

Meadow Farms ADA Project

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

Initial Study with Negative Declaration / Environmental Assessment with Finding of No Significant Impact



**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 were 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.



December 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 with Negative Declaration / Environmental Assessment 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 have been 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. The Initial Study/Draft Environmental Assessment circulated to the public for 60 days between April 1, 2020 and June 1, 2020; and a recirculated Initial Study/Draft Environmental Assessment with two additional alternatives was circulated to the public for 30 days between October 12, 2020 and November 12, 2020. Comments received during both of these periods were included in the Appendix of this document. Elsewhere throughout this document, a vertical line in the margin indicates a change made since the draft document circulation. Minor editorial changes and clarifications have not been so indicated. Additional copies of this document and the related technical studies were available for review at the district 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/district-9-current-projects/meadow-farms-ada>

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: Christine Knadler, 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, 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1 (800) 854-7784 (Spanish and English Speech-to-Speech) or 711.

Improve existing facilities to current ADA standards on U.S. 395 from North See Vee Lane to North Barlow Lane
(postmile 117.7-117.9) in Inyo county just north of the Bishop city limit.

**INITIAL STUDY with Negative Declaration / Environmental Assessment with Finding of
No Significant Impact**

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

12/10/2020

Date

Dennee Alcala
Dennee Alcala
Deputy District Director
Planning and Environmental Analysis
California Department of Transportation
NEPA Lead Agency

12/10/2020

Date

Dennee Alcala
Dennee Alcala
Deputy District Director
Planning and Environmental Analysis
California Department of Transportation
CEQA Lead Agency

The following persons may be contacted for more information about this document:

Angela Calloway
Environmental Office Chief
500 S. Main Street, Bishop CA 93514
(760) 872-2424; angie.calloway@dot.ca.gov

**CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDING OF NO SIGNIFICANT
IMPACT (FONSI)**

FOR

Meadow Farms ADA (09-36680)

The California Department of Transportation has determined that alternative 4a will have no significant impact on the human environment. This FONSI is based on the attached Environmental Assessment (EA) which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA.

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project were 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.

Dennee Alcala

Dennee Alcala
Caltrans Deputy District Director
Planning and Environmental
Analysis

12/10/2020

Date

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

The Department has prepared an Initial Study for this project and, following public review, has determined 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).

Dennee Alcala

Dennee Alcala
Deputy District Director
Planning and Environmental Analysis
District 9
California Department of Transportation

12/10/2020

Date

Summary

The CA Department of Transportation (Caltrans) has selected a hybrid alternative as the preferred alternative for the Meadow Farms ADA project. This alternative, titled Alternative 4A, was proposed by the Inyo County Board of Supervisors in their official comment letter received by Caltrans in November 2020. Alternative 4A slightly reduces the width of the facility and does not allow on-street parking on the northbound side of the highway like Alternative 4, but includes a multiuse path for pedestrians and cyclists on the northbound side similar to Alternative 3. Alternatives 3 and 4 were described and circulated to the public during the environmental document recirculation period in October-November 2020. Since Alternative 4A retains all major features of Alternatives 3 and 4 and stays within their boundaries with a slightly smaller footprint, the Caltrans project development team decided it did not require an additional recirculation and comment period. No new impacts to any environmental resource or increase in severity of any impact already described for Alternatives 3 or 4 will occur under Alternative 4A. The details of Alternative 4A and rationale for its selection as the preferred alternative were outlined in the appropriate sections in this document.

When this project was first proposed and circulated to the public for comments there were three alternatives under consideration. One alternative was to not build the project (No-build), and Alternatives 1 and 2 were options to build ADA facilities while addressing the reduction in available parking by either allowing on-street parking on US 395 (Alt 1) or by creating an off-street public parking lot (Alt 2). These three alternatives were circulated for public comment from April 1 through June 1, 2020. A public meeting was held virtually on May 21, 2020 to provide information about these alternatives and provide information on how to submit public comments.

After public comments were received and considered, the Caltrans project development team revisited the proposed build alternatives and sought to come up with other designs which could meet the purpose and need of the project while addressing public comments and concerns. Two additional build alternatives, Alternatives 3 and 4, were created and circulated to the public for comment in a recirculated environmental document from October 12 through November 12, 2020. Another virtual public meeting was held on November 3, 2020 to provide the public more information about the new build alternatives and offer the opportunity to provide written comments on the project. After consideration of all comments received during both comment periods, and in close consultation with external agency stakeholders such as Inyo County Planning Department, the Inyo County Board of Supervisors, the City of Bishop, and local Tribes, Caltrans has decided that Alternative 4A, proposed by the Inyo County Board of Supervisors, meets the purpose and need of the project and provides the greatest community benefit while avoiding significant community impacts. Alternative 4A was officially chosen on November 20, 2020.

Table of Contents

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDING OF NO SIGNIFICANT IMPACT (FONSI)	4
NEGATIVE DECLARATION	5
LIST OF TABLES AND FIGURES	8
Introduction	10
Project Description	14
Alternatives	15
Comparison of Alternatives	25
Identification of a Preferred Alternative	28
Permits and Approvals Needed	32
CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES	33
Topics Considered but Determined Not to be Relevant	33
Human Environment	37
Existing and Future Land Use	37
Consistency with State, Regional, and Local Plans and Programs	41
Environmental Justice	53
Traffic and Transportation/Pedestrian and Bicycle Facilities	58
<i>Access and Circulation</i>	58
Cultural Resources	74
Physical Environment	79
Hazardous Waste/Materials	79
Biological Environment	84
Wetlands And Other Waters	84
Animal Species	92
CHAPTER 3 – CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EVALUATION	97
Determining Significance under CEQA	97
CEQA Environmental Checklist	99
Climate Change	128

CHAPTER 4 – COMMENTS AND COORDINATION	141
CHAPTER 5 – LIST OF PREPARERS	202
APPENDICES	203
APPENDIX B. TITLE VI POLICY STATEMENT	206
APPENDIX C. ALQUIST-PRIOLO EARTHQUAKE HAZARD MAP	207
APPENDIX D. LAHONTAN REGIONAL WATER QUALITY CONTROL BOARD LETTER FOR 2319 NORTH SIERRA HIGHWAY (NO FURTHER ACTION REQUIRED)	208
APPENDIX E. AVOIDANCE, MINIMIZATION AND/OR MITIGATION SUMMARY	214

List of Tables and Figures

FIGURE 1 - PROJECT VICINITY MAP, COUNTY.	12
FIGURE 2 - PROJECT VICINITY MAP, CITY.	13
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)	13
FIGURE 4 - SIDEWALK GAPS ON NORTH (RIGHT) AND SOUTHBOUND SIDES OF U.S. 395 AT BISHOP CREEK BRIDGE.	15
FIGURE 6 - ALTERNATIVE 1 CONCEPTUAL CROSS-SECTION	18
FIGURE 7 - ALTERNATIVE 2 CONCEPTUAL CROSS-SECTION	19
FIGURE 8 - PROPOSED PUBLIC PARKING AREA #1; LOCATED ON NORTHBOUND U.S. 395 NEAR MAHOGANY SMOKED MEATS	20
FIGURE 9 - PROPOSED PUBLIC PARKING AREA #2; LOCATED ON SOUTHBOUND U.S. 395 BETWEEN WAVE RAVE OUTLET AND PETITE PANTRY	20
FIGURE 10 - PROJECT LOCATION MAP WITH CITY, COUNTY, AND TRIBAL BOUNDARIES	38
FIGURE 11 - END OF EXISTING BICYCLE LANE AT NORTH SEE VEE LANE. BOTH ALTERNATIVES WOULD EXTEND THE PAINTED BICYCLE LANES TO NORTH BARLOW LANE.	43
FIGURE 12 - PROJECT AREA LAND USE MAP	45
FIGURE 13 - PROJECT AREA COUNTY ZONING MAP	46
FIGURE 14 - CENSUS TRACTS NEAR PROPOSED PROJECT AREA	55
FIGURE 15 - ON-STREET PARKING SURVEY AREAS ON NORTH (N#) AND SOUTH (S#) SIDES OF U.S. 395	61
FIGURE 16 - OFF-STREET PARKING SURVEY AREAS	62
FIGURE 17 - MAXIMUM NUMBER OF ON-STREET PARKING SPACES USED (NORTHBOUND US 395)	63
FIGURE 18 - MAXIMUM NUMBER OF ON-STREET PARKING SPACES USED (SOUTHBOUND US 395)	64
FIGURE 19 - MAXIMUM NUMBER OF PARKING SPACES USED; OFF-STREET PARKING LOTS	65
FIGURE 20 - MAXIMUM NUMBER OF PARKING SPACES USED; OFF-STREET PARKING LOTS	65
FIGURE 21 - MAXIMUM NUMBER OF PARKING SPACES USED; OFF-STREET PARKING LOTS	66
FIGURE 22 - MAXIMUM NUMBER OF PARKING SPACES USED; OFF-STREET PARKING LOTS	66
FIGURE 23 - MAXIMUM NUMBER OF PARKING SPACES USED; OFF-STREET PARKING LOTS	67
FIGURE 24 - MAXIMUM NUMBER OF PARKING SPACES USED; OFF-STREET PARKING LOTS	67
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	80
FIGURE 32 - STATE WATER RESOURCES CONTROL BOARD GEOTRACKER DATABASE MAP SEARCH RESULTS FOR MEADOW FARMS PROJECT AREA (MARCH 2020)	83

FIGURE 33 - AQUATIC RESOURCES IN PROJECT VICINITY; OVERVIEW	86
FIGURE 34 - AQUATIC RESOURCES IN PROJECT AREA; NORTH FORK BISHOP CREEK	87
FIGURE 35 - AQUATIC RESOURCES IN PROJECT AREA; NORTH FORK BISHOP CREEK AND MATLICK DITCH (1 OF 3)	88
FIGURE 36 - AQUATIC RESOURCES IN PROJECT AREA; MATLICK DITCH (2 OF 3)	89
FIGURE 37 - AQUATIC RESOURCES IN PROJECT AREA; MATLICK DITCH (3 OF 3)	90
FIGURE 38 - U.S. 2016 GREENHOUSE GAS EMISSIONS	132
FIGURE 39 - CALIFORNIA 2017 GREENHOUSE GAS EMISSIONS	132
FIGURE 40 - CHANGE IN CALIFORNIA GDP, POPULATION, AND GHG EMISSIONS SINCE 2000 (SOURCE: ARB 2019B)	133
FIGURE 41 - CALIFORNIA CLIMATE STRATEGY	135

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 were four “build” alternatives for the proposed project and one “no-build” alternative.

Alternative 1 proposed 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 proposed 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. One off-street parking lot was proposed for development and public use to mitigate for the loss of parking throughout the corridor.

Alternative 3 proposed to widen the existing facility by approximately 7.6 feet on both sides of the highway and create four vehicle travel lanes in the same manner as Alternatives 1 and 4. This alternative would combine the bicycle lanes on both sides of US 395 with the sidewalks, creating approximately 10-foot-wide multiuse sidewalk paths for use by both pedestrians and cyclists. Alternative 3 would allow on-street parallel parking in the same manner as Alternative 1, however Alternative 3 would not locate the bicycle lanes between vehicle travel lanes and on-street parallel parking spaces. No off-street parking lot would be developed under this alternative.

Alternative 4 proposed to widen the existing facility by approximately 7.6 feet on both sides of the highway and would create four vehicle travel lanes in the same manner as Alternatives 1 and 3. Alternative 4 differs from Alternatives 1 and 3 in the placement of bicycle lanes and on-street parking spaces on the northbound and southbound sides of US 395. Alternative 4 would not allow on-street parking on the northbound side of US 395 but would have a 3-foot painted buffer lane and a 5-foot bicycle lane between the vehicle lanes and the sidewalk and would create a 10-foot wide sidewalk for pedestrians. On the southbound side, on-street parking would be allowed, and the bicycle lane would be combined with the sidewalk to create a 10-foot-wide multiuse sidewalk path shared by cyclists and pedestrians. The southbound side of US 395 would be the same under Alternatives 3 and 4.

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

The 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).

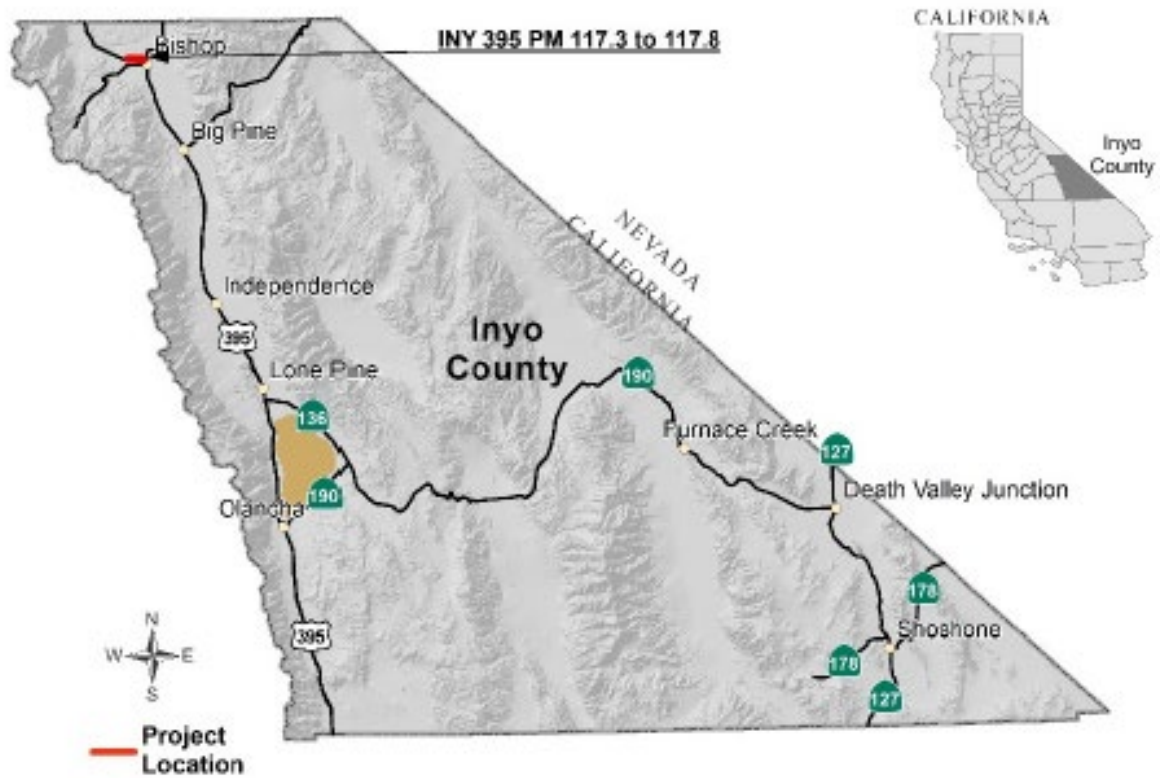


Figure 1 - Project Vicinity Map, County.

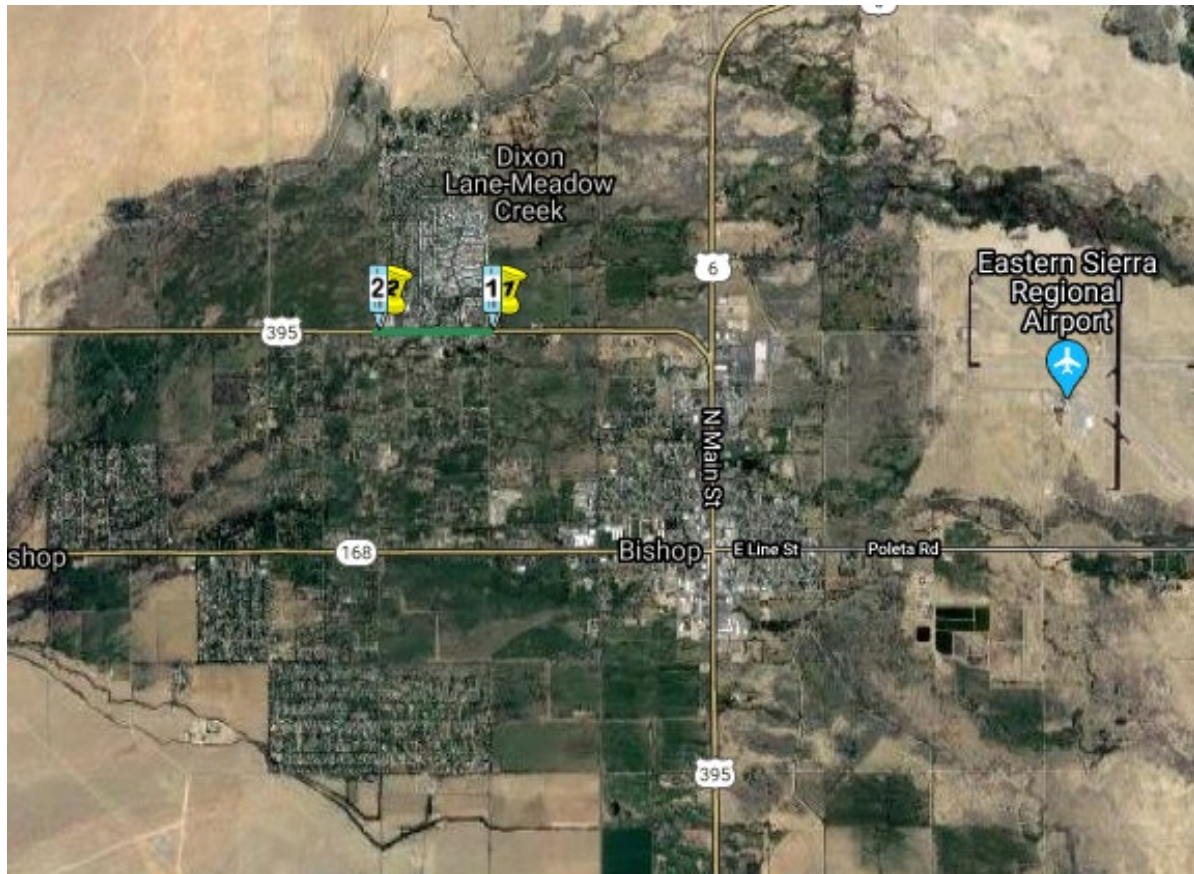


Figure 2 - Project Vicinity Map, City.

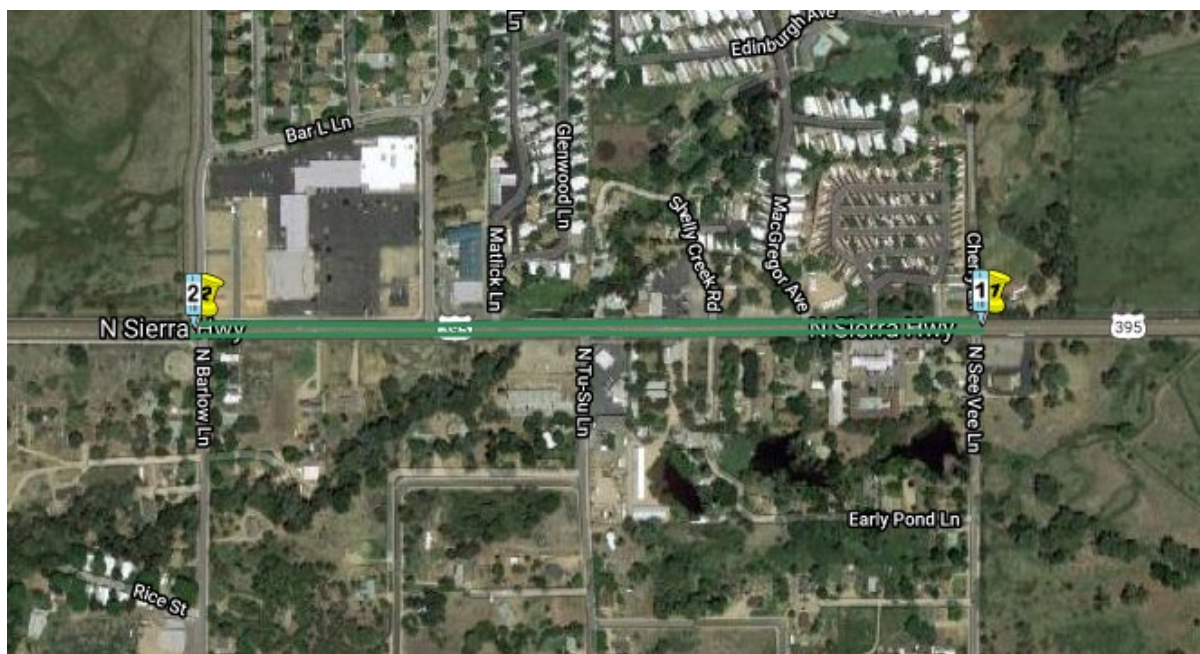


Figure 3 - Project Vicinity Map, Community. Proposed project limits extend on U.S. 395 (North Sierra Highway) from postmile 117.3 (Pin #1) to 117.8 (Pin #2)

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 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 project is twofold. First, the existing pedestrian and bicycle infrastructure were 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 were made).
3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The 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 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 actions and the project alternatives developed to meet the purpose and need of the project, while avoiding or minimizing environmental impacts. The alternatives were: Alternative “1”, Alternative “2”, “Alternative 3”, “Alternative 4”, 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 were 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) were 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 were 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 were 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 were four proposed “Build” alternatives, and one “No-build” alternative. The Build alternatives were named Alternatives 1-4, and the no-action alternative was called “No-build”.

- i. Common Design Features of the Build Alternatives

Major common features of all Build Alternatives were pavement striping for a 12-foot wide two way left turn lane (TWLTL), two travel lanes in each direction (total of four lanes of travel), and bicycle lanes in each direction, although the size and location of bicycle lanes vary by alternative. All Build 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 was proposed for all Build alternatives near the south eastern portion of the Bishop Plaza parking lot between Rocking W Drive and Barlow Lane. The turnout will allow Eastern Sierra Transit buses and shuttles to stop outside of the northbound travel lane for passenger pickup/drop off (Figure 2, below). Creation of the bus turnout is not expected to require removal of existing parking spaces from the Bishop Plaza lot.



Figure 2 - 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 pedestrian 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 and parallel to 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 all 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 were 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 were 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 were 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.

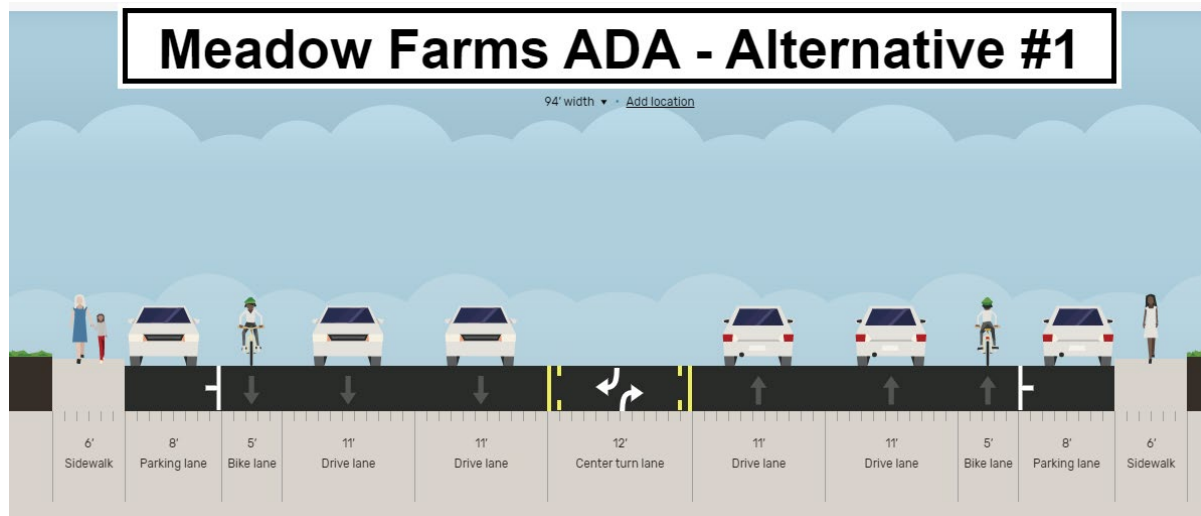


Figure 5 - Alternative 1 conceptual cross-section

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 were 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 were 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

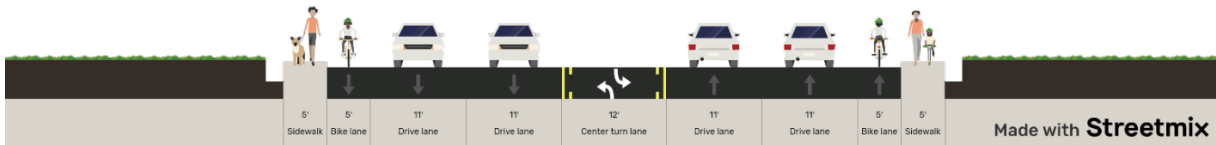


Figure 6 - Alternative 2 conceptual cross-section

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 7 - Proposed Public Parking area #1; located on northbound U.S. 395 near Mahogany Smoked Meats



Figure 8 - Proposed Public Parking area #2; located on southbound U.S. 395 between Wave Rave Outlet and Petite Pantry

Alternative 3 – Shared Use Path on Both Sides of U.S. 395

During the public comment period for Alternatives 1, 2, and No-Build, multiple people expressed concerns with the location of the bicycle lane in Alternative 1. Their concerns were centered around the placement of the bicycle lane between moving vehicle traffic

and parked cars. Alternatives 3 and 4 were developed after circulation of the original IS/EA in response to these and similar comments.

