114.90  
0919000036 / 09-38220