Alternative 3 would have the same physical footprint as Alternative 1, and the additional right-of-way required to build the facility would be the same for both Alternatives 1 and 3.

Alternative 3 would construct a 12-foot wide center two-way-left-turn-lane, then two 11-foot wide vehicle lanes on either side of the center turn lane, two 12-foot wide vehicle lanes on the outside of the facility, then an 8-foot wide space on both sides of the facility for on-street parallel parking. Finally, a 10-foot wide sidewalk would be constructed on both sides of the highway and would allow both pedestrian and bicycle use. Please see Figure 10 below for a cross-section view of what Alternative 3 would look like when built.

Alternative 3 addressed certain comments received by moving the bicycle lane outside of the vehicle travel lanes and combines it with sidewalks, which have been widened from Alternative 1 to accommodate both pedestrians and cyclists. It is anticipated signage and/or paint markings will be used to notify sidewalk users of its multiuse designation and to reduce conflicts between pedestrians and cyclists. This alternative also allowed on-street parallel parking on both sides of U.S. 395 which would result in a net increase of usable parking spaces throughout the corridor. The addition of on-street parking spaces serves to minimize any impacts from the removal of some parking spaces to build the wider sidewalks, and to provide a net increase of parking to accommodate any potential future commercial growth in the corridor. It was anticipated that on-street parking spaces will be offset from driveway entrances to allow appropriate sight distances for vehicles turning out of driveways to see oncoming vehicle traffic. This alternative also addressed concerns raised from multiple sources about purchasing and developing land for an off-street parking lot (Alternative 2).

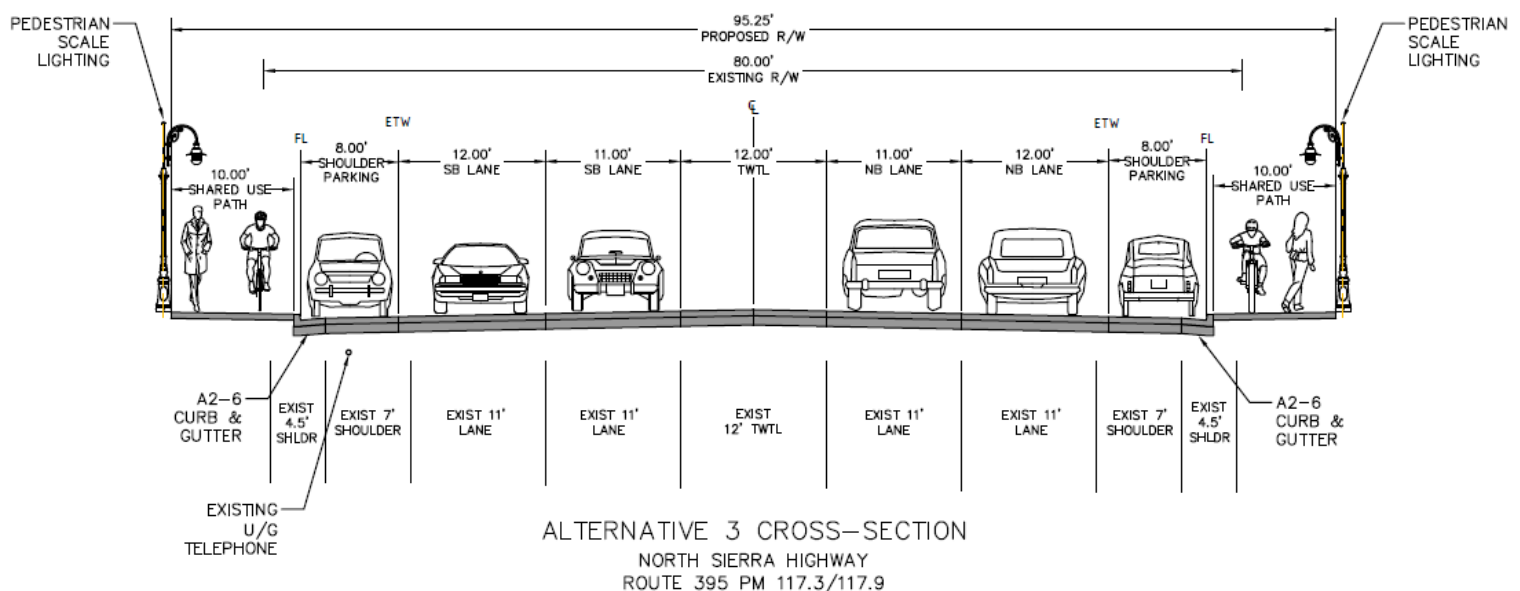


Figure 10 - Alternative 3 Cross-section

Alternative 4 – Buffered Northbound Bicycle Lane and Southbound Shared Use Path

Alternative 4 was developed along with Alternative 3 in response to comments received during the public comment period for Alternatives 1, 2, and No-Build. Similar to Alternative 3, Alternative 4 was proposed in response to public comments regarding the location of bicycle lanes and on-street parking allowed under Alternative 1.

Under Alternative 4, the facility would have a 12-foot wide center two-way-left-turn lane, and two 11-foot wide travel lanes (one in each direction) and two 12-foot travel lanes (one in each direction). This alternative would create different facilities on the northbound and southbound sides of U.S. 395. On the northbound side (right side of Figure 11, below), a three-foot wide striped buffer lane would be painted, followed on the outside by a 5-foot wide bicycle lane. The bicycle lane would be on the asphalt, separated from cars by the painted buffer lane. There would be no on-street parallel parking allowed on the northbound side of U.S. 395 under this alternative. A ten-foot wide sidewalk would also be constructed on the northbound side for pedestrians. The additional right-of-way required to build Alternative 4 would be the same as proposed under Alternative 1.

On the southbound side (left side of Figure 11, below) the facility would have an 8-foot wide parking lane for on-street parallel parking, and a 10-foot wide shared use path for both pedestrians and bicyclists. This Alternative would provide for on-street parking on the southbound side of the facility, where the majority of private parking spaces will be removed and provide a dedicated bicycle lane on the northbound side.

This alternative was developed in response to public comments expressing concern about the bicycle lanes being placed between moving vehicle traffic and on-street parked vehicles, as well as concerns about allowing on-street parallel parking on the northbound side of the highway resulting in idling vehicle noise. It also addresses concerns raised from multiple sources about purchasing and developing land for an off-street parking lot (Alternative 2). The majority of parking spaces which would be removed to build the facility are on the southbound side of the facility and allowing on-street parking on the southbound side would serve to minimize any potential impacts from removing parking spaces on this side of the facility. The northbound side of the highway would see some parking spaces removed, however the existing large parking lot at 2345 N. Sierra Highway is approximately 160 feet away from the antique stores and would be sufficient to accommodate observed and expected use for both business areas. Both the parking lot and the antique stores are located on the same property parcel, allowing use by patrons of both businesses while meeting Inyo County parking requirements. A design feature was considered for Alternative 4 which would construct a large bulb-out area in front of 2293 North Sierra Highway (Antique Peddler and associated antique stores) to allow on-street parallel parking in front of these business. This feature would provide approximately nine on-street parallel parking spaces near the antique shops. The feature was considered to further minimize any impacts on patrons of the nearby businesses by providing parking spaces closer than the parking lot at 2345 N. Sierra Highway.

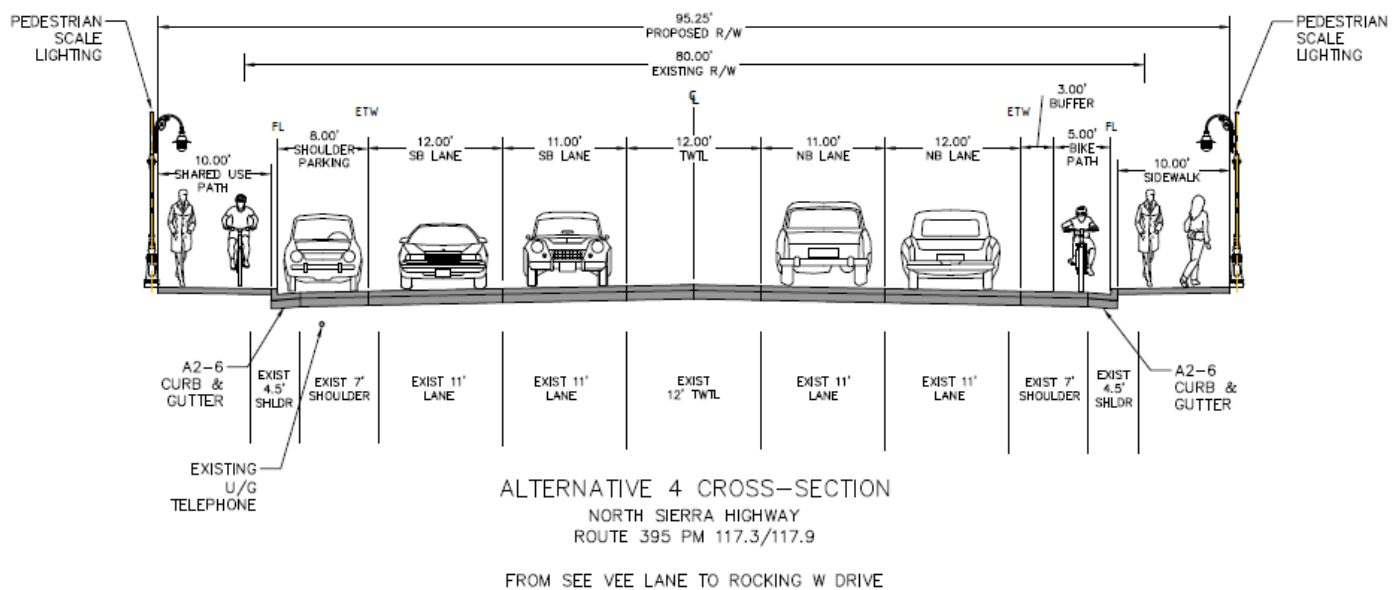
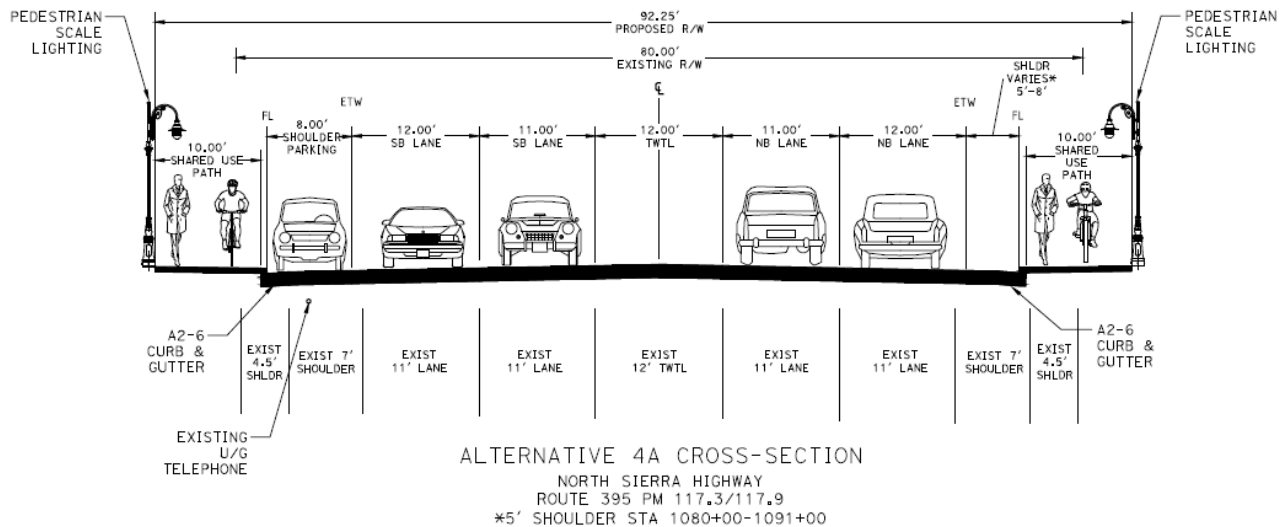


Figure 11 - Alternative 4 Cross-section

Alternative 4A – Hybrid version of Alternative 4 proposed by Inyo County Board of Supervisors

In their official comments submitted during the October-November comment period, the Inyo County Board of Supervisors suggested a hybridized alternative which slightly alters the details of Alternative 4 to create a smaller project footprint. Alternative 4A would create a 10-foot-wide multiuse path on the northbound side of US 395 for use by both cyclists and pedestrians. It would also create a 5-foot-wide highway shoulder which would serve as a buffer between vehicles and the multiuse path while also allowing experienced cyclists to use the highway shoulder and avoid potential conflicts with pedestrian users. The shoulder lane will not be painted as a designated bicycle lane but use by cyclists will be allowed. The southbound side of US 395 would be the same in both Alternatives 4 and 4A. The overall facility would be approximately 3 feet thinner for Alternative 4A compared to Alternative 4, and this reduction in width may allow for reduced impacts to private property and utility relocations on the northbound side of the highway. Due to its close similarity in project features and smaller footprint compared to Alternative 4, Alternative 4A did not require an additional public circulation for comments.



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 were 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 were currently planned within the project limits.

COMPARISON OF ALTERNATIVES

Project Feature	Alternative 1	Alternative 2	No-Build Alternative (Existing Condition)	Alternative 3	Alternative 4	Alternative 4A
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	4 lanes, 2 lanes 11-foot wide, 2 lanes 12-foot wide, in each direction	4 lanes, 2 lanes 11-foot wide, 2 lanes 12-foot wide, in each direction	4 lanes, 2 lanes 11-foot wide, 2 lanes 12-foot wide, in each direction
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	1 TWLTL, 12-foot wide	1 TWLTL, 12-foot wide	1 TWLTL, 12-foot 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-foot wide	10-foot shared use (pedestrian and cyclist) sidewalk on both sides of highway	10-foot sidewalk (pedestrian only) on northbound side, 10-foot shared use (pedestrian and cyclist) path on southbound side	10-foot shared use (pedestrian and cyclist) sidewalk on both sides of highway
Highway Shoulders	8-foot wide shoulders on both sides of highway for on-street parking	5-foot wide shoulders, mixed use with bicycle lane	Shoulders vary in width from 6 to 8 feet wide	8-foot wide shoulders on both sides of highway for on-street parking	Northbound side has 5-foot bicycle lane and 3-foot painted buffer. Southbound side has 8-foot wide shoulder for on-street parking	Northbound side has 5-foot shoulder which is not painted for cyclists (but use allowed). Southbound side has 8-foot wide shoulder for on-street parking
Bicycle Lane	Designated Class II lane, 5-foot wide, 1	Class II lane combined with 5-foot highway	No bicycle lane designated; cyclists use	Multiuse path (pedestrian and	Designated Class II lane (5-foot wide with 3-foot buffer) on	Multiuse path (pedestrian and cyclist) on both sides of

Project Feature	Alternative 1	Alternative 2	No-Build Alternative (Existing Condition)	Alternative 3	Alternative 4	Alternative 4A
	lane in each direction	shoulder, 1 lane in each direction	highway shoulder	cyclist) on both sides of highway	northbound side. Multiuse path (pedestrian and cyclist) on southbound side	highway. Shoulder on NB side will allow cyclist use
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	Dedicated 8-foot parking lanes along US 395 for parallel on-street parking	No on-street parking on northbound side. *Design feature for bulb-out at Antique stores under consideration would allow approximately 8 on-street spaces. Dedicated 8-foot parking lanes on southbound US 395 for on-street parallel parking	Dedicated 8-foot parking lanes on southbound US 395 for on-street parallel parking. No Design feature in front of Antique stores due to nearby parking lot.
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	No additional off-street parking required due to dedicated on-street parking	No additional off-street parking required due to dedicated on-street parking on southbound side.	No additional off-street parking required due to dedicated on-street parking on southbound side.
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	Not required throughout project limits. Some needed at various locations to conform sidewalks, driveways, curb ramps and add	No 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,	Approximately 7.6 feet on each side of highway throughout project limits. Slightly more may be needed at various locations to conform sidewalks,	Approximately 7.6 feet on each side of highway throughout project limits, except for the northbound side between Highlands RV Park and

Project Feature	Alternative 1	Alternative 2	No-Build Alternative (Existing Condition)	Alternative 3	Alternative 4	Alternative 4A
	conform sidewalks, driveways, curb ramps and add signal control devices	signal control devices		driveways, curb ramps and add signal control devices	driveways, curb ramps and add signal control devices	Coons Gallery which will have 4.6 feet of right-of-way needed. Slightly more will be needed at certain locations to conform sidewalks, driveways, curb ramps and add 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	Approximately 21 utility poles will need relocation. Various underground lines as needed	Approximately 21 utility poles will need relocation. Various underground lines as needed	Approximately 21 utility poles will need relocation. Various underground lines as needed
Business Sign Relocations	Various business signs will need to be relocated to accommodate wider facility and relocated utilities	Generally not required	No relocations	Various business signs will need to be relocated to accommodate wider facility and relocated utilities	Various business signs will need to be relocated to accommodate wider facility and relocated utilities	Various business signs will need to be relocated to accommodate wider facility and relocated utilities
Designated Bus Turnout	Yes, near Bishop Plaza parking lot	Yes, near Bishop Plaza parking lot	No	Yes, near Bishop Plaza parking lot	Yes, near Bishop Plaza parking lot	Yes, near Bishop Plaza parking lot
North Fork Bishop Creek Bridge Widening	Bridge would be widened by installing concrete pilings in creek. Existing sidewalks	Bridge would not be widened.	Bridge would not be widened	Bridge would be widened by installing concrete pilings in creek. Existing sidewalks removed and converted to	Bridge would be widened by installing concrete pilings in creek. Existing sidewalks removed and converted to	Bridge would be widened by installing concrete pilings in creek. Existing sidewalks removed and

Project Feature	Alternative 1	Alternative 2	No-Build Alternative (Existing Condition)	Alternative 3	Alternative 4	Alternative 4A
	removed and converted to bicycle lanes. Pedestrian paths separated by concrete barriers			bicycle lanes. Pedestrian paths separated by concrete barriers	bicycle lanes. Pedestrian paths separated by concrete barriers	converted to bicycle lanes. Pedestrian paths separated by concrete barriers
Meets Project Purpose and Need	Yes	Yes	No	Yes	Yes	Yes
Current Project Cost Estimate (Capital Support, Construction and Right-of-Way)	\$16,692,000	\$15,343,406	\$0	\$17,568,706	\$17,568,706	\$17,932,106

IDENTIFICATION OF A PREFERRED ALTERNATIVE

1. In response to all comments received during both public comment periods, the Caltrans project development team decided to select a hybrid version of Alternative 4, now called Alternative 4A. This alternative was proposed by the Inyo County Board of Supervisors and differs slightly from Alternative 4. A meeting was held on November 20, 2020 between Caltrans, the Board of Supervisors, Inyo County Planning staff, the City of Bishop, and local Tribes to discuss all build alternatives as well as the suggested hybrid alternative (4A). All parties agreed that Alternative 4A met the purpose and need of the project while minimizing impacts to the utmost extent feasible.

The selection of Alternative 4A was based on multiple factors, including the mandate to provide ADA-compliant sidewalks on California highways and increase pedestrian and cyclist facilities while reducing impacts to environmental resources and the community to the

utmost extent feasible. Central to the alternative selection process were the locations and configurations of parking and bicycle lanes. Multiple features of different build alternatives received comments during the public circulation periods, and Alternative 4A was able to address the majority of these concerns effectively while still meeting the purpose and need of the project. The cost of Alternative 4A is similar to Alternatives 1, 3, and 4; therefore, cost was not a factor in the final alternative selection.

In a comment received during the original public comment period (April-May 2020), Inyo County Board of Supervisors expressed a written preference for Alternative 1, as the development of an off-street parking lot under Alternative 2 would result in converting commercial zoned property into a parking area (Supervisor Kingsley, 5/12/2020). Written comments received from the Inyo County Local Transportation Commission expressed support for the project but did not specify a locally preferred alternative (Director Errante, 6/1/2020). During the second public comment period (October-November 2020) the Inyo County Board of Supervisors suggested Alternative 4A as a potential solution and preference to Alternative 1.

Multiple comments received from the general public expressed concern with the purchase and development of an off-street parking lot under Alternative 2 and the potential impact to the current landowners of the potential public parking lots. Some comments received also raised concerns over the maintenance, upkeep and enforcement of County codes within the parking lots due to their proximity to residences and businesses. Some comments expressed concern about bicycle lanes being between moving vehicles and parked cars under Alternative 1, which led to the development of multiuse paths for Alternatives 3 and 4 (and eventually 4A). No public comments expressed concerns about a lack of parking availability under Alternatives 1, 3, or 4 however some commercial properties will see parking spaces removed along US 395 (notably on the southbound side of the highway). Caltrans has developed minimization measures to further lessen any effects of parking removal under Alternatives 1, 3, 4 and 4A.

Comments received during the second public circulation period (October-November 2020) centered around continued opposition to Alternative 2, various safety concerns with on-street parallel parking along the highway, and concerns about signal synchronization throughout the corridor. The concept of multiuse paths was generally well-accepted, and as in the first comment period, the reduction of parking outside of the public lots proposed under Alternative 2 was not identified as a potential issue by the community. Since the majority of private parking spaces will be removed on the southbound side of US 395, and the owner of the large parking lot located at 2345 North Sierra Highway concurred that the lot could serve patrons of the nearby Antique stores (approximately 160 feet away but on the same property), replacement of parking on the northbound side of US 395 was determined by the project development team to be unnecessary. Parking along the southbound side of US 395 will be reduced, and although there were no public comments expressing concerns about this, the Community Impacts Analysis performed by Caltrans identified potential impacts to businesses from parking reduction. Alternatives 1, 3, 4, and 4A correct this issue by providing on-street parking on the southbound side of the highway. Alternative 2 was favored in a few public comments due to it requiring the smallest amount of new right-of-way and therefore reduced impacts to property owners throughout the corridor, however it was strongly protested by those property owners who would be directly affected through the purchase and development of an off-street parking lot as well as County officials concerned with the permanent removal of commercially-zoned property limiting future business growth potential in the area. Due to the opposition from both the

public and other agencies as well as the lack of public concern for the removal of parking, the Caltrans project development team decided that Alternative 2 was not preferable.

Bicycle lanes were configured differently in Alternatives 1, 3, 4, and 4A. Whereas Alternative 1 would create bicycle lanes on the highway pavement between parked cars and moving traffic, Alternatives 3, 4, and 4A would create larger sidewalks which could be used by both cyclists and pedestrians (multiuse paths). Multiple public comments received during the first circulation raised concerns over the safety of creating pinch points between parked vehicles and moving traffic under Alternative 1, which led to the development of the multiuse paths under Alternatives 3 and 4/4A. Some public comments received during the second circulation period included concerns about pedestrian and cyclist conflicts when both are using the multiuse paths at the same time. Some comments expressed concerns with electric bicycles and the different speeds of cyclists with different levels of experience. The difference between these alternatives was whether they allowed on-street parking on both sides of US 395 (Alternative 3), or only on the southbound side of the highway where the majority of parking spaces would be removed. The right-of-way constraints in the corridor did not allow space for both on-street bicycle lanes for experienced users and electric bicycles and off-street bicycle lanes for less experience users or those uncomfortable riding near moving traffic. With the multiuse path and on-street parking on the southbound side of the highway to lessen impacts from reduced parking combined with a northbound multiuse path for pedestrians and cyclists as well as a 5-foot shoulder that could be used by experienced cyclists, Alternative 4A was determined to be the alternative which met the project needs while accounting for public preferences and minimal impacts. Since this Alternative would allow for on-street parking along the southbound side of the highway, mitigation for the removal of parking was not required via an off-street lot as seen in Alternative 2; therefore, the document approval was changed from a mitigated negative declaration (for potentially-significant loss of parking under Alternative 2) to a negative declaration.

Alternatives Considered but Eliminated from Further Discussion Prior to the Draft Initial Study / Environmental Assessment

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 prior to the draft environmental document 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 were 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

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 were 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 were 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 were 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 were not known to occur within the immediate project area. There will be No Effect from the 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 the selected build alternative of the 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 delays during construction activities. *Community Impacts Analysis; July 2019*

Economic Conditions

The build alternatives were 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 result 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”. A draft flood insurance map has been created, but not approved, by the Federal Emergency Management Administration which indicates the area near where Bishop Creek crosses US 395 as a flood hazard zone. Although this map has been available on the Inyo County Planning Department website, personal correspondence with FEMA in May 2020 has confirmed that the official map used to analyze flood hazards for this project is correct and the more recent draft map has not undergone sufficient approvals for use in project CEQA/NEPA analyses. Appropriate stormwater designs to capture and convey flows are included in the project design and meet all applicable highway standards. Individual landowner concerns about drainage will be addressed during the right-of-way phase of the project while final designs are being prepared.

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 were 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 were 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*

Section 4(f)

Section 4(f) resources were erroneously included in this section as well as the Cultural Resources section of Chapter 2 and Appendix A in the draft environmental document which circulated in April 2020. The sections in Chapter 2 and Appendix A have remained, and Section 4(f) resources have been removed from this portion of the document.

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 4A would require relocating approximately 21 utility poles and 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 were discussed in the appropriate resource sections. *Community Impacts Analysis; July 2019, Meadow Farms Draft Project Report; March 2020*

Noise

The 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*

Visual/Aesthetics

Alternative 4A will not result in a significant noticeable change in the physical characteristics of the environment or community. Pedestrian lighting will adhere to Inyo County ordinances, including the Inyo County General Plan VIS 1.6 "all outdoor light fixtures including street lighting, externally illuminated signs, advertising displays...use low-energy shielded light fixtures which direct light downward and which are fully shielded". *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 a 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. The project is estimated to have greater than one 1 acre of soil disturbance and therefore conditions in the Caltrans Construction General Permit apply and will be adhered to. 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 were no waterways listed under the Wild and Scenic Rivers Act (1968) in or adjacent to the project area. National Wild and Scenic Rivers System, March 2020, <https://www.rivers.gov/>

Wildfire

The 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

A Community Impacts Analysis was performed for Caltrans in July 2019. The data and analyses in the subsequent Human Environment sections were 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 were within Inyo County (63 percent of project study area). Land south of US 395 between North Brockman Lane and Tu Su Lane were within the Bishop Paiute Reservation (15 percent of project study area). Land south of US 395 between North See Vee Lane and SR 6 were within Bishop (22 percent of project study area). Figure 8 shows the boundaries between Inyo County, Bishop, and the Bishop Paiute Reservation.

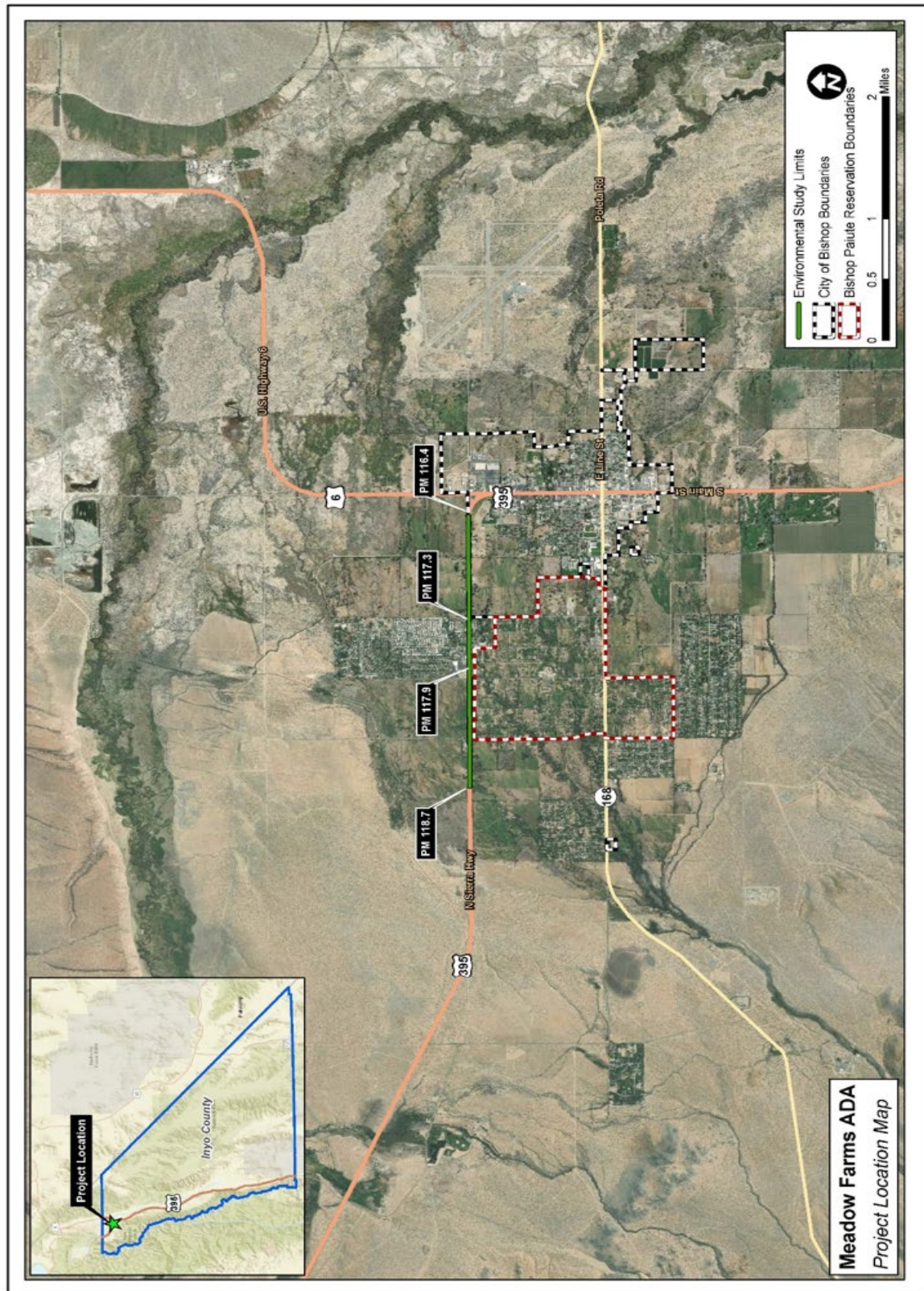


Figure 9 - Project Location Map with City, County, and Tribal Boundaries

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 were 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, were 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 were 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 were 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 were roadway improvements that were 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 were listed in Table 1. Several City projects were 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

Common to All Build Alternatives (1-4)

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 all build alternatives, US 395 would continue to have four lanes, although some restriping and slight adjustments of lane widths 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 for all users. 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. 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 of the project 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) will outline how Caltrans will maintain access to adjacent residential and commercial properties at all times, and would include measures such as 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

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.

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 were 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 an alternative route to Bishop schools. Alternative 4A will add bicycle lanes which connect with existing striped bicycle lanes that end at North See Vee Lane (Figure 9).

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.



Figure 10 - 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 were 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 were 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 were 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. The following figure 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 were 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 were 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, were shown in the figure below.

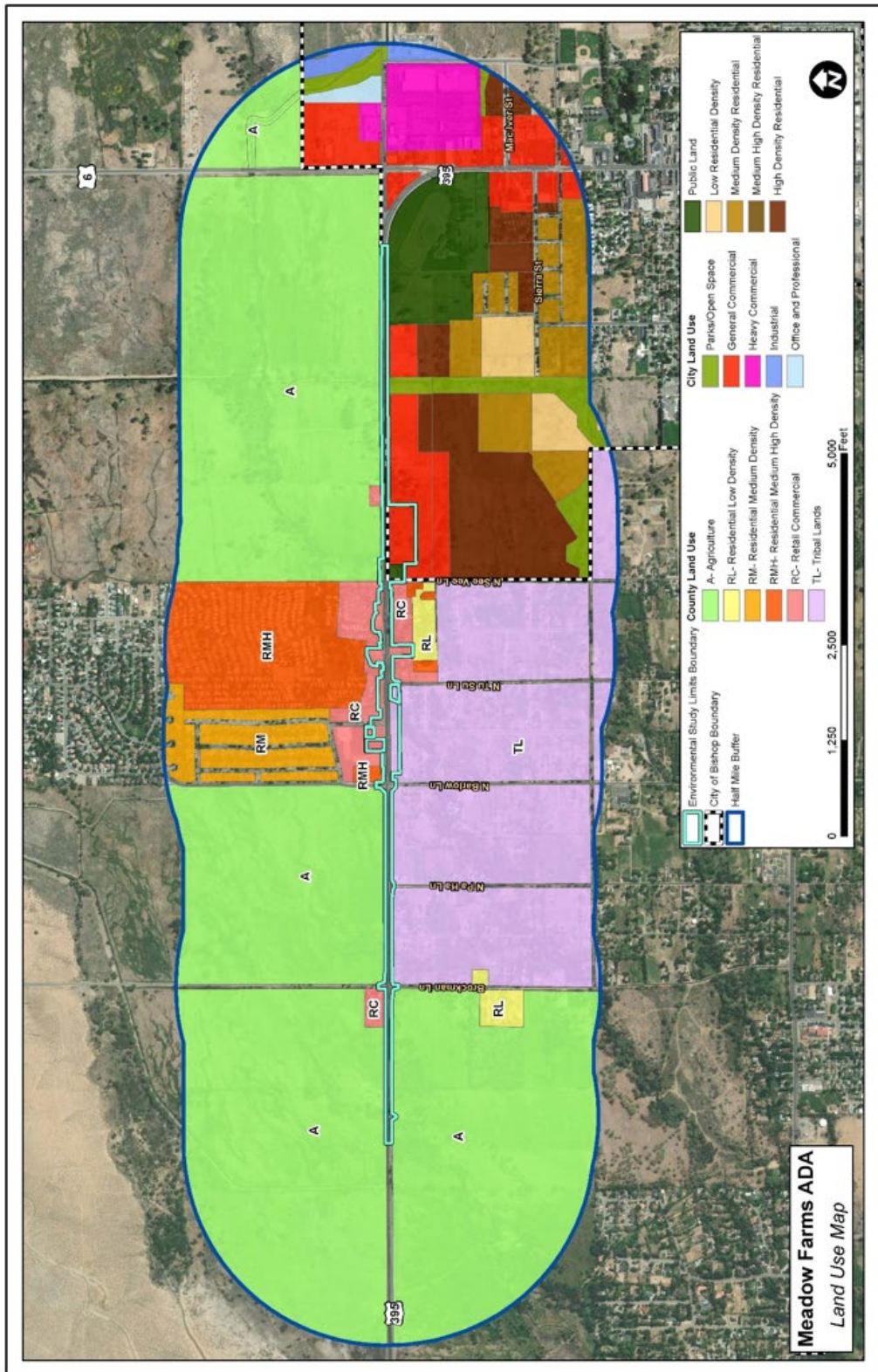


Figure 11 - Project Area Land Use Map

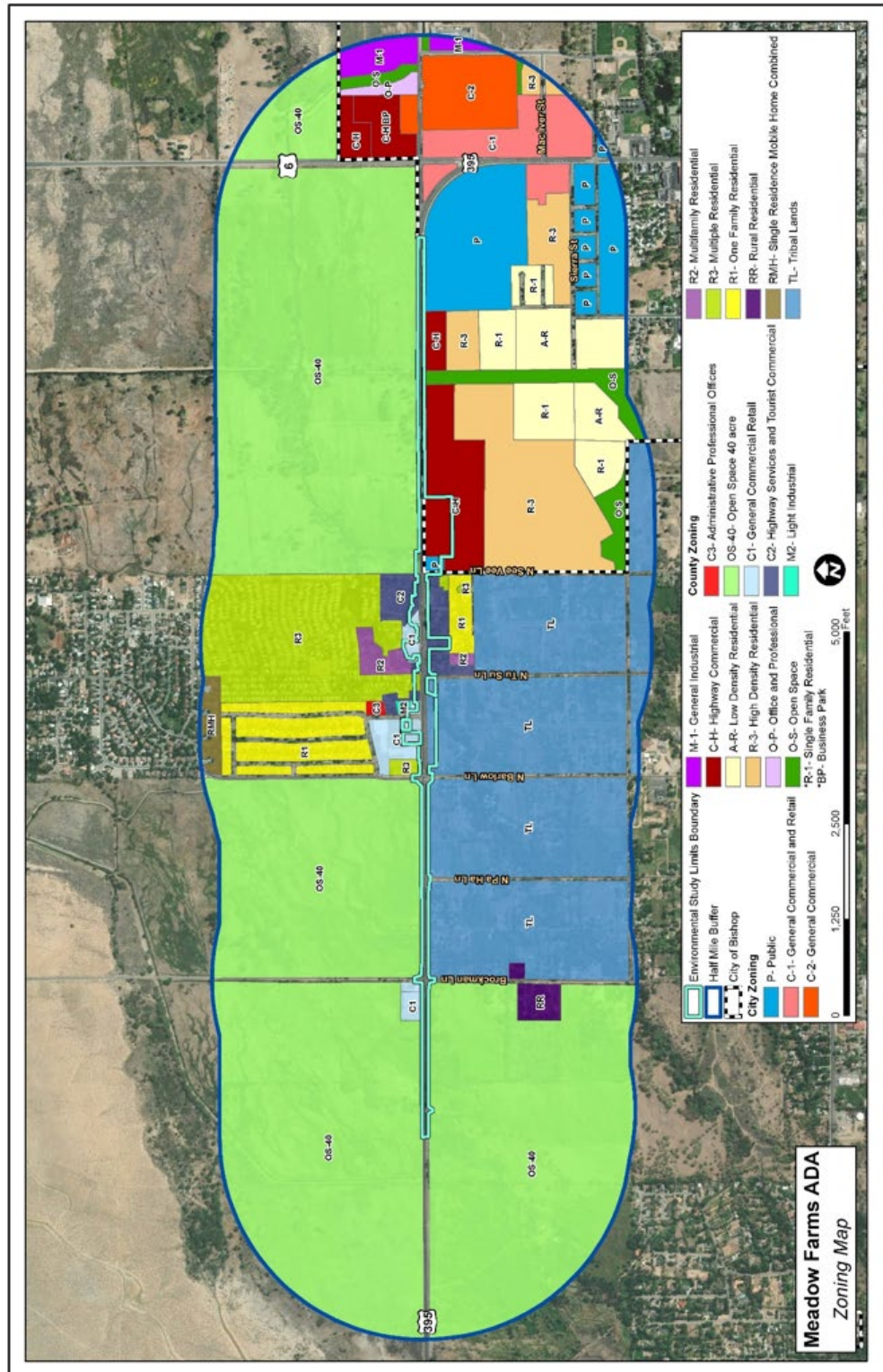


Figure 12 - Project Area County Zoning Map

Bishop Zoning Map

There were 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 were also recommended to enhance the streetscape. In addition, various improvements were 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 were 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

Alternative 4A will improve US 395 through the construction of sidewalks, crosswalks, and bicycle lanes, as well as better-defined driveways. Project consistency with relevant goals and policies in the Inyo County Regional Transportation Plan (RTP) were 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 were 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. Alternative 4A would meet the parking needs of the public through the use of on-street parking on the southbound side of US 395.
Policy OCT-1.1: Adequate Allocation of Parking Require development proposals to provide adequate parking for the intended uses.	Consistent. Adequate parking would be maintained under Alternative 4A.
Policy OCT-1.3: On-Street Parking Maintain on-street parking whenever possible.	Consistent. Alternative 4A would allow on-street parking on the southbound side of 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 were 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 were 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 through multiuse paths 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 bike lanes through multiuse paths along 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 bike lanes within the ROW of US 395 on the northbound side of US 395 and a multiuse path on both sides of US 395
P4.3: Support the goals and implementing actions of the Inyo County Collaborative Bikeways Plan.	Consistent. The project would provide bike lanes within the ROW of US 395 on the northbound side of US 395 and a multiuse path on both sides of US 395
P4.4: Promote connections of City bike facilities to trail networks outside of the City	Consistent. The project would provide 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 4A.
P7.1: Promote programs such as signage and parking management to facilitate parking for the downtown area and for community events	Consistent. Alternative 4A would allow on-street parking on the southbound side of US 395.
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 4A would allow on-street parking on the southbound side of 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 4A.
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 were consistent with State and regional plans for U.S. 395. As a result, no avoidance, minimization, and/or mitigation measures were 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 were based on this study, unless otherwise noted, and have been updated as additional design has been completed.

Table 5 below shows there were 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 were of Hispanic or Latino ethnicity regardless of race. The minority populations near the project segment were 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 were 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.

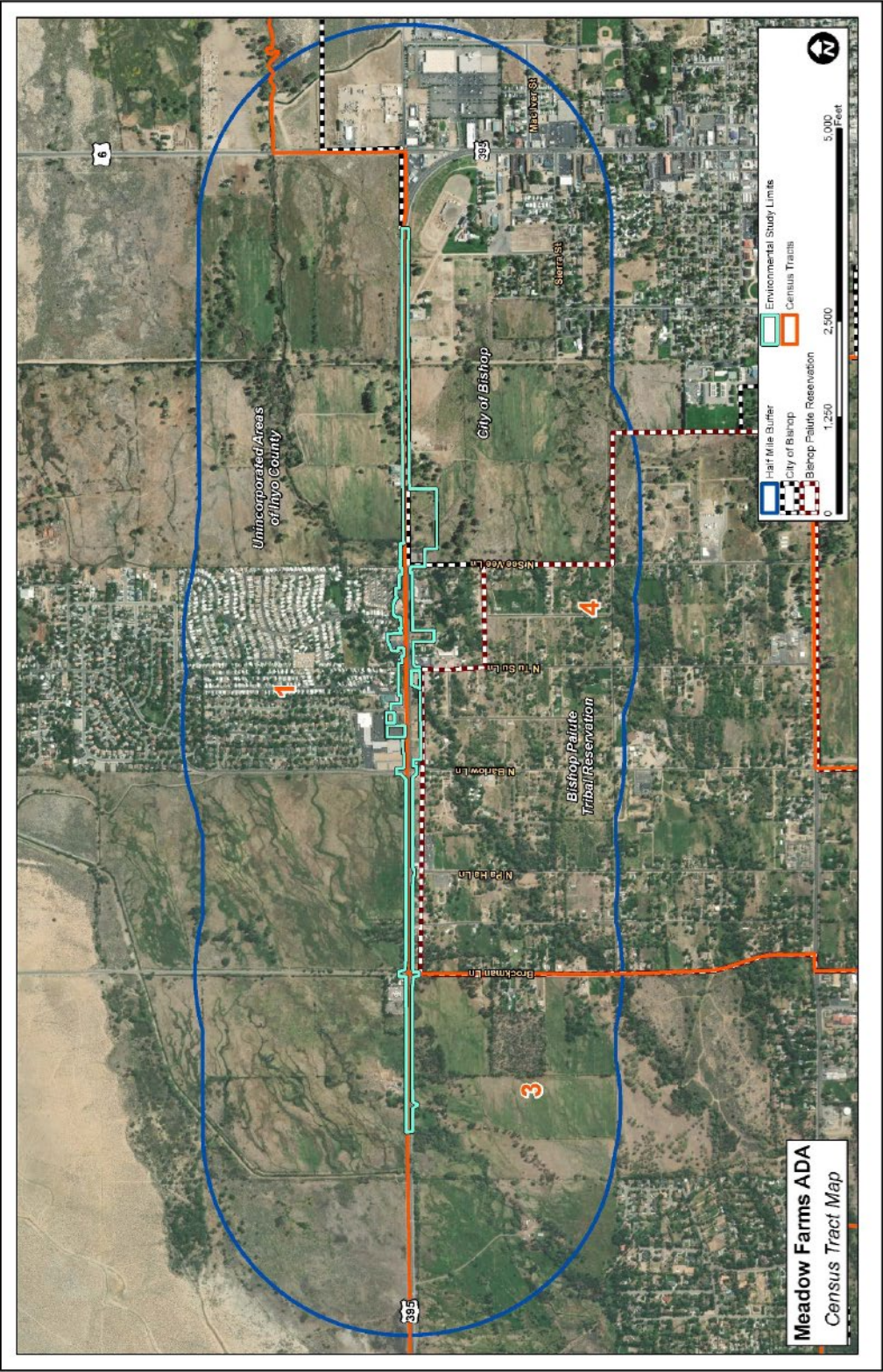


Figure 13 - Census Tracts near proposed project area

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 4A. Construction activities would also have short-term effects on adjacent residents and businesses. While minority populations and low-income households were present within the study census tracts and land acquisition would include land within the Reservation that were developed with housing units (occupied by minority populations), Alternative 4A would not lead to housing demolition or any resident or household/business displacement.

Because the study census tracts were 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.

The selected build alternative would 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.

No Build Alternative

Because no changes to US 395 were 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 were minority populations and low-income households near the project segment, displacement would not occur under Alternative 4A; therefore, no avoidance, minimization, and/or mitigation measures for relocations were necessary. Based on the above discussion and analysis, the selected alternative 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 were 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 were 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 were expected to increase to 17,720 vehicles by 2035.

The project segment has discontinuous sidewalks, with paved or dirt shoulders on areas where there were no sidewalks, curbs, and gutters. The existing sidewalks were 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 were also shown on North Barlow Lane north of US 395 and Saniger Lane. Proposed Class II or III bicycle lanes were 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 were 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 were 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 were available, on-street parking along the project segment currently occurs within the paved highway shoulders of US 395. While the shoulders were 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 were 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 14 - On-Street Parking Survey Areas on north (N#) and south (S#) sides of U.S. 395

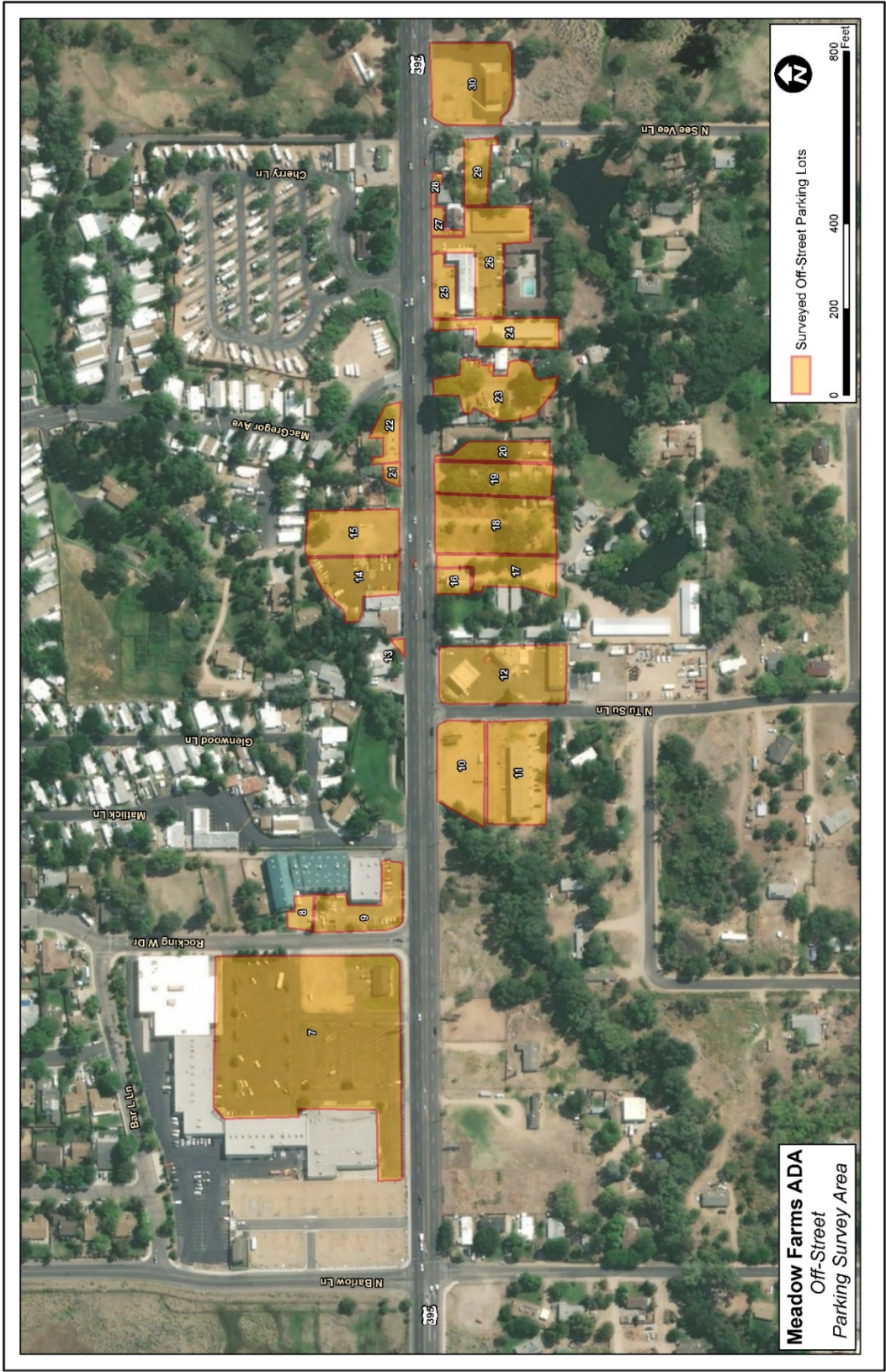


Figure 15 - Off-Street Parking Survey Areas

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 were 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.

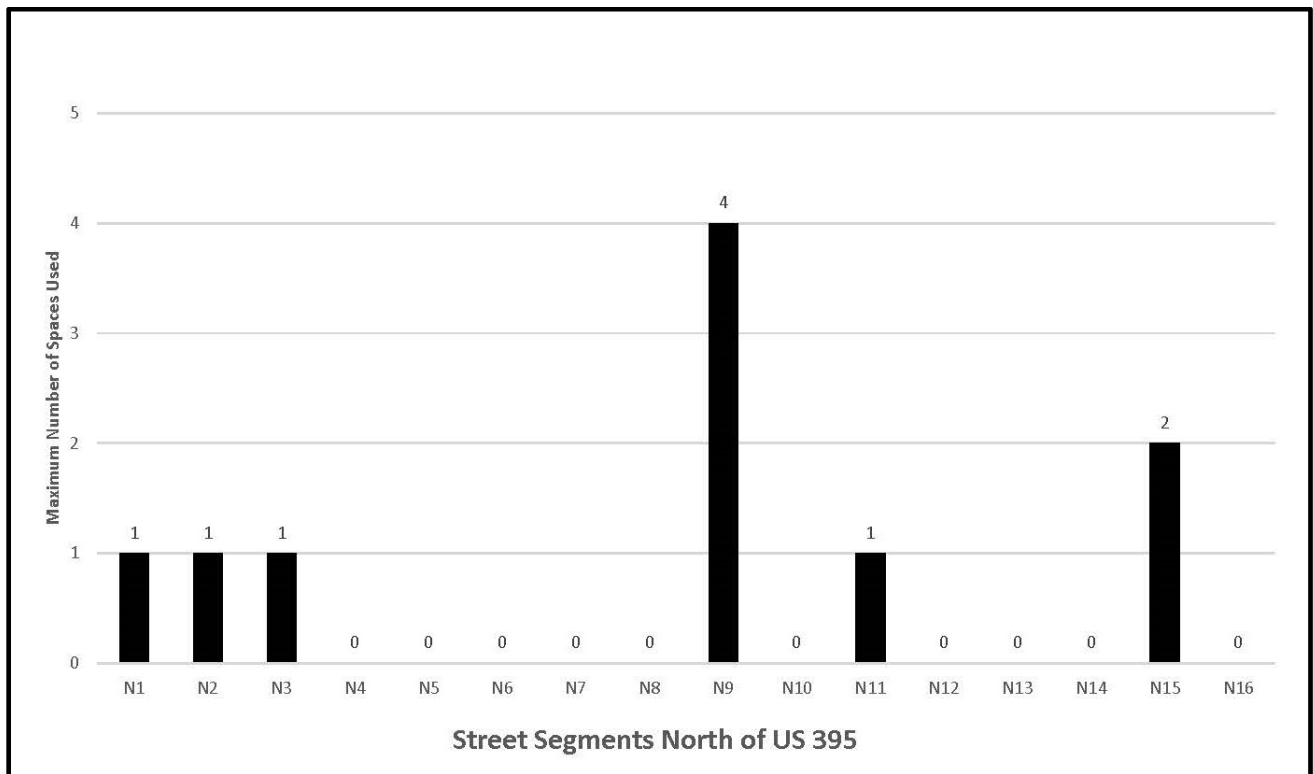


Figure 16 - Maximum Number of On-Street Parking Spaces Used (northbound US 395)

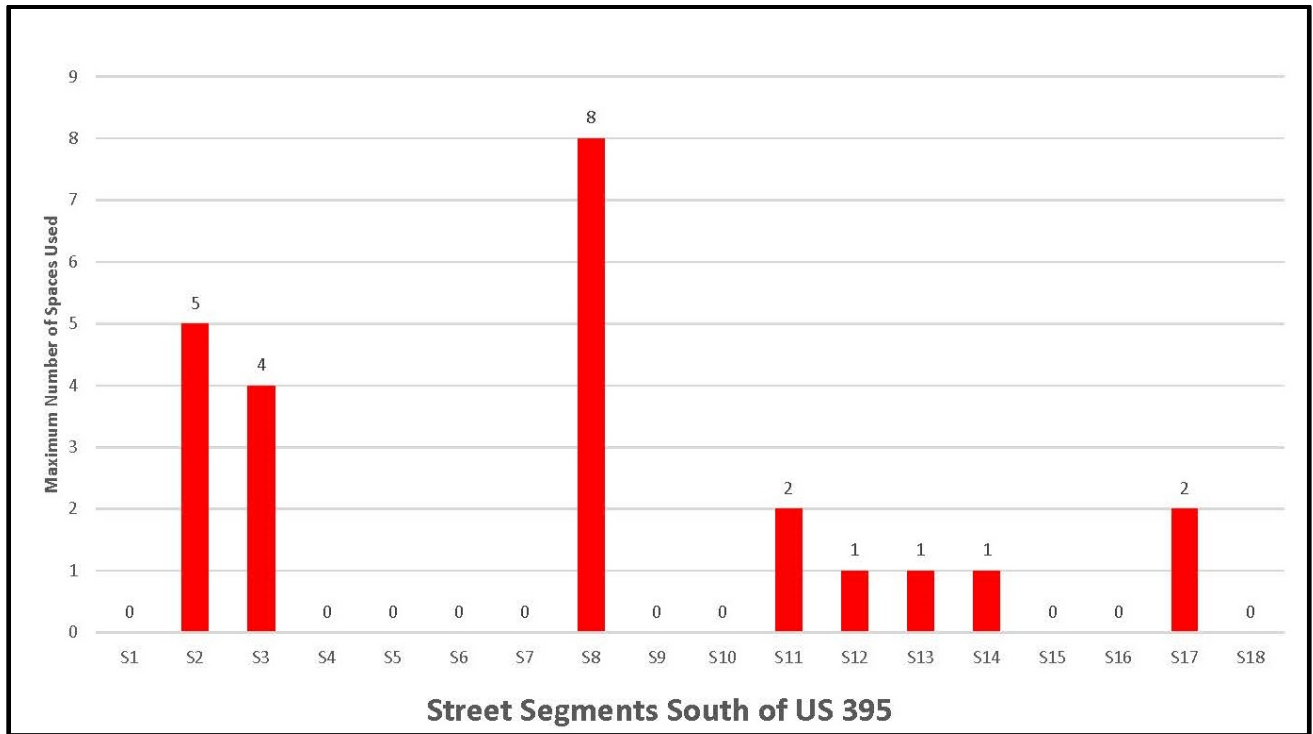


Figure 17 - Maximum Number of On-street Parking Spaces Used (southbound US 395)

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.

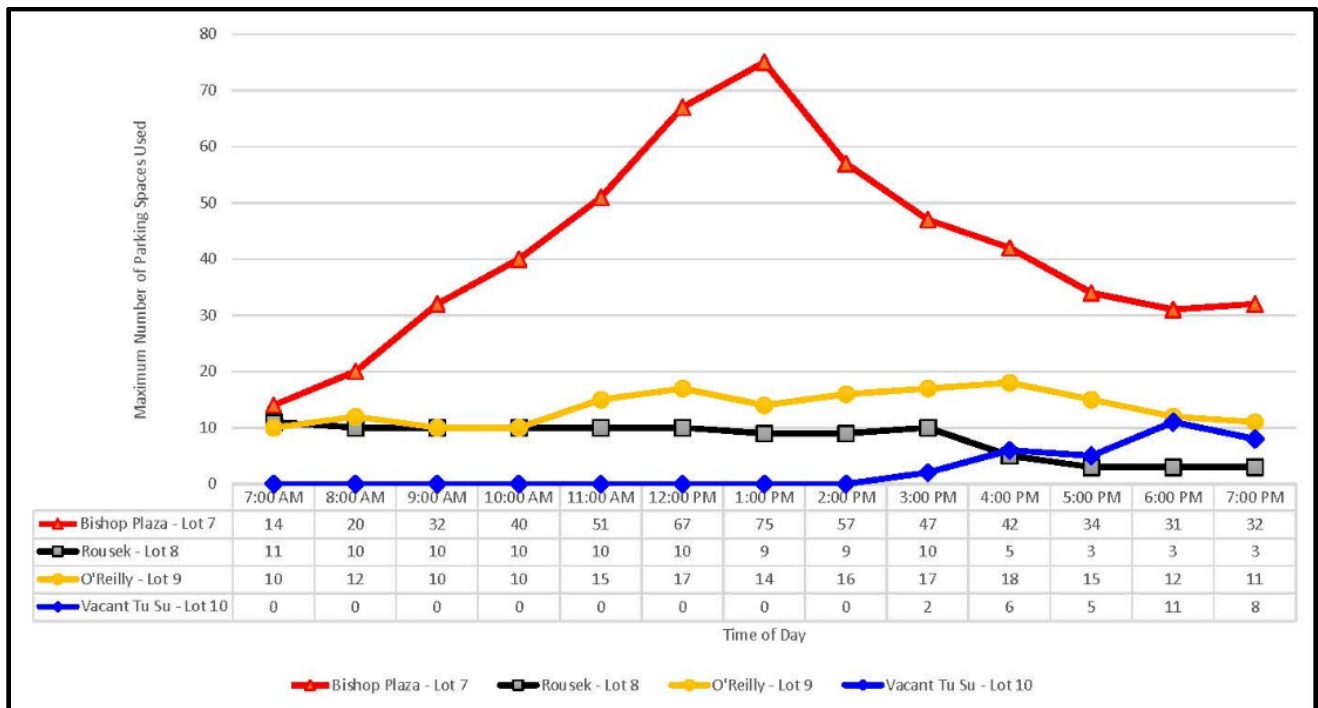


Figure 18 - Maximum Number of Parking Spaces Used; Off-street Parking Lots

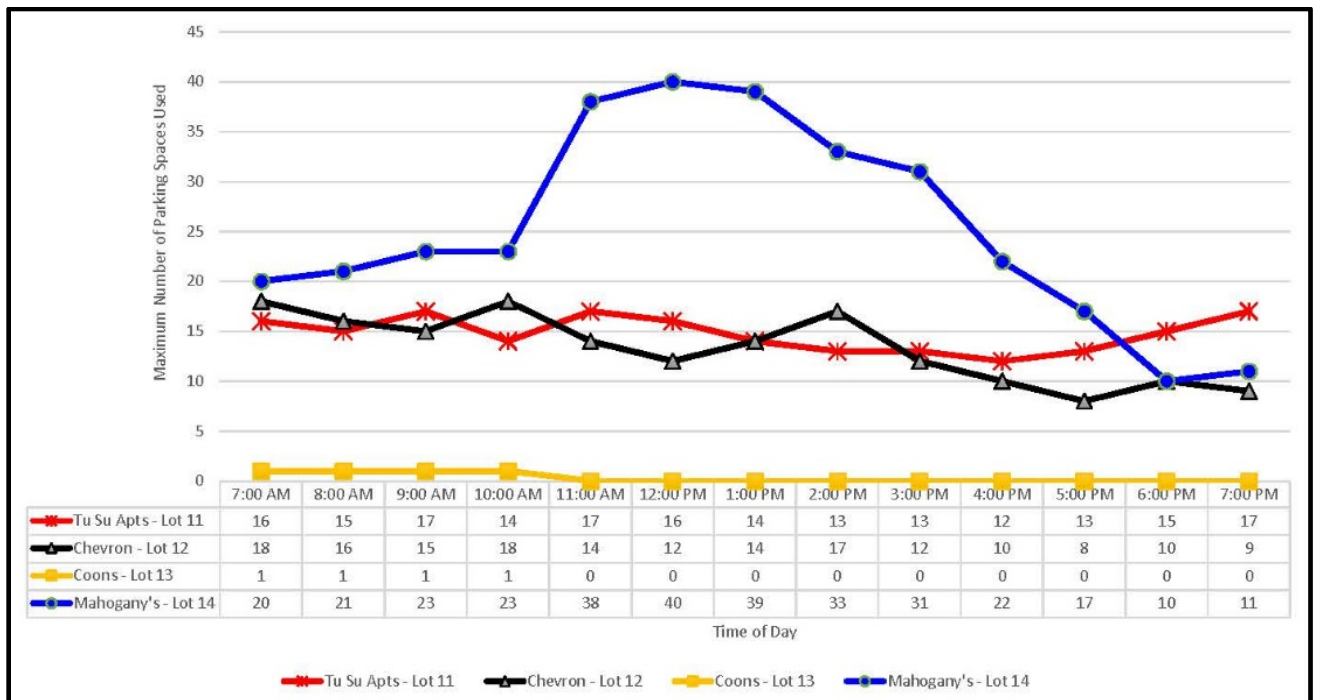


Figure 19 - Maximum Number of Parking Spaces Used; Off-street Parking Lots

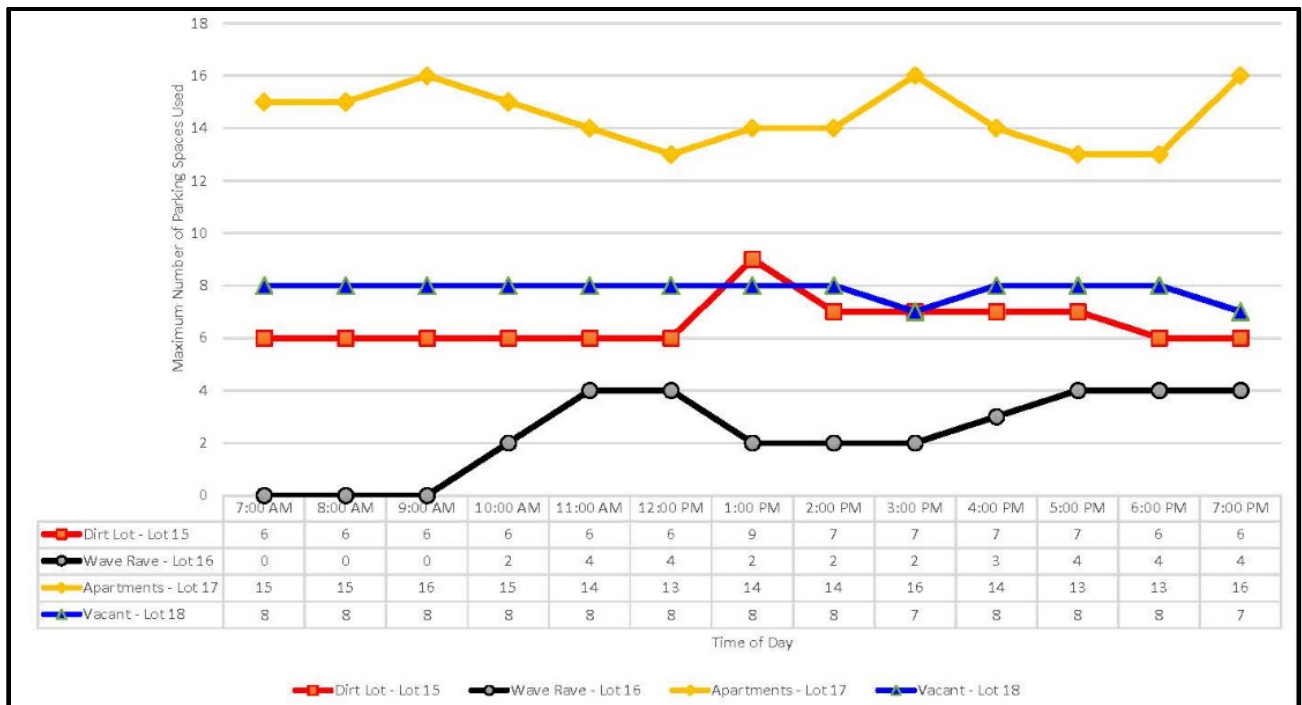


Figure 20 - Maximum Number of Parking Spaces Used; Off-street Parking Lots

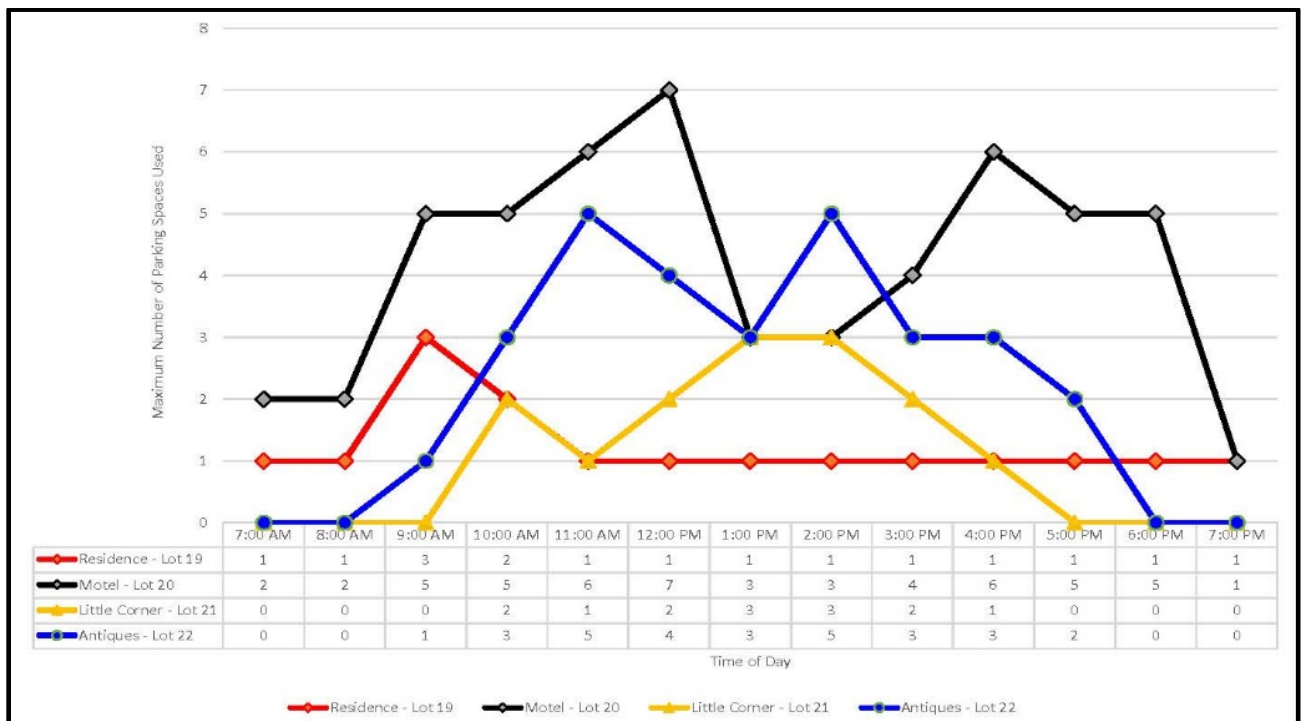


Figure 21 - Maximum Number of Parking Spaces Used; Off-street Parking Lots

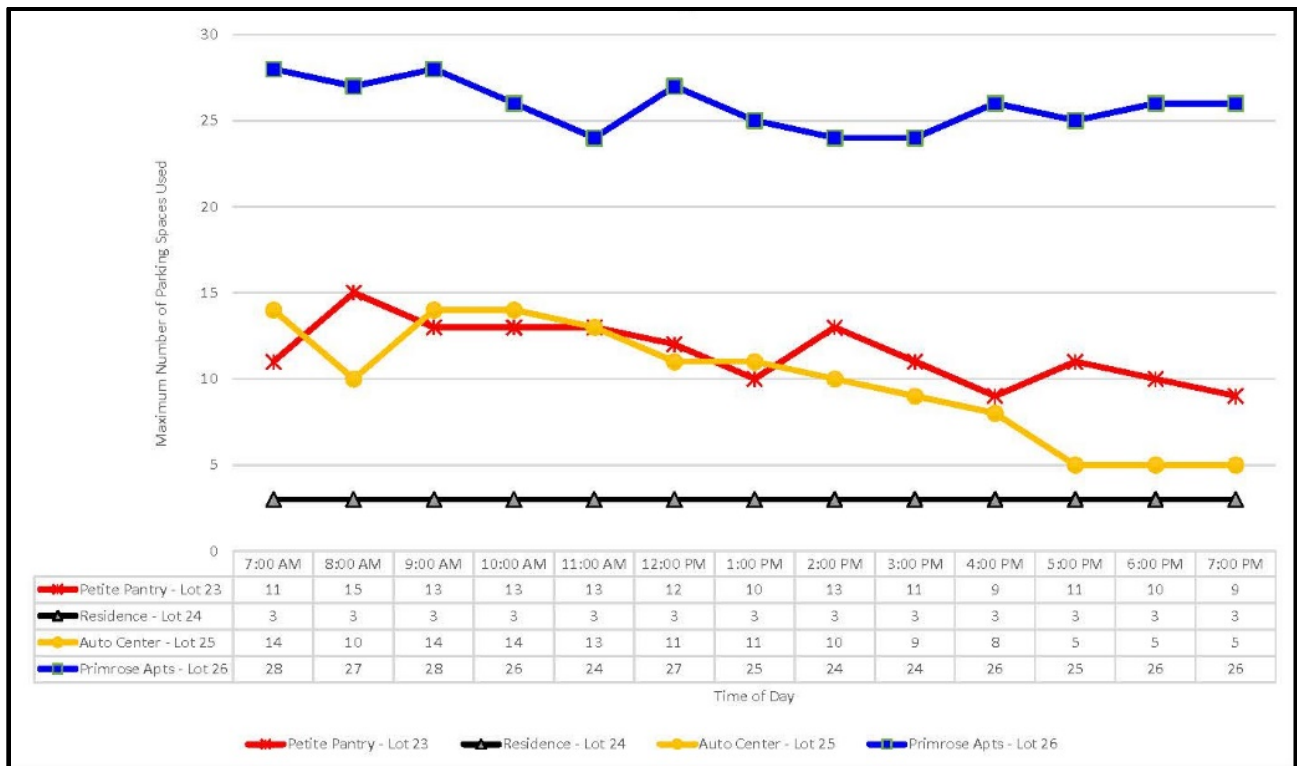


Figure 22 - Maximum Number of Parking Spaces Used; Off-street Parking Lots

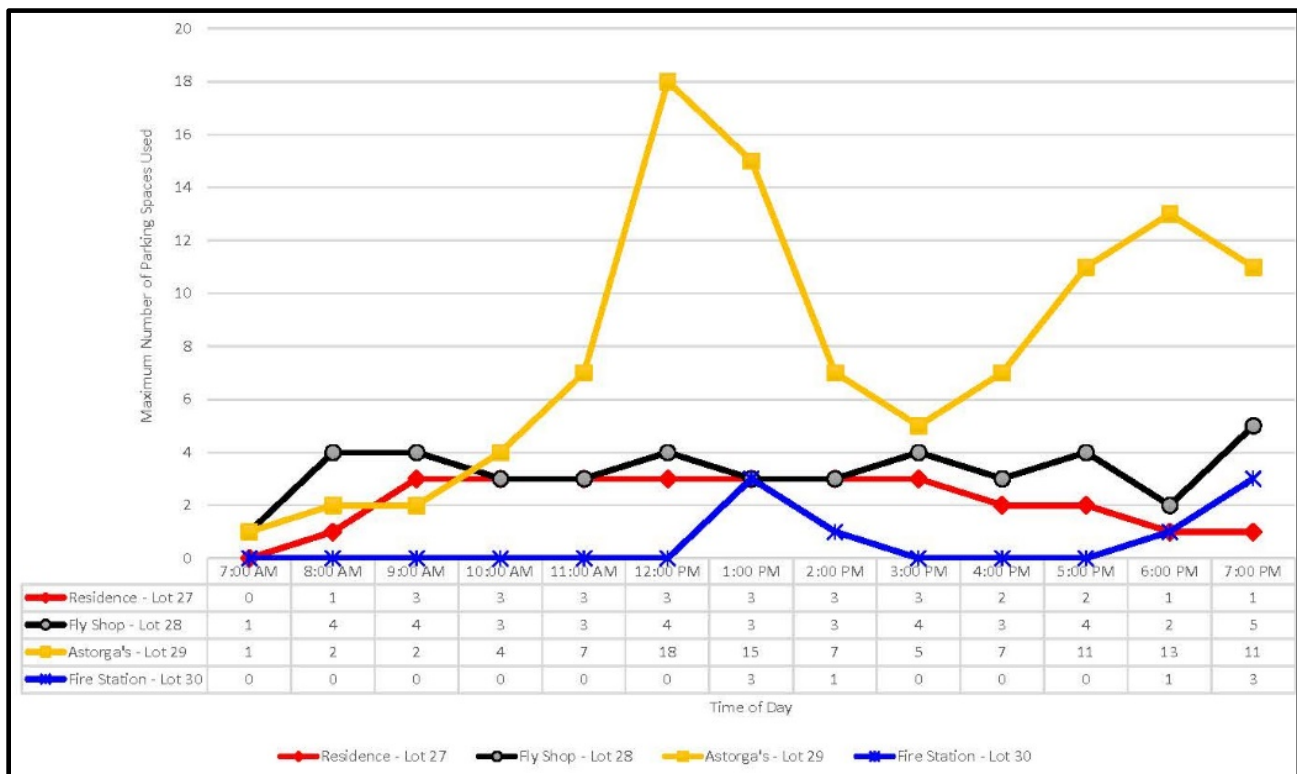


Figure 23 - Maximum Number of Parking Spaces Used; Off-street Parking Lots

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

Parking Lot Number	Number of Parking Spaces	Observed Maximum Occupancy			
		Spaces Occupied	Day	Time	Percent Occupied
24	3	3	Friday, Saturday, and Sunday	Continuous	100.00
25	20*	14	Friday	7:00, 9:00, 10:00 a.m.	70.00
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 were 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 were opportunities for shared parking for adjacent businesses along US 395, especially where time of day demands were 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 were 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 all build alternatives, bike lanes would be provided on both sides of US 395 between North Barlow Lane and North See Vee Lane through either on-street lanes or multiuse sidewalk paths which could be used by both pedestrians and cyclists. The bike lanes would separate bicyclists from motor vehicles with bicycle lanes or wide sidewalks 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

Alternatives 4/4A

Alternative 4A 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. They 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 4A would result in the same number of lost parking spaces (approximately 39) as Alternative 3 and 4 but would only allow on-street parking on the southbound side of US 395. The northbound side of US 395 contains fewer businesses and a large parking lot located at 2345 N. Sierra Highway, which would continue to serve patrons of businesses on the northbound side of the highway. Approximately 19 parking spaces would be removed on the northbound side of US 395 under Alternative 4, with no on-street parallel parking proposed to replace it. There was a design alternative also under consideration which would create a bulb-out area in front of the Antique Peddler (2293 North Sierra Highway) which would create approximately 9 on-street parallel parking spaces directly in front of this business (see Figure 5), however after the Inyo County Board of Supervisors representatives spoke with the property owner of the Antique stores, it was expressed to Caltrans that patrons of the Antique store are able and likely to use the nearby parking lot. This fact, along with concerns by Caltrans maintenance forces about snow removal issues in a short bulb-out area led the Caltrans project development team to decide this design feature would not be included in the project with the selection of Alternative 4A. This design feature was only being considered for Alternative 4, as Alternative 3 would already include on-street parallel parking spaces along the northbound side of US 395. Approximately 20 parking spaces would be removed on the southbound side of US 395, and approximately 31 on-street parallel parking spaces would be created for a net increase of 11 available parking spaces under Alternative 4A.

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 were 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 were 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 traffic management plan (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 were 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

With the selection of Alternative 4A, there will be no off-street parking lot development for this project. No avoidance, minimization and/or mitigation measures are required.

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 were 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 contained in 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 were 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), and an Historic Properties Survey Report (March 2020). A supplemental Historic Properties Survey Report and Finding of No Adverse Effect document with attached Environmentally Sensitive Area Action Plan were completed in September 2020.

Multiple avenues of investigation were used to complete the cultural resources study, including archival research, consultation with Native American groups and individuals, consultation with interested parties, and pedestrian surveys. Archival research included record searches of the Caltrans Cultural Research Database starting in November 2018 and of the files contained at 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 letter, email, and telephone calls. No responses have been received to date.

Additional follow-up consultation with Native American groups and individuals was performed in August and September 2020 in regards to the inclusion of an additional project alternative and the completion of the Finding of No Adverse Effect document. As a result, Brian Adkins, Environmental Director of the Bishop Paiute Tribe Environmental Management Office responded via email on behalf of the tribe on August 6 and again on September 10, 2020. Five

additional tribal contacts responded on September 8 and 9, stating that they defer consultation to the Bishop Paiute tribe and/or Monty Bengochia as the Bishop Paiute Tribe Traditional Historic Preservation Officer (THPO). No additional responses have been received to date and neither Mr. Adkins nor the Tribal Historic Preservation Officer, Mr. Bengochia, from the Bishop Paiute Tribe have provided any comment on the finding of effect.

In accordance with 36 CFR 800.4(1) and as defined in 800.16(d), the Area of Potential Effects (APE) for the project was established in consultation with Jody Brown, Chief, Caltrans Cultural Studies Office, and Dennee Alcalá, Project Manager, on June 2, 2020. Horizontally the APE includes all areas that will be subject to ground disturbing actions. This includes the potential development of parking facilities on APN 010-110-22 and 011-120-04. The APE also includes the first row of buildings beyond the existing and new areas of right of way in order to address potential effects to built environment resources. As a result, 27 parcels are also included in the APE. To aid in the separation of impacts to archaeological versus built environment resources, an Archaeological Study Area has been defined within the APE. These limits correspond to the Area of Direct Impact (ADI).

The vertical limits of the APE differ based on the type of work to be performed. Sidewalk installation and roadway work will generally not exceed 18 inches in depth; a depth of 3 to 5 feet is expected for all drainage work. Bridge widening may involve work up to 20 feet in depth for new abutments. Utility pole relocations will be restricted in circumference to a 6-foot diameter or less, and generally will be 15 feet in depth. Most of the work will occur in areas with existing roadway and underground facilities. The amount of original ground to be disturbed by the proposed project will be minimal to none.

Of the 27 parcels present within the APE, 16 were found to contain resources which require evaluation. The resources identified consisted of buildings and structures 45-years of age or older. Of these 16, 15 were determined not eligible and one was determined eligible for listing on the National Register of Historic Places. No archaeological or tribal cultural resources were identified. The one eligible property, the Coon's Gallery, was determined eligible for listing in the National Register 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 Modernism architecture. As such, the Coon's Gallery is also considered a significant resource for the purposes of CEQA. The State Historic Preservation Officer concurred with these determinations on June 26, 2020.

Environmental Consequences

No archaeological resources were identified in the Archaeological APE. Only one historic property has been identified within the APE, the Coon's Gallery. Although the boundaries of this property are the parcel limits, the cultural resources investigation concluded that only the gallery/residence, garage, and pumphouse comprise the significant parts of the property. Built in and around 1949, these are the only existing elements that are directly associated with Robert Clunie (Criterion B) and exhibit the California Mid-Century Modernism style (Criterion C). Archival research found that none of the existing landscaping is original, nor is the concrete driveway or sign as all were constructed after Clunie's death in 1984. Therefore, the landscaping, driveway, and gallery sign are not considered contributing elements to the property. Although the sign and landscaping do not contribute to the property's historic eligibility, relocation of the Coons Gallery sign outside of the expanded right-of-way under Alternative 4A will occur in compliance with professional appraisal standards, in addition to the valuation-

related components of Federal and State laws applicable to the acquisition and appraisal of real property rights.

Under all project alternatives, except the no build alternative, construction of the sidewalks will require the acquisition of right of way from the Coon's Gallery parcel. Additionally, a temporary construction easement will be necessary to perform alterations to the Bishop Creek Bridge and to the existing stormwater/drainage system as well as to conform the driveway to the new pavement. Therefore, an Environmentally Sensitive Area (ESA) will be established to avoid direct and indirect impacts to historic property. Stipulations of the ESA include installation of high visibility temporary construction fencing and access restrictions. These stipulations will be included in the project's construction specifications and depicted on project plans. As a result, the project will have a "no adverse effect" finding under Section 106 and a Less than Significant Impact finding for CEQA. The SHPO concurred with the "no adverse effect" finding on November 30, 2020.

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 discovers 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 be followed. Similar to the State procedures, Appropriate Native American group, Department of Interior, Bureau of Indian Affairs, State Historic Preservation Officer.

The aesthetic impacts from the selected alternative were studied by the Caltrans licensed Landscape Architect. Within the viewshed of Coons Gallery there are numerous business signs and billboards that create cumulative visual clutter. Within this collection of business signs, some appear older than others but none are of an aesthetic quality that would be memorable to passing motorists so they would be familiar with it to the level of constituting a visual landmark. The materials used in the gallery sign include wood or concrete and a rock/cobble base. Except for the matching color of the verbal part of the sign and its smoothness, the other elements of the sign do not match the visual elements and materials of the gallery building itself. The sign and building are notably different styles therefore alteration or relocation of the sign would not cause a significant impact on the visual quality of the building.

Currently when visitors approach Coons Gallery from the east (from the neighboring Mahogany Smoke Meats store) views of the Coons Gallery sign and building are regularly blocked by vehicles parallel parked between the Meat store and the Gallery. Although on-street parking in this location is not allowed, as noted in the comments it does happen routinely. The selected alternative will create ADA-compliant sidewalks at this location and not allow on-street parking within the 5-foot shoulder which should improve street views of the Gallery and its sign from this direction. Movement of the sign to a different location or configuration on the Coons Gallery property will not create an adverse impact to the visual quality of the roadway within the immediate viewshed.

Direct and indirect impacts to the Coon's Gallery building 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 has concurred on the "no adverse effect" finding, which is included in Appendix A.

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 project is a *de minimis* impact to a historic property. SHPO concurrence on the *de minimis* impact finding has been received and is included in Appendix F of this 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 adverse effects to the Coon's Gallery will be accomplished through adherence to the stipulations of an ESA provision as presented in the Finding of No Adverse Effect document. The limits of the ESA will be the Coon's Gallery parcel boundaries. Limited access to the ESA will only be allowed for the project work within 20 feet from the edge of the highway pavement; this includes work associated with the relocation of the sign. Outside of this 20-foot limit, no staging, storage, or construction personnel access will be allowed. To assist in demarcating the no work/access area and help ensure protection of the significant portions of the property during the limit access allowance, temporary high visibility fencing will be erected 20 feet from the existing edge of pavement in front of the gallery/residence. Limits of the ESA and placement of the fencing will be depicted on the project plans and included in the construction specifications as Standard Special Provision (SSP) 14-1.02 Environmentally Sensitive Area. Signs stating "Restricted Area, Keep Out" will be posted every 30 meters along the fence. The fencing with signage will be installed prior to the start of work on parcel and remain in place until all work in the parcel or immediately adjacent to the parcel, is completed. Once this work is completed, the fencing can be removed and the access restrictions for construction personnel, materials, and equipment to the entire parcel will resume. The ESA will remain in place until all project construction is completed. No mitigation measures are required.

CR-1: Implement environmentally sensitive area for Coon's Gallery parcel (APN 10-290-01). This action will comply with Caltrans Standard Special Provisions for an Environmentally Sensitive Area (SSP 14-1.02).

Physical Environment

HAZARDOUS WASTE/MATERIALS

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, were 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 were 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 were 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 were 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 were 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 were 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 2021. The timing of sampling for hazardous wastes was moved to after an alternative was selected to limit testing on properties which are not included within the selected alternative's footprint. Efforts to perform testing prior to selection of an alternative were unsuccessful as the landowners of the historic gas station described below denied repeated requests for permission to perform studies on their property. The results of the ISA will be used to further support development of appropriate identification, handling and transportation protocol for any hazardous materials within the footprint of Alternative 4A. Additional supporting information has been gathered from the California State Water Resources Control Board GeoTracker database.



Figure 24 - 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 LRWQCB 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 2021 to limit testing on properties not

within the footprint of Alternative 4A) 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 testing at this site will not be pursued at this location as Alternative 2 was not selected. Standard background research and testing will occur for the footprint of Alternative 4A. Efforts to test the soil and groundwater within the footprint of all alternatives were made prior to selection of Alternative 4A but permission to enter requests for sampling were denied by the property owner of the parcel which contains the historic gas station. Due to this, sampling will only occur within the footprint of right-of-way which will need to be acquired under Alternative 4A. As the Water Board records indicated that the site case has been closed and all corrective actions completed, the Caltrans project development team did not require sampling results to select a preferred alternative.

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 any right-of-way acquisition.

With the selection of Alternative 4A, soils and groundwater testing will be scheduled within the impact area of this alternative to confirm the presence or absence of hazardous materials which could be encountered during construction. Since the off-street parking lots needed under Alternative 2 are no longer part of the project, potential sampling locations will be adjusted and the identified historic gas station site will be largely avoided. Sidewalks will need to be constructed and right-of-way expanded at this location so testing will still occur prior to acquisition, however the risk of encountering hazardous materials has been lessened by selecting Alternative 4A instead of Alternative 2.

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 were met.

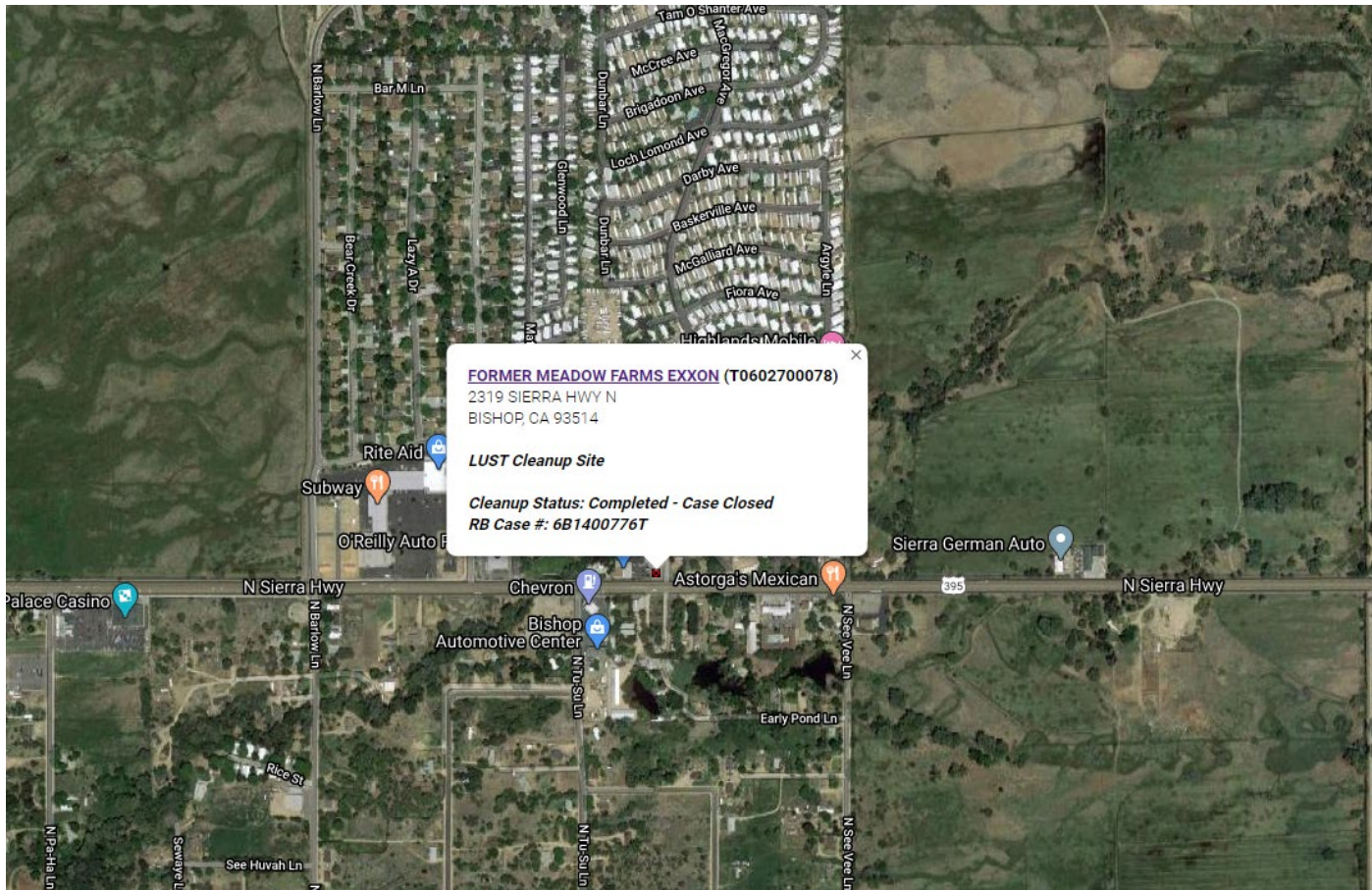


Figure 25 - State Water Resources Control Board GeoTracker Database map search results for Meadow Farms project area (March 2020)

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 were proposed at this time. The Caltrans Preliminary Site Investigation and associated soil and groundwater sampling and analyses will be performed for only the footprint of Alternative 4A prior to right-of-way acquisition.

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 were 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 were 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 were two types of General permits: Regional and Nationwide. Regional permits were issued for a general category of activities when they were similar in nature and cause minimal environmental effect. Nationwide permits were 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 were 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 were 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 were 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 were 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 were 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 were 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 all 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).

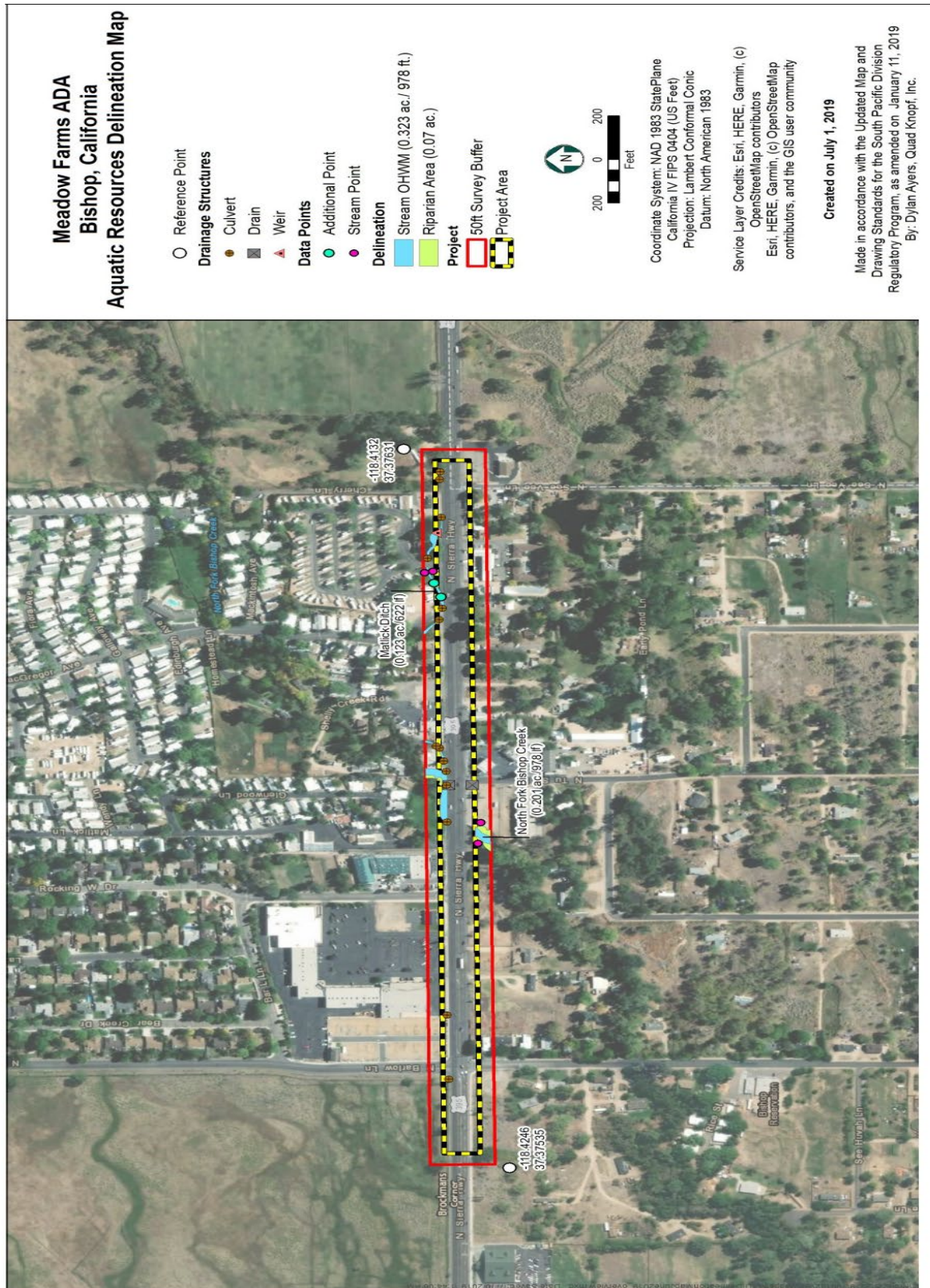


Figure 26 - Aquatic Resources in Project Vicinity; Overview

[illegible]

Figure 27 - Aquatic Resources in Project Area; North Fork Bishop Creek

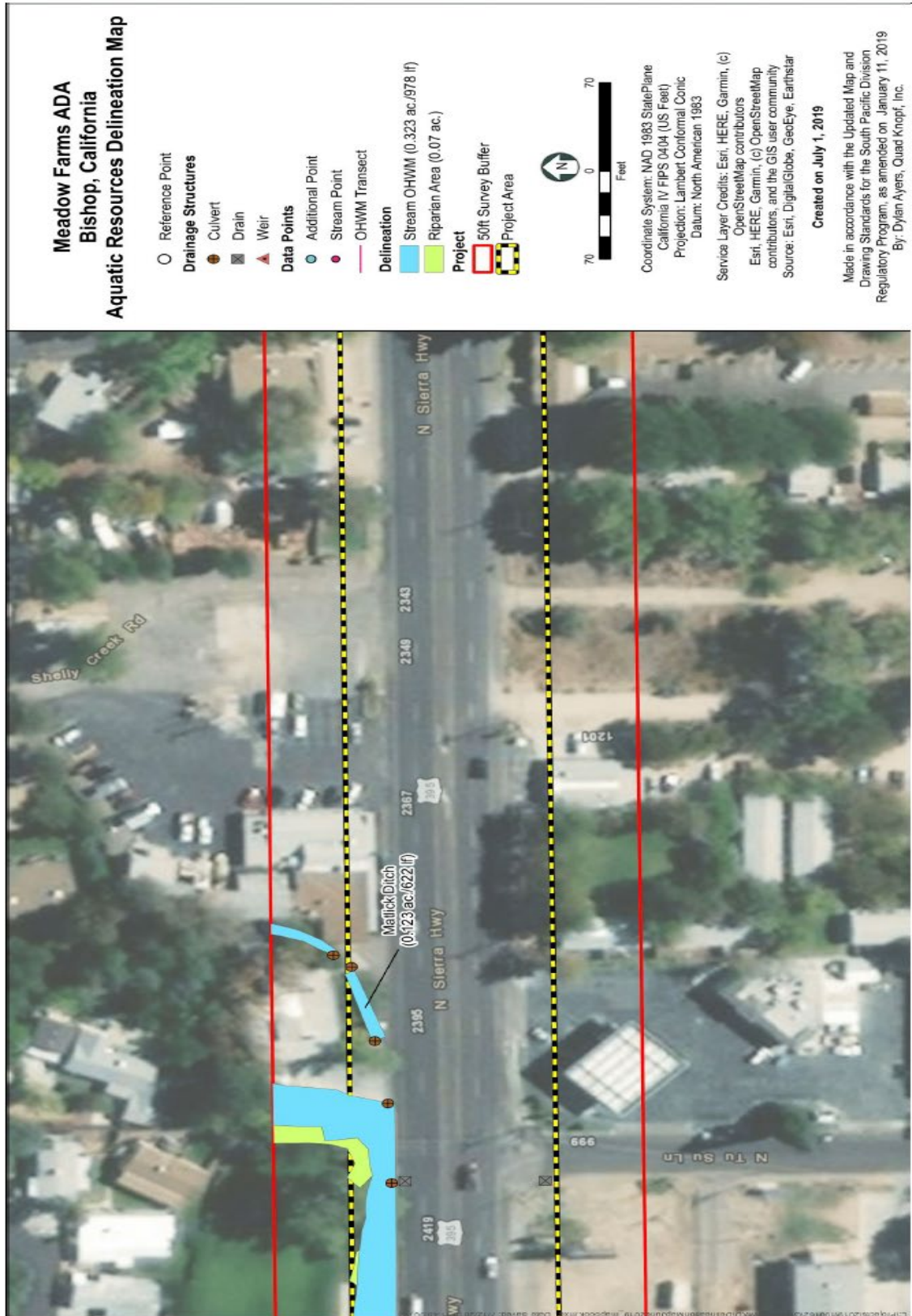


Figure 28 - Aquatic Resources in Project Area; North Fork Bishop Creek and Matlick Ditch (1 of 3)

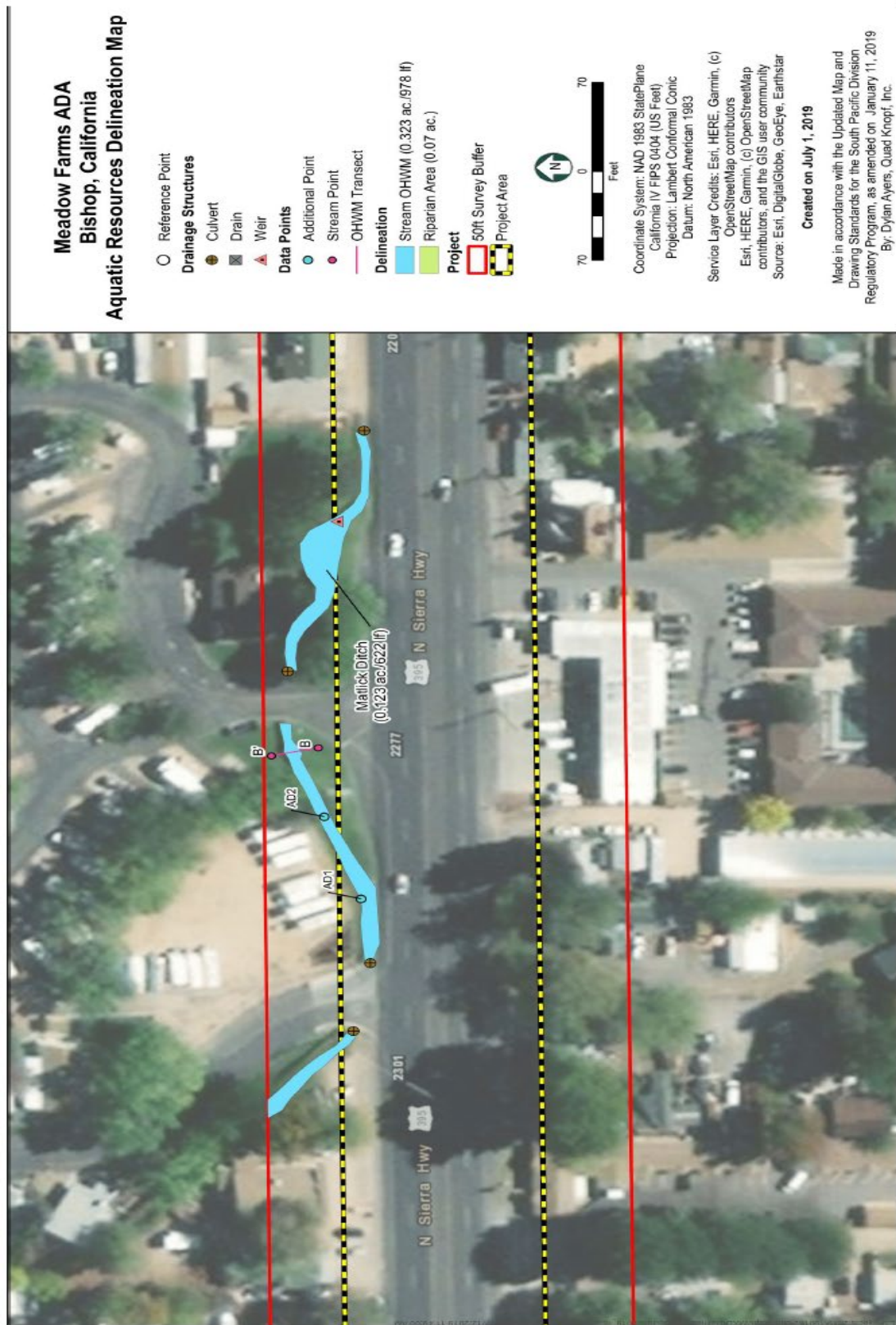


Figure 29 - Aquatic Resources in Project Area; Matlick Ditch (2 of 3)

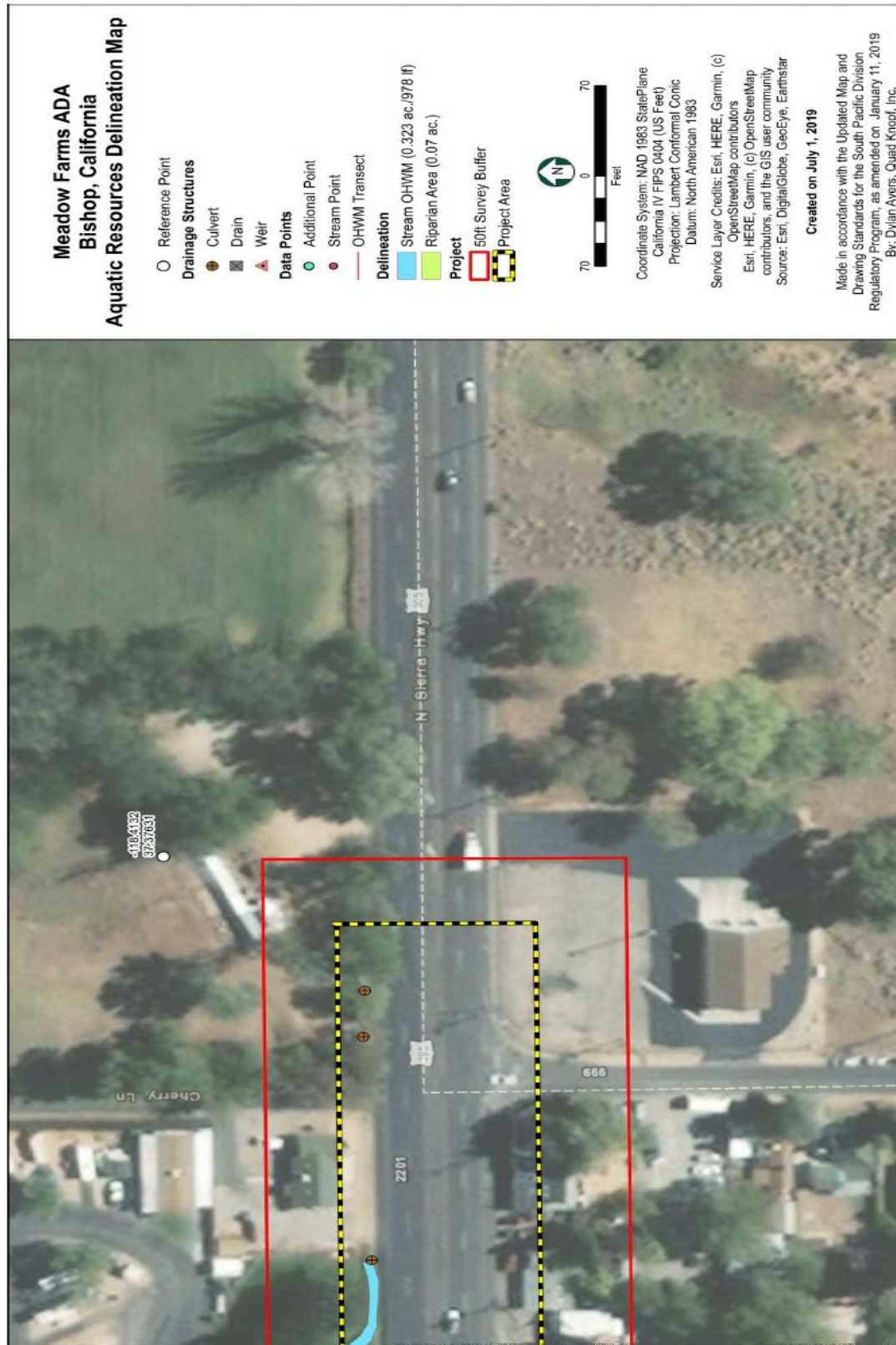


Figure 30 - Aquatic Resources in Project Area; Matlick Ditch (3 of 3)

Environmental Consequences

1. Alternative 1, 3, and 4/4A

These alternatives 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 Alternatives 1, 3, and 4/4A. Additionally, approximately 100 feet of Matlick Ditch would need to be relocated a few feet to the north to accommodate the wider ADA-compliant sidewalks and multiuse paths.

These alternatives also include 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. It is expected a temporary check dam will be placed in the creek to divert water around where the pilings will be installed and removed immediately after the concrete pilings have cured. The work within running water will be timed to occur during low flow periods to the utmost feasible effort. All temporary diversions for this work will occur within the constraints of the avoidance and minimization measures outlined below as well as any additional measures required by regulatory permits from the CA Department of Fish and Wildlife, the CA Water Board and the U.S. Army Corps of Engineers.

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 Alternatives 1, 3, 4/4A 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 U.S. Army Corps of Engineers, 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 the 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) were 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 were discussed in the Threatened and Endangered Species Section below. All other special-status animal species were 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 were 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 were 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 were 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 were a CDFW Species of Special Concern and were 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 were 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 were a CDFW Species of Special Concern and were 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. Alternatives 1, 3, and 4/4A

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.

The fine cobble substrate of Bishop Creek is considered habitat for the Owens sucker. Widening the bridge over the North Fork of Bishop Creek will require the installation of one to four concrete pylons, each approximately 24" in diameter. As the pylon(s) will be placed within the creek bed, a total of approximately 12.6 square feet (for four pylons) of sucker habitat could be permanently impacted.

The widening of the bridge over the North Fork of Bishop Creek will require work to be performed on the bridge itself. This work could result in temporary impacts to roosting bat species if they are present and roosting under the bridge at the time of construction.

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 were present and active at the time of removal.

Alternative 2

This alternative may temporarily 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 were not expected to occur under this alternative and would therefore impact a smaller area of Owens speckled dace and Owens sucker habitats. Since alternative 2 did not required widening the bridge, impacts to roosting bat species would not occur.

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

Alternative 4A (by species)

Owens Speckled Dace

There will be no permanent impacts to speckled dace habitat from the project, however temporary impacts will occur from water diversions, culvert extensions, and ditch re-routing. The permanent pylon needed to widen the bridge over the North Fork of Bishop Creek will not impact habitat for Owens Speckled Dace as they do not inhabit the swift waters at this portion of the project area. The take of individual speckled dace will be minimized by relocating individuals by a qualified biological monitor during dewatering activities. CDFW staff (Nick Buckmaster) was consulted during the spring of 2020 to discuss appropriate methods of removing speckled dace from Matlick ditch culvert during dewatering activities and agreed with the avoidance and minimization measures described in this document. No

compensatory mitigation is anticipated to be required by regulatory agencies due to the measures outlined below to avoid take. Due to the project not resulting in a net loss of available habitat, and the minimization measures outlined in subsequent sections to reduce impacts to individual fish, there will not be a significant impact from the project on Owens Speckled Dace.

A qualified biological monitor will supervise all water diversion activities, ensure the appropriate water pump intake and output velocities are maintained, and will monitor the water quality downstream of the construction area to ensure sedimentation does not endanger dace downstream. Pump screens will be used during water diversions to prevent the intake of fish species into the pumps, and a water diversion plan will be prepared and submitted to CDFW for approval prior to any dewatering activities. All fish species, including speckled dace, which become stranded during dewatering activities will be safely relocated downstream by hand by the biological monitor.

Owens Sucker

The project will temporarily impact habitat of Owens sucker during culvert extensions, culvert replacements, and relocating/rerouting Matlick Ditch. A small portion of Owens sucker habitat will be permanently impacted by the installation of concrete pylons into the river bottom of Bishop Creek. With the implementation of the avoidance and minimization measures outlined in the section below, the project will not significantly impact the species or its habitat. The small permanent impact area in comparison to the total habitat available in the immediate and surrounding area make the small area of permanent impacts less than significant. Individual Owens sucker fish will be avoided and impacts to individuals minimized by having a qualified biological monitor present to supervise all water diversion activities including ensuring the appropriate water pump intake and output velocities are maintained, monitoring water quality downstream of the construction site to sedimentation does not degrade downstream habitat, ensuring proper pump screens are in place to prevent the intake of fish into the pumps, and relocating any stranded fish species during dewatering. The dewatering plan which will be written and submitted to CDFW during the permit application process prior to construction will further outline any additional avoidance or minimization measures recommended by CDFW for all fish species, including Owens speckled dace and Owens sucker.

Bat Species

No bat species were observed within the project area during field surveys prepared prior to circulation of the draft environmental document, however the timeline between field surveys and construction commencement is sufficiently long to create the potential for bats to move into the area and roost under the bridge prior to construction. Due to the bridge widening work required under Alternative 4A, additional bat surveys will be conducted prior to construction to confirm the presence or absence of roosting bats which could be impacted. If active roosts are observed during these surveys, exclusion netting with on-way doors will be installed to allow the bats to exit the bridge area but not re-enter it. This netting will be checked by a qualified biologist and construction on the bridge will not occur until bats are excluded from the project impact area. Due to the absence of bats during initial surveys, impacts to bats are not anticipated and avoidance or minimization measures may not be needed depending on the results of the pre-construction bat surveys. If active roosts are found during these surveys, impacts to bats would be less than significant as they would be safely excluded from the project area prior to construction commencing. The rural setting of

the project allows ample roosting habitat outside of the bridge structure and excluding bats from roosting under it (if needed) would not impact the species.

Nesting Birds

There is a potential for nesting bird species to be present in trees or other vegetation within or adjacent to the project area. Prior to construction, additional nesting bird surveys will be conducted to determine the presence or absence of active nests and identify their proximity to construction work. If active nests are found within the project's direct impact area (within trees which are planned for removal) an appropriate no-work buffer will be implemented at the discretion of the project biologist to ensure the nest(s) is not disturbed. The no-work buffer will remain in place until nesting activities have completed, and the bird nestling has fledged and left the area. Active nests near the project area but not within the area of direct impacts will be monitored by a qualified biologist to ensure noise impacts from nearby construction will not affect nest activities. The project area is a developed highway corridor and birds which nest nearby are likely to tolerate low-level construction noise to the already elevated noise levels from highway vehicles.

Avoidance, Minimization, and/or Mitigation Measures

Under CESA, it is not required that compensatory mitigation measures be addressed for species of special concern (i.e., Owens Sucker and Owens Speckled Dace). However, CESA does require that avoidance and minimization measures be addressed and implemented. With the following avoidance and minimization measures implemented for the selected alternative, this project will not have a significant impact on any special-status fish species. Therefore, the need for compensatory mitigation is not anticipated. Additional animal protection measures and onsite or offsite habitat enhancement requirements are not anticipated but may be included in the CDFW Lake and Streambed Alteration 1602 Permit, which will be acquired prior to construction. If during the 1600 permitting process, CDFW determines that compensatory mitigation is warranted, Caltrans will fulfill all mitigation requirements outlined in the agreement. Any additional measures required in the permit will be adhered to in addition to those outlined below.

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. Any fish species that becomes stranded due to dewatering activities will be relocated downstream by the biological monitor.

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 were within the project area.

BIO-5: If active bird nests were 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.

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 were 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 were 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 were 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 were related to CEQA, not NEPA, impacts. The questions in this form were 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 were 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, were 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 were 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 were those that were 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 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 but semi-urbanized area and will not conflict with any applicable zoning regulations for scenic quality. The project will not create sources of glare. Streetlights are currently proposed to be added under this project and will adhere to all Inyo County requirements. Lighting was included in the Inyo County North Sierra Highway Corridor Plan and is a common roadside feature in similar facilities throughout the state and therefore will not have an impact on the visual quality of the project area. The project will not use materials which could create substantial new sources of glare. *Meadow Farms Visual Questionnaire; January 2020 (for all)*

B) Less Than Significant

The project will not damage any scenic resource trees or rock outcroppings as none occur within the project impact area. Coons Gallery, an eligible 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 the selected project alternative will not impact the building itself, only the property frontage area and sign. The sign in front of the gallery would need to be moved as it would encroach upon the new multiuse path by approximately 3 feet, 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 itself will be designated as an Environmentally Sensitive Area where no work can occur.

AGRICULTURE AND FOREST RESOURCES

CEQA Significance Determinations for Agriculture and Forest Resources

<p>In determining whether impacts to agricultural resources were 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, were 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"/>

A) No Impact

The 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 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 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 project would impact habitat and potentially individual fish identified by CDFW as species of special concern; Owens speckled dace and/or Owens sucker. Under the California Endangered Species Act (CESA), species of special concern do not require mitigation, however avoidance and minimization measures must be disclosed. There is potential to impact some members of these species from the selected alternative, however impacts are considered to be less than significant due to the relatively small permanent impact areas of concrete pylons compared to the entire local habitat for the species, and the inclusion of multiple avoidance and minimization measures to avoid or reduce any potential

impacts to individuals in each species. 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 were 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

The selected project alternative will not 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 to a less than significant level.

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 as none occur within the project limits. This project will not impede the use of native wildlife nursery sites as none occur within the project limits. 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 due to the anticipated timing of construction activities and the limited tree removal needed to construct the project. 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 were within the project area.

BIO-5: If active nests were 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 (Criterion A) and as a locally important example of California Mid-Century Modernism design (Criterion C). Concurrence of this determination was received from the State Historic Preservation Officer (SHPO) and is included within Appendix A. 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 an 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 Environmentally Sensitive Area (ESA) will ensure project actions will neither directly or indirectly impact the resource. These measures include access restrictions and erection of temporary high visibility fencing during construction on or adjacent to the parcel in order to protect the elements of the property that convey its historic significance, the gallery/residence, garage, and pumphouse. 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). Meadow Farms ADA Improvements Project Finding of No Adverse Effect. Caltrans. September 2020. Environmentally Sensitive Action Plan shown on project plans and included in the construction specifications*

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, and pedestrian surveys. 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 were discovered. Work will not continue until the area has been assessed by the County Coroner and cleared by qualified archaeological staff. If the remains were determined to be Native American 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 selected build alternative 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 during construction will be implemented on this project.

B) No Impact

The selected build alternative for this project will not conflict with any known 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 were 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 itself (Appendix C). The project would not directly or indirectly cause the fault to rupture as it is a surficial pavement and sidewalk project which will not add significant stress to the fault zone. Temporary ground shaking may occur under the selected alternative if concrete pylons ("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. It is more likely the construction contractor will pour concrete in place to install the piling and pile-driving will not occur. 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 is not anticipated to result in any adverse impacts from liquefaction or landslides.

B-F) No Impact

The selected project alternative will 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 (enriched in clays) and additional geotechnical testing will occur prior to construction if potentially expansive soils are identified during pre-construction survey work. Previous projects around the area have not encountered expansive soils. No septic tanks or wastewater 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 project will not increase vehicular capacity on the highway system and therefore will not result in additional greenhouse gas (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 the selected project alternative. The 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 included a potential off-street parking lot under Alternative 2 to mitigate for the loss of on-street parking. 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 were anticipated for the development of this parking area. Alternative 2 was not selected and the off-street parking lot will not be purchased or developed by Caltrans. Underground soil and groundwater testing will occur prior to the right-of-way acquisition needed to construct Alternative 4A, however the footprint of this alternative is significantly smaller and more

constrained to the highway than Alternative 2 and the historic gas station site will be largely avoided. Caltrans is performing a Preliminary Site Investigation (PSI) to confirm the presence or absence of hazardous materials prior to acquiring right-of-way. The PSI will be completed prior to right-of-way acquisition and if the presence of impacted soils are confirmed within the project disturbance limits, all appropriate handling and disposal procedures will be implemented during construction. *Air, Noise, Water and Hazardous Waste Clearance Memo and Clearance Memo Revision 1; March 2020 (for all)*

B-G) No Impact

The 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

The selected build alternative for the project will 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 and relocate portions of Matlick Ditch. 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 and could potentially include provisions for the design of the new watercourse for Matlick Ditch. Standard best management practices to control sediments and runoff from the construction area into nearby water ways and are likely to include the use of temporary fiber rolls, straw waddles, stockpile management, silt fence, street sweeping and preservation of existing vegetation to the

utmost extent feasible. All permit provisions as well as Caltrans standard construction specifications to prevent pollution of waterways will be implemented and adhered to. Relocation of Matlick ditch will be performed during the low-flow winter months and in coordination with LADWP. *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). Long Form Stormwater Data Report (July 2017).*

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 4A 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). *Long Form Stormwater Data Report (July 2017)*

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. The discrepancy between the official Federal Emergency Management Administration (FEMA) floodplain map used to analyze this project and a draft FEMA floodplain map available online was discussed in Chapter 2. Correspondence with FEMA in May 2020 confirmed the correct official map was used to identify that there are no official flood hazard areas within the project. The unofficial draft map does indicate the area near the North Fork of Bishop Creek as a flood hazard zone. Due to this, alterations of drainage facilities are planned near this area to ensure stormwater runoff from the new sidewalks is appropriately captured, conveyed and treated to both minimize erosion and maintain water quality within Bishop Creek. Nearby landowners have been contacted to address flooding concerns and Caltrans will continue to coordinate with them during the final design of the project.

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 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. See Chapter 2 for discussion of existing 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 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 utmost feasible extent in order to reduce material transportation needs, but material sources will not be lost or exhausted in a significant manner due to the limited amount of material needed to construct the project compared to available sources.

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 project does not add roadway capacity or significantly alter the vertical or horizontal alignment of the roadway 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 4A will 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, however pouring concrete to create the piling is more likely to occur. If pile-driving 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 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 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 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 of Chapter 2, the project does not conflict with any plan or program regarding any transit mode. It will not create increased hazards due to geometric design as the highway is not being significantly 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 project will require relocating approximately 21 overhead utility poles for the selected Alternative 4A. Relocating these poles/lines will be done in coordination with utility service providers and is not expected to cause any significant environmental effects or impacts to the community. The relocation of utility lines was included in the study areas for all environmental resources. *Community Impacts Analysis; July 2019 (for all)*

B-E) No Impact

The 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 of construction materials.

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 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 were individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project were 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 type="checkbox"/>	<input checked="" 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. The limited area of impacts of the project compared to the entire available local habitat for fish species reduces the overall magnitude of the project's impacts. *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 were 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

Impacts to the human environment are expected to be temporary during construction, and permanent under Alternative 4A with the acquisition of additional right-of-way for a wider highway facility, however they were anticipated to be less than significant as on-street parking spaces would be provided on the southbound side of US 395 under Alternative 4A. The southbound side of US 395 is where the majority of private parking spaces will be removed, and the addition of on-street parking will create a net increase in available parking. Alternative 2 was proposed to include an off-street public parking lot to mitigate for the loss of parking as this alternative would not have allowed on-street parking along either side of US 395. Alternative 2 was not selected and no parking lot will be developed by Caltrans. The selected alternative, 4A, includes on-street parking which will negate the loss of parking on the southbound side of the highway which will serve both existing and future businesses. Parking lost on the northbound side of US 395 will not be replaced by on-street parking, however the number of spaces on this side of the highway occurs on the same property as an existing parking lot which can serve the needs of multiple businesses on this same parcel. *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 were 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 were 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 were 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.

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 were 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 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.

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 were 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 were 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 prepared 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 were 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% were CH₄, and 6% were 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.

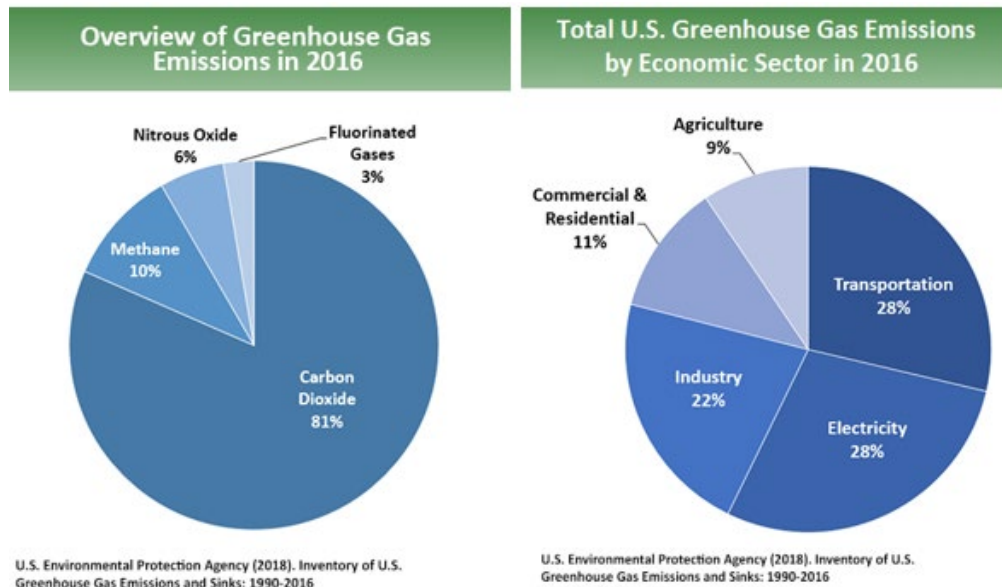


Figure 31 - U.S. 2016 Greenhouse Gas Emissions

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).

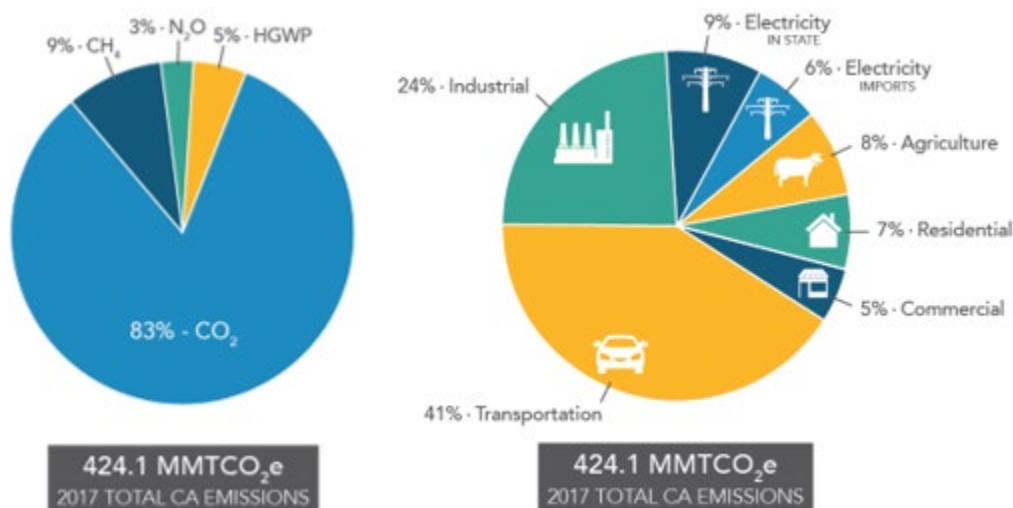


Figure 32 - California 2017 Greenhouse Gas Emissions

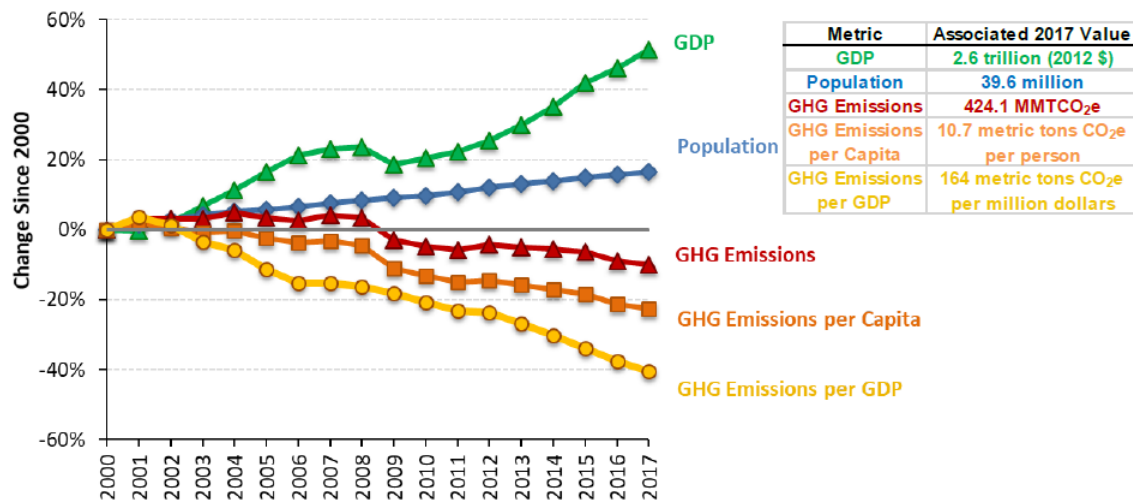


Figure 33 - Change in California GDP, Population, and GHG Emissions since 2000 (Source: ARB 2019b)

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 were CO₂, CH₄, N₂O, and HFCs. CO₂ emissions were a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of CH₄ and N₂O were emitted during fuel combustion. In addition, a small amount of HFC emissions were 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 were 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*.

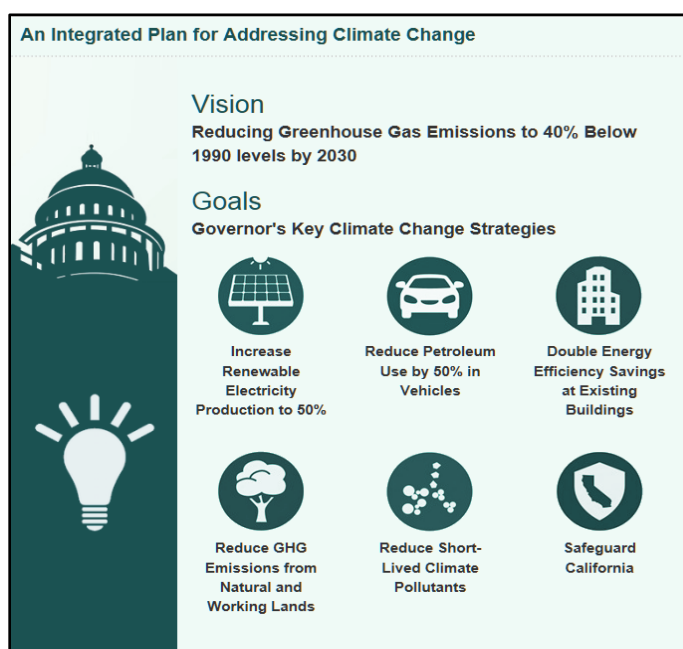


Figure 34 - California Climate Strategy

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 were 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 were 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 were 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 were 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 were 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 were 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 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 were not expected.

FLOODPLAINS

The hydraulic capacity of waterways within the project limits will not be altered by the project and were 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 original Draft Initial Study and Proposed Mitigation Negative Declaration / Environmental Assessment was 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 was initially cancelled. Requests for a public meeting were, however, accepted during the public circulation and comment period. After receiving multiple requests for a public meeting, an online public forum was held on May 21, 2020. Prior to this meeting public notices were published in English and Spanish newspapers, media posts via CT Facebook and Twitter, and direct mailings were sent to 1800 residents in the project area notifying them of the meeting. The public comment period was officially extended from May 15 to June 1, 2020 via the CA State Clearinghouse to accommodate public comments after the meeting. Approximately 21 members of the public attended the online meeting. Official comments were not accepted during the meeting, and attendees were encouraged to provide written or digital comments prior to 6/1/2020.

After the public comment period closed on June 1, 2020, multiple internal project development team meetings were held to discuss public comments received and potential solutions to concerns raised. In response to some of these comments, Caltrans determined it would be in the best interest of the public to develop two additional project Build alternatives (Alternatives 3 and 4) and create a recirculated environmental document. The recirculated document circulated for public comment from October 12, 2020 to November 12, 2020. An online public informational meeting was held on Wednesday, November 4, 2020. While developing the new Build alternatives, Caltrans held meetings with Inyo County Planning and Zoning staff to discuss parking ordinances and potential avoidance and minimization measures for the loss of private parking spaces. Commitments COM-4 and COM-5 were developed after these meetings.

After reviewing and considering all public comments received during both circulation periods, Caltrans project development staff met with representatives of the Inyo County Board of Supervisors, Inyo County Planning Department, City of Bishop, and the Bishop Paiute Tribe on November 20, 2020. At this meeting all build and no-build project alternatives proposed by Caltrans as well as the hybrid alternative suggestion (Alternative 4A) which was identified by the Board of Supervisors in their public comment letter were discussed. Potential impacts from the reduction of parking spaces on both the north and southbound sides of US 395 were reviewed, and Caltrans was informed by the Board of Supervisors that business owners on the northbound side of US 395 were contacted by his office and they expressed that there would be adequate parking without on-street parking on that side of the highway, and the bulb-out project feature in front of the antique stores was not necessary. Specific locations near Tu Su Lane on Tribal property were discussed and it is likely on-street parking will not be allowed in one short section of southbound US 395 per the Tribe's request. Inyo County permitting staff reiterated their commitment to work with Caltrans and property owners on the southbound side of US 395 to resolve any parking requirement disputes which may arise due to this project. It is not anticipated that any business will have their available parking spaces reduced below County ordinance levels, however if this becomes a reality Caltrans and the County will assist the business owner(s) with applying for a parking variance or exemption which would allow them to comply with County ordinances by claiming on-street parking as available for their business patrons. Bicycle lane use by experienced and non-experienced riders was discussed, and it was concluded that the needs of both user groups could be served by including both a multiuse path and a 5-foot highway shoulder on northbound US 395. Although the shoulder lane will not be painted as a designated bicycle lane, cyclists comfortable with riding on the highway pavement will be allowed. All parties present at this meeting supported the recommendation of Alternative 4A as the alternative which best supports the purpose and need of the project while minimizing any impacts to the environment and local community.

Public Comments and Responses

All comments received during each circulation period are included below, with personal information redacted with blue boxes. Responses to comments are shown immediately after each comment. References to sections of this document are included for clarity where applicable. Caltrans sincerely thanks everyone who participated in the development of this project and submitted an official comment. All comments received were reviewed by the project development team and considered prior to selecting Alternative 4A.

First Public Comment Period (April 15 – June 1, 2020)

Sent from my iPhone

Begin forwarded message:

From: ben <[redacted]>
Date: June 3, 2020 at 6:31:58 PM PDT
To: angie.calloway@dot.ca.gov
Subject: comment on Meadow Farms ADA project

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Angie,

Maybe it's too late.

I'm a Bishop Resident.

I'd like to express my support for alternative 2 with the parking lot beside mahogany smoked meats being developed.

thank you,

Ben

benjamin ditto
[redacted]

Response

Your preference for Alternative 2 and off-street parking lot were noted and considered by the project delivery team (PDT). At this time the PDT has decided that Alternative 4A is a better solution to meet the purpose and need of the facility.

From: [Nancy Burd](#)
To: [Bowers, Bradley@DOT](mailto:Bowers_Bradley@DOT)
Subject: Meadow Farms proposal
Date: Wednesday, April 15, 2020 7:14:22 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

This project seems pointless. This section of 395 is low speed with few accidents. The Olancho stretch should be the priority! Many accidents, unsafe passing make this area extremely dangerous! That is where the money should go!

Response

The Meadow Farms ADA project was proposed to provide ADA-compliant facilities throughout the corridor. Any reduction in accidents in this area would be an auxiliary benefit by controlling access to the highway from businesses without defined driveways, however this is not the main purpose of the project. The Olancho 4-Lane project and Meadow Farms ADA project are funded from separate non-overlapping funding sources so the Meadow Farms ADA project will not deny funding for the Olancho project.

From: Susanna Danner [REDACTED]
Sent: Wednesday, June 3, 2020 7:25 AM
To: Calloway, Angie K@DOT <angie.calloway@dot.ca.gov>
Subject: Meadow Farms ADA project

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Angela,

I'm writing to express my support for the Meadow Farms ADA project that will build sidewalks and bike lanes in Bishop. I live near Dixon Lane, and regularly ride my bike through the project area to work in downtown Bishop. Highway 395 through the project area has a bike lane/shoulder, but it is not infrequent that a pedestrian is walking on the shoulder of the highway during my commute. Whenever this happens, either I or the pedestrian have to veer close to traffic to give the other space when passing. If a pedestrian is walking in the same direction as I am traveling on my bike, the pedestrian cannot hear or see me coming, and may inadvertently veer into my path while I am passing them. When this happens, I have to ride even closer to, or even into, the vehicle travel lane. Based on my years of observations commuting by bike, pedestrian use of this stretch of 395 is common. This indicates to me a great need for sidewalks that would allow pedestrians safe transit through the area. Improvements to the bike lanes would also be welcomed. The proposed crosswalk would be an excellent addition to this part of the highway. I frequently see pedestrians sprinting across the highway to get from one side to the other, which is dangerous for them and for drivers.

I prefer Alternative 2. I would prefer there not be on-street parallel parking on 395, as it might risk bicyclists. Right now, riding this stretch of 395 has plenty of opportunities for collisions between bicycles and cars at the cross streets and several businesses for whom cars must back out or pull out of their parking lots directly onto 395. Increasing the volume of cars parking along the highway seems like it could provide even more chances for cars to strike bicyclists with their doors when opening them, or when pulling into or out of a parallel parking space. If it would be possible to have cars park off the highway in a parking lot, I believe that would be much safer for bicyclists.

If there may be an opportunity someday to extend the project east of the project area between See Vee Lane and the Fairgrounds, I would support that as well. That stretch of Highway 395 seems most dangerous for bicyclists and pedestrians, both of whom have to share space on the side of the highway. Since the speed limit increases in that area, sidewalks are needed even more.

Thank you for the opportunity to comment.

Response

The selected alternative (4A) will provide pedestrian sidewalks on both sides of US 395, will allow cyclists to also use the sidewalk (multiuse path) or use the highway shoulder on the northbound side, and will provide a multiuse lane for both pedestrians and cyclists on the southbound side. The Project Development Team decided this alternative was the most appropriate design option to meet the purpose and need of the project while minimizing impacts to the community. The crosswalk across US 395 is included in the selected alternative.

Although you prefer Alternative 2, Alternative 4A would only allow on-street parallel parking on the southbound side of US 395 and would allow cyclists to use the multiuse paths on either side of the highway, which should reduce any conflicts between motorists, parked vehicles and cyclists.

Although the Meadow Farms ADA project's southern (eastern) limit is See Vee Lane, other Caltrans projects in various phases of development are exploring continuing sidewalks and bicycle lanes towards the Fairgrounds.

From: [REDACTED]
To: [Bowers, Bradley@DOT](mailto:Bowers.Bradley@DOT)
Subject: Meadow farms widening of highway
Date: Friday, May 22, 2020 9:01:06 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

As a bishop resident and manager of a business in this area, the idea you guys have is ridiculous and to have the businesses in that area to be condemned while you guys fix the highway is horrendous and will put people out of work even more than Covid already has. The highway is fine the way it is.

Response

As stated in various places throughout the draft environmental document, there were no business relocations anticipated from any of the build alternatives under consideration. The selected alternative will not result in the relocation of any business or residence. The Traffic Management Plan, a standard document required on all Caltrans projects, will include measures to reduce any impacts to businesses during construction by notifying the traveling public that businesses remain open through signage and a public information campaign.

-----Original Message-----

From: Rich Eyer <[REDACTED]>
Sent: Wednesday, April 29, 2020 3:00 PM
To: Calloway, Angie K@DOT <angie.calloway@dot.ca.gov>
Subject: Meadow Farms ADA

EXTERNAL EMAIL. Links/attachments may not be safe.

Please hold this project for more info to the Bishop public and hear their comments. Unintended consequences could negatively, seriously impact us.

Thank you,
Richard Eyer

Response

A public informational meeting was held in May 2020 and again in November 2020.

From: [Robin Hodges](#)
To: [Bowers, Bradley@DOT](mailto:Bowers_Bradley@DOT)
Subject: Meadow Farms project
Date: Thursday, May 28, 2020 12:22:29 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

My name is Robin Hodges. My husband and I live in the very front of Glenwood mobile home park. We live directly across the street from the dirt lot on Tusu lane and 395. We have a wonderful view of the mountains and enjoy the creek out front on the lawn. We are strongly opposed to the plan to widen the highway. I don't want the hwy any closer to my house. The noise from the increasing traffic and trucks that go by nonstop is bad enough. We feel it would devalue everyone's property up front here with the amount of construction this might require. There's no reason to have parking lanes along 395. What would it be for? There's plenty of parking at the businesses located here. I sure don't want a reason for more cars to be stopping. The lot across the street which is now a food truck area is a complete annoyance. With truckers stopping constantly and generators blasting. The neighbors I've spoken to feel the same. I've encouraged them to write their comments. Please consider the residents this negatively will affect.

Thank you.

Robin and Dennis Hodges

Sent from my iPhone

Response

The selected project alternative will not significantly realign the highway travel lanes, and the additional right-of-way needed to construct the project would be to accommodate wider ADA-compliant sidewalks (the multiuse paths). Vehicle noise is expected to remain consistent from pre and post project conditions as traveling vehicles will not be closer to your residence. The parking lanes on US 395 under Alternative 4A will be located on the southbound side of the highway, and are included to offset the reduction in parking from building ADA-compliant sidewalks on that side of the highway. Noise complaints about idling vehicles and food trucks in violation of local ordinances should be directed to the Inyo County Sheriff's Department or the CA Highway Patrol for enforcement.

From: [Nick Huard](#)
To: [Bowers, Bradley@DOT](mailto:Bowers_Bradley@DOT)
Subject: pedestrian overpass?
Date: Monday, May 11, 2020 11:18:10 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Has there been a suggestion and/or any consideration given to the idea of building a pedestrian overpass in the region of the Meadow Farms Project? An eyesore on the one hand, but could be a blessing for pedestrians and cyclists, particularly children.

Nick Huard
317 Mt Tom Rd, Bishop

Response

No official build alternative for the Meadow Farms ADA project included a pedestrian overpass spanning US 395 in the project vicinity. A cursory review of your suggestion resulted in significant additional costs, aesthetic impacts (as you correctly noted), ADA access issues, and vertical height requirements for trucks which would make the overpass untenable.

From: [jason jernigan](#)
To: [Bowers, Bradley@DOT](mailto:Bowers_Bradley@DOT)
Subject: Meadow farms
Date: Friday, May 22, 2020 6:03:45 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Bradley

I just read the proposed ada for meadow farms area. I think the #2 is the better option Because currently it's already hard enough to pull out onto 395 from Glenwood Highlands Highlands RV with people doing 50 to 60 miles an hour going down the highway and putting parking down the side of the road would block the view so you wouldn't be able to get out safely.

If anything on the north side of the highway Add a culvert pipe to the creek in front of Highland mobile home Park widen the road there to make a turn lane Going into the park and a sidewalk so people can turn into traffic safely And people coming out can identify people turning. I know a few older people that only turn north coming out of highlands park because they worry about the traffic coming even after the traffic light was added.

Thank you for your time

Jason Jernigan

Response

Alternative 4A does not include on-street parallel parking on the northbound side of US 395, therefore sight distances for vehicles entering or exiting Highlands are expected to remain the same. The speed limit within the project limits is 35 mph, and suggestions for enforcement of violations should be directed to the Inyo County Sheriff's Department and the CA Highway Patrol. The driveway at Highlands will be designed to meet all applicable highway standards.

EXTERNAL EMAIL. Links/attachments may not be safe.

I own the property at 2308 N. Sierra Hwy (11-120-04) make the following public comments:

1. Modifications of this area have been under consideration for at least eight years. There has been considerable public interest in the past and now that full details are available the Meadow Farms ADA project should have a proper public meeting. All property owners in the immediate area should be notified by mail of the meeting and be sent details of the plan. It is an abusive government that would strip away the citizen's property rights without proper notifications. The meeting should be delayed until the pandemic restrictions are removed.
2. The project as proposed will destroy the peaceful rural setting of the Bishop area. The additional crosswalks and parallel parking will further delay Hwy 395 traffic and therefore redirect traffic through the residential areas. West Line St. will become congested and create a nightmare for Bishop residents. This concern was mentioned in previous public meeting and has not been addressed.
3. If the parking lot area is created at parcel 11-120-04 it will create a disturbance to the residents surrounding it. I request that an 8' block wall be constructed around the parking lot to prevent vandalism, noise and headlights disturbances.
4. My property should have two driveways as it does now and not one as indicated in the proposal. I should have a driveway on both the east and west side.
5. There is a controlled crosswalk at Barlow therefore Rocking W does not need a crosswalk. An uncontrolled crosswalk would be dangerous in that area.

Thank you for the opportunity to make comments.

--

Mike Johnston

Response (Numbers correspond with those in your comments)

1. Public meetings were held in May and November 2020. Individual notices describing the project and promoting the public meetings were mailed to all landowners within the project vicinity (over 1,200 mailers for each meeting), and the project and meetings were promoted via local newspaper ads, radio notices, and social media.

2. The project vicinity is lined with commercial properties, and although the surrounding area could be described as rural, the addition of sidewalks was not determined to be detrimental to the visual character of area as sidewalks are common roadside features both throughout the State and locally in the City of Bishop, Big Pine, Independence, and Lone Pine. The addition of one crosswalk midway between North Barlow Lane and See Vee Lane is not anticipated to significantly alter traffic patterns or cause detours as the crosswalk will only be activated intermittently when in use by pedestrians.
3. Alternative 2 was not selected and no off-street parking lot will be purchased or developed.
4. Caltrans is committed to working with the community and individual landowners throughout the project process. The right-of-way acquisition phase will follow the environmental approval phase and Caltrans encourages you to make your driveway preferences known when right-of-way staff contact you regarding your property.
5. The crosswalk at Rocking W Drive will parallel US 395 and not cross it. Caltrans apologizes if this was not made clear in the original project description, it has been clarified in this final document.

From: Lynn Elberta Martin <[REDACTED]>
Date: June 1, 2020 at 5:15:15 PM PDT
To: Angie.Calloway@dot.ca.gov
Subject: Highway 395 -- the need for better bike lanes

EXTERNAL EMAIL. Links/attachments may not be safe.

I'm somewhat disabled in multiple ways. One of the ways is that my left eye would never pass a DMV test now, so I've stopped driving my van. But I sure would like to feel assured that I could cycle safely, either with a bicycle, or (I'm 75 now) maybe some day with a tricycle. By the way, most people who use adult tricycles are somewhat disabled in that advanced age has damaged their personal balance mechanisms. That's why they need tricycles instead of bikes.

Before the pandemic, I wouldn't have wanted to ride a bike on Highway 395, because it was teeming with automobiles at 45, 50, 55 miles per hour speeding past, often a scant inch or two from a cyclist's left ear. To me that experience is terrifying. And what passes for bike lanes on the highway at present, those narrow "lanes" sloping down toward the sides of the road, aren't of adequate width.

When the COVID-19 shutdown started, it was much better. There was so little traffic that part of the time an entire automobile lane would be free, such that a cyclist could travel comfortably in a proper lane for five or ten minutes at a time.

A disabled person can get around by taking Dial-a-Ride, but that's slow and, depending on how limited your budget is, doing much of that can be prohibitively expensive.

I live near the part of 395 that's being considered for widening. The only way for me to cycle into town would be via 395 (too dangerous once the shutdown subsides) or by riding through the reservation from 395 down to Line Street--and multiple people have told me there's too much danger of dogs in the reservation attacking a cyclist's ankles. I've talked to two cyclists who were able to ride faster than a dog could follow, but I wouldn't be able to do that.

Do you remember Sierra Phantom? He was a vital, energetic man who, in his 80s, was still leading people up into the mountains. And he was still doing most of his other travel by bicycle--until two cars struck him in two separate incidents that year. He was transformed into a mostly-bedridden elderly man in constant rotator-cuff pain, a man who had to spend much of his time traveling back and forth to Reno for multiple surgeries. Bike lanes need their edges reinforced with barriers to keep cars and trucks away from cyclists.

The last thing an already-disabled person needs is to be hit by a car!

Is there any chance, if the highway is widened here, for the extra width to be used for good bike lanes? They should be approximately as wide as one of the lanes for cars, maybe even wider, and

equipped with sturdy road dividers making sure cars can't drift or veer into the bike lanes. Some places in Scandinavia have bike lanes at least this wide.

Not only would such wide, protected bike lanes be helpful for some of the disabled, they would also, by facilitating more bicycle travel, lessen auto emissions and thus help protect planet Earth.

I'm so sorry I missed the virtual public meeting on May 21. Thank you for considering this idea.

Lynn E. Martin

Response

The selected Alternative 4A includes multiuse path sidewalks on both sides of US 395 which will allow cyclist use. Users of the multiuse paths will be separated from moving vehicle traffic by horizontal space and the raised curb of the sidewalks. The width of the existing facility and nearby buildings restricts Caltrans' ability to create bicycle lanes as wide or wider than vehicle travel lanes as those would require either permanently closing vehicle lanes and constricting traffic or purchasing additional right-of-way which could lead to business displacements. With all constraints considered, Alternative 4A was the preferred design option.

From: James McMurry [REDACTED]

Sent: Tuesday, May 12, 2020 10:21 PM

To: Calloway, Angie K@DOT <angie.calloway@dot.ca.gov>

Cc: Brandon Mojaro [REDACTED]; mike johnston [REDACTED]

Subject: Opposition to "Meadow Farms ADA " Project

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

I am contacting you regarding the public notice that was published in the Inyo Register in March informing the public of the project referred to as the "Meadow Farms ADA". I am the owner of the property located at [2320 N. Sierra Highway in Bishop, CA](#) and am writing you to express my strong opposition to this project. Whether it is merely a sidewalk and curb, or the possibility of taking up to 1/2 of my property to complete this project, I want it to be known that I am opposed to any project that would result in a loss of any amount of my property. In addition, I am most certainly opposed to a public parking lot on highway 395, as there is no reason for additional parking in this area. There is currently several large parking lots in the Bishop area that do nothing but attract homeless people who are living out of their vehicles. Another parking lot would only attract more homeless parking, garbage, etc.... I do not see how the public would benefit from this in any way when there is clearly NOT a shortage of parking in this area. There is currently ample parking for the merely three neighboring businesses, one of which currently has a very large, more than adequate parking lot. This property has

been owned by my immediate family for around 70 years and never have we seen a need for, nor a shortage of parking in or around this area. If this project proceeds, we will unfortunately have no choice but to seek the assistance of legal counsel to protect our property.

Please acknowledge receipt of this message.

Respectfully,

James McMurry

Response

With the selection of Alternative 4A, an off-street parking lot will not be purchased and developed by Caltrans. This alternative will, however, require right-of-way acquisitions to construct the ADA-compliant sidewalks on both sides of US 395. This alternative was chosen as the most compatible with the purpose and need of the project and the least overall harm to the human and natural environment. Private property or interests therein will be acquired in accordance with Government Code Section 7267. In order to encourage and expedite the acquisition of real property by agreements with owners, to avoid litigation and relieve congestion in the courts, to assure consistent treatment for owners in the public programs, and to promote public confidence in public land acquisition practices, public entities shall, to the greatest extent practicable, be guided by the provisions of 7267.1.(a) The public entity shall make every reasonable effort to expeditiously acquire real property by negotiation. (b) Real property shall be appraised before the initiation of negotiations and the owner, or his designated representative, shall be given an opportunity to accompany the appraiser during this inspection of the property. Caltrans has committed to working with the community and all affected property owners and if your property is affected by the selected alternative the Right of Way Department will be in contact with you to discuss specific impacts to your property.

Mahogany Smoked Meats
2345 N. Sierra Hwy
Bishop, CA 93514

May 29, 2020

To Whom It May Concern:

The purpose of this letter is to express our utmost opposition to the proposed purchase and creation of Lot 1 in Alternative 2 of the Meadow Farms ADA Project, as shown in figure 29, page 68 in the Initial Study Assessment.

The study mischaracterizes the utility of Lot 1 as being next to the existing parking area for Mahogany Smoked Meats. This parcel, currently under our existing lease, has been paved, striped, and is by no means an "extra" parcel next to our business. It is a fully improved portion of our existing parking lot and is vital to our business as it represents nearly 50% of our available customer parking. Losing this parking would have a terminal impact on our business.

Like many retail businesses, we rely on vehicle traffic during peak seasons and having readily available parking during these times. The loss of our parking from the Lot 1 Alternate 2 plan would limit the number of vehicles and thus customers we would be able to serve during the periods we need it most. Without the parking capacity during our busiest seasons, we would lose those additional customers that are the difference between making money and potentially losing money during the year. In addition to losing 50% of our parking lot, Alternative 2 cripples us even further by eliminating highway frontage parking, which indicates another five parking spaces would be removed in front of our business. This combination is catastrophic to a small business as demonstrated below.

The parking study (page 49-60) took place from April 26-29, 2019 (Fishing Opener), intending to represent peak parking demand. However, these dates do not represent what we experience as the actual peak traffic seasons for our business, which runs from early June through Labor Day and again from late November through February (Thanksgiving-Presidents Weekend). During these peak periods, primarily on weekends, our parking lot is at maximum capacity, with many customers even parking across the highway or at neighboring businesses.

As a retail business with a strong presence in the Meadow Farms area, we are providing three years of our own verifiable peak season data.

**Data removed from comment for privacy*

Each customer arrives at our business in a vehicle and requires parking in our existing lot or front of our store, as the Meadow Farms area receives virtually zero pedestrian business traffic. During the peak season alone, a 50% reduction in available customer parking would have an effect of \$1.2M or more in lost annual revenues, which would put the economic viability of our business in severe jeopardy and cause the elimination of several full and part-time jobs.

We cannot support the purchase and development Lot 1 alternative, which takes away from already available parking.

Lastly, while not a part of the current study, the business interruption we would suffer from the construction activity limiting access, detouring traffic, and blocking customers' ability to access our existing parking will create enormous financial difficulty for our business.

Being a small business in a small town that relies heavily on tourist traffic and vehicular access, we cannot afford to be cut off from our customers during construction. In the end, we also lose parking both in front of and beside our business. Combining these two preventable events jeopardizes our business's future, and for the benefit of our owners, customers, and employees, we adamantly reject the proposed purchase and creation of Lot 1 in Alternative 2 of the Meadow Farms ADA Project

Please do not hesitate to reach out if you would like to discuss this in greater depth.

Best Regards,


Brandon Mojarro
General Manager

Response

Alternative 2 was not selected and an off-street parking lot will not be purchased or developed. The Community Impacts Analysis, which included observed parking counts, was performed during a time of above-average tourist visitation but as noted in the study was not assumed to capture the peak visitation for all businesses throughout the project corridor. Business interruptions during construction activities will be minimized through the implementation of the standard Traffic Control Plan, which will include signage and media notification efforts to inform the public that businesses remain open during construction.

From: [Jack n. Alice Morehead](#)
To: [Bowers, Bradley@DOT](#)
Subject: Caltrans' Proposes Meadow Farms' Highway Expansion to Seven Vehicle Lanes
Date: Monday, May 11, 2020 10:08:08 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

FROM: Jack and Alice Morehead
Bishop, CA [REDACTED]

SUBJECT: Caltrans' Proposes Meadow Farms' Highway Expansion to Seven Vehicle Lanes
Caltrans Highway North Sierra Highway Expansion, Meadow Farms ADA Project, North
Sierra Highway Corridor
<https://www.coonsgallery.com/2020/04/15/caltrans-proposes-meadow-farms-highway-expansion-of-up-to-seven-lanes/>

TO: Bradley Bowers

Please read these concerns regarding the above proposed project
from See Vee Ln to Barlow Ln on Hwy 395 in the County of Bishop.

On this section of Highway 395 there are mostly businesses that people drive to and seriously would not be walking to these businesses. There are many automotive repair shops, parts shops, a gas station, an equipment rental business, as well as restaurants and shopping where parking is already provided. The few people that might be out walking can hardly justify this intensive project. Putting a crosswalk in the middle of a major highway doesn't seem safe. Pedestrians and bicycles can safely cross at either signal, and do.

Please also consider that many of these businesses have been here for more than 40 years and all are positioned right on the highway. How could this highway expansion occur without condemning most, if not all, of these old buildings. The business here are not downtown Bishop.

Safety and necessity are big concerns. It seems these funds would be better used in other parts of Bishop. Please reassess the plans and practicality for this area. There is not much room for widening the highway in this area.

bradley.bowers@dot.ca.gov

cc:

David S. Kim, Secretary
California State Transportation Agency

Response

The chosen alternative was selected to best meet the purpose and need of the project while minimizing harm to the natural and human environment. The widening required to construct ADA-compliant pedestrian facilities will not condemn or relocate any business within the project limits. The crosswalk which crosses US 395 will be pedestrian activated and meets all highway safety conditions for the posted speed limit in the project vicinity. Funding for this project has been approved by the CA Transportation Commission and does not negate other projects in the Bishop area.

From: [Joann Murdy](#)
To: [Calloway, Angie K@DOT](#)
Cc: [Bowers, Bradley@DOT](#)
Subject: Meadow Farms ADA
Date: Monday, June 1, 2020 9:53:21 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

To Whom it May Concern:

I'm reaching out about the Meadow Farms ADA Project and expressing my total opposition to the proposed Lot 1 purchase in Alternative 2.

Before purchasing this business, I had worked at Meadow Farms Country Smokehouse, Inc. since 1982. During this extended time, it was always apparent that a shortage of parking was our greatest challenge. So shortly after buying the smokehouse in 1996, I also purchased the Exxon gas station next door, where the proposed Lot 1 will reside, and had it torn down for the sole purpose of increasing the parking for my business. For the past 24 years, that new parking area has provided substantial value to our company, especially during the summer when our customers arrive in RVs or pulling their travel trailers.

I would also like you to consider that our customer restrooms are adjacent to this lot on the NorthEast corner of the parcel. We require these to maintain inhouse dining for our business. The execution of purchasing Lot 1 will create separation from our restrooms and our business and, therefore, turn our bathrooms into a public facility, further disrupting our business. Since we will refuse to ensure the maintenance of such a public facility next to a public parking lot, we will no longer be able to provide in-house dining due to the loss of our customer bathrooms.

As it stands, "Lot 1", is already improved, shared, and available with the neighboring businesses when it is not full of our customers. Therefore, I cannot understand the logic of spending the resources to make it a public lot.

This business is long-standing, and we are deeply rooted in supporting local causes. I cannot stress enough that taking this lot from us will have an irreparable financial impact on our business and our ability to operate successfully as a contributor to the community at large.

I adamantly oppose the purchase of Lot 1, in Alternative 2.

Respectfully,

Joann Murdy
Owner

Response

The selection of Alternative 4A does not include an off-street parking lot, thus the lot identified under Alternative 2 will not be purchased or developed by Caltrans.



Michael Errante
Executive Director

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
FAX: (760) 878-2001



June 1, 2020

Ryan Dermody
Caltrans, District 9
500 South Main St.
Bishop, CA 93514

Subject: Letter in Support of Caltrans Meadow Farms ADA Project

Dear Mr. Dermody:

The Inyo County Local Transportation Commission supports Caltrans' proposed Meadow Farms ADA Project. The Commission directed staff to forward a letter in support of this visionary and transformative project. The neighborhoods around the North US395 corridor, Meadow Farms, are the highest population cluster of residential housing in the County outside of the City of Bishop. The Commission urges you to look at the long term vision of the County, the City and the State. A Complete Streets focus on not only autos and trucks, but pedestrian, transit and bicycles is crucial to the quality of life for this segment of the population. The North Sierra Highway Corridor study, completed by Inyo County, is a template of what the community desires in that neighborhood. The Commission understands that there will be many decisions made within the design process, and that the spirit of community partnership is essential. We look forward to this project moving forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Errante".

Michael Errante, Executive Director
Inyo County Local Transportation Commission

Response

Thank you for your comments and letter of support.

-----Original Message-----

From: ED PITTMAN [REDACTED]
Sent: Sunday, May 17, 2020 9:31 PM
To: Calloway, Angie K@DOT <angie.calloway@dot.ca.gov>
Subject: US395 changes Meadow Farms

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Calloway

Thank you for the chance to comment. I wish I was healthy enough to do full research on this.

Key thoughts:

- Once there was a major study on a complete bypass of Bishop for US 395. Oops, lots of protests. Idea got buried.
- A few years ago Caltrans funded a study regarding an extension of See Vee Lane north of 395, with one or more Highlands Mobile Home Park street extensions to intersect that extension. We would exit those routes to the new signal instead of using the existing exit. The signal got built as it is without any of the See Vee extension alternatives being adopted. I was severely disappointed! I live in Highlands Mobile Home Park and really wanted a much safer way out of here than the current intersection at the exit from Highlands. There are too many of us in here for a single exit! Nope. Didn't happen.
- I do walk downtown from Highlands from time to time and would do it more often with a better pedestrian configuration.
- I did advocate for the leveling of the exit intersection from Highlands a few years ago after being stuck in the ice that built up in the dip there more than once. That leveling was a big improvement, but came up a little short. The current design is most often a single lane because too many of us take the center of the almost, but not quite wide enough lane that is currently there. I have been there 3 - 5 minutes behind a substantial line of cars a few times trying to get out.
- Most Important! The exit from Highlands must have two exit lanes clearly created for right and left turning vehicles. With a sufficiently long driveway section to hold two lanes of exiting traffic. And, a pedestrian button lighted crosswalk to allow walking across 395 safely.
- Please consider in the design of that intersection that high profile vehicles in the left lane of the exit block the view from low profile vehicles in the right lane. I assume there is a solution in your design manuals! My amateur thought is that the stop line on the pavement for the left lane is sufficiently far behind the stop line for the right lane that right lane cars can see left down 395 far enough to go ahead and make their exit safely while the car in the left lane is waiting for full access across into the east bound lanes of 395.

- The Highlands signs may need to be moved further back from Hwy 395 to guarantee clear views to the east from exiting traffic.

- There are no viable alternatives to Hwy 395 continuing to increase in traffic, and the private land along 395 in this area will also be built up over the years.

- Please go ahead and deal now with the actions necessary to build the widest and most accessible alternative. Yes it is more expensive, but there is no question that it will become even more necessary in a few years than it may appear to some to be now.

- I have lived here 20 years now, longer than anywhere else in my life and have been amazed at the slow motion progress toward making what have been for a long time clearly necessary improvements such as this.

Thank you. I hope your progress on this goes smoothly and quickly.

Ed Pittman



Response

Future improvement to Highlands which would include a bypass or new entrance/exit would need to be led by the property owner(s) and Inyo County. Caltrans has authority over the highway but not adjacent streets.

Your comment about ice build-up at the Highlands driveway and US 395 has been noted and the design engineer will ensure the angle of the driveway meets all standard specifications while avoiding this issue as much as possible. The project engineer will also investigate the feasibility of two exit lanes for Highlands as final design work is completed. Sight distances will be coordinated with the final design and will adhere to standard design guidelines.

While Alternative 4A was not the widest design possible, it was selected as the most appropriate design option to serve the current and future needs of the project area with the least amount of impacts.

June 1, 2020

Angela Calloway
Via email: bradley.bowers@dot.ca.gov
Environmental Branch Chief
California Department of Transportation
500 S. Main Street
Bishop, CA 93514

Re: Meadow Farms ADA Project, Bishop

Dear Ms. Calloway and Mr. Bowers,

I am writing in support of Alternative 2 for the Meadow Farms ADA Project. I'm not in favor of widening the road for parking. I think a better alternative is the pedestrian overpass, sidewalks and additional parking areas. Going into the future we need to think of arrangements for fewer cars and on-street parking will create more congestion.

It is also an imposition to local businesses to utilize more of the edges of the current roadway and cause the roadway and cars to be even closer to businesses. It will also create more asphalt coverage which will increase runoff.

Thank you for considering my opinion!
Sincerely,

Sara Steck

Response

Your comment and preference for Alternative 2 were reviewed by the project development team, and although Alternative 2 was not selected, Caltrans thanks you for your comments. Alternative 4A will only allow on-street parking on the southbound side of US 395 which should alleviate some of your concerns about traffic congestion. The additional asphalt coverage from widening the highway will be calculated and runoff will be captured and treated following all State and Federal stormwater permits and requirements.

LAW OFFICE OF TIMOTHY B. SANFORD

8 OAKTREE PLACE
POST OFFICE BOX 8081
MAMMOTH LAKES, CALIFORNIA 93546-8081
(760) 934-4529
FAX (760) 934-5087
tbsanford@timothysanfordlaw.com

TIMOTHY B. SANFORD
STEPHEN N. RAPPOS
PATRICIA M. CORTO, C.P.

April 29, 2020

Via Email: bradley.bowers@dot.ca.gov
and U.S. Mail

Angela Calloway
Environmental Branch Chief
California Department of Transportation
500 S. Main Street
Bishop, CA 93514

Attention: Bradley Bowers, Associate Environmental Coordinator

Re: Initial Study with Proposed Mitigated Negative Declaration for Meadow Farms
ADA Project

Dear Ms. Calloway and Mr. Bowers:

This office has been retained by Wynne Benti, Trustee of the Coons Benti Family Trust, the owner of the Coons Gallery in Bishop. The purpose of our retention by Ms. Benti is to advise and assist her with regard to the proposed Meadow Farms ADA Project ("Project"). In particular, Ms. Benti has concerns with the adequacy of the Initial Study ("Study") and Proposed Mitigated Negative Declaration for this project. This letter shall endeavor to outline these concerns in the hope that the Study will be strengthened and conform to requirements of the California Environmental Quality Act, such that the ensuing Mitigated Negative Declaration or Environmental Impact Report, as warranted by the revised Study, will be able to withstand legal scrutiny and possible challenge.

Our client's concerns center around the Study's inadequate provisions regarding protection of the Coons Gallery ("Gallery"), a building which the Study concedes is an historical resource entitled to special consideration under CEQA. Specifically, the Study fails to adequately address flooding and erosion issues impacted by the Project, as well as aesthetic damage to the Gallery building.

In addition, we believe the Study fails to adequately address impacts of the Project on two Species of Special Concern, as well as affected birds and bats.

Angela Calloway
Environmental Branch Chief
California Department of Transportation
April 29, 2020
Page 2

As you know, the purpose of an Initial Study is to “determine if the project may have a significant effect on the environment (emphasis added)” (CEQA Guidelines (“Guidelines”), section 15063(a)). A lead agency can only adopt a mitigated negative declaration when it is convinced mitigation measures will reduce impacts to the point where clearly no significant effect on the environment would occur. Public Resources Code sections 21064.5, 21080(c)(2); Guidelines, sections 15006(h), 15064(f)(2). The current Study does not constitute an adequate foundation upon which the Department of Transportation can make these findings.

Further, “a paramount consideration is the right of the public to be informed in such a way that it can intelligently weigh the environmental consequences of any contemplated action and have an appropriate voice in the formation of any decision.” (Environmental Planning and Information Council v. County of El Dorado (1982) 131 CA 3d 350, 354). (See Guidelines, section 15201: “Public participation is an essential part of the CEQA process”). The inadequacies of the current Study make it impossible for the public, and our client in particular, to weigh environmental consequences or have appropriate participation.

1. The possible impact of the Project on erosion and flood hazards to the Gallery. As the Department is aware, the Gallery property has in the past been subjected to flooding, both from the Matlick ditch and from water sheeting off of the highway. Enclosed with the mailed version of this letter is a disc containing three videos of such previous flooding; photographs of previous flooding are attached to the email version of this letter. A “Draft Project Report to Authorize Public Release of the Draft Environmental Document, dated April/2020” prepared by or for the Department appropriately states that the “design phase of the project will need to detail how drainage is collected and conveyed” (page 12). Unfortunately, the Study fails to adequately address this, much less in detail. While the Study concedes the rerouting and reconstruction of the Matlick ditch “may result in permanent impacts,” it does not say what these impacts might be. Similarly, the Study states that “various culverts” will need to be extended, but does not identify such culverts, much less evaluate potential impacts from their extension (page 88).

With regard to the Gallery building itself, the Study mentions mitigation measures to protect the building during construction, and otherwise merely relies on its assumption that the State Historic Preservation Officer will subsequently approve the Project (but what if the SHPO does not?) (See, for example, pages 73-75; page 100). The potential for flood and/or erosion damage to the Gallery as a result of the Project is not mentioned, much less evaluated. On page 108, the Study defers to the Water Quality Control Board and the Army Corps of Engineers for “specific minimization measures” to be outlined sometime in 2023, but CEQA requires that such measures be specified and evaluated before approval of a Mitigated Negative Declaration, not after; and it is not clear that even these measures would address flooding and erosion, as opposed to water pollution. The checklist on page 108 concludes the Project will have “less than significant impact” regarding

erosion, surface runoff, runoff exceeding the capacity of drainage systems, or redirecting flood flows, but offers no discussion or data to support these conclusions.

Perhaps the reason for the Study's omission of any evaluation of erosion or flooding issues arises from the fact the Study relies on an outdated FEMA Flood Insurance Map. Under the heading "Topics Considered But Not Determined to be Relevant" is a paragraph entitled "Floodplains," which reads as follows: "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 06027C00950, the project is located in an "area of minimal flood hazard" (Pages 22 and 23). Critically, this is not accurate. The old FEMA map reflecting this status was replaced by a new FEMA map dated June 25, 2019, various copies of which are both attached to the email version of this letter and included in the disc enclosed with the U.S. mail version of this letter. This map shows a substantial portion of the Gallery property in a High Risk Zone, which zone curls around and is immediately adjacent to the Gallery building itself.

Indeed, it appears from the new map that FEMA expects the Gallery building to act as something of a dam or levy, with commensurate damage and destruction as a result.

"A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Guidelines, section 15064.5(b). A substantial adverse change to an historical resource is defined as "physical...destruction...or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (emphasis added)." Guidelines, section 15064-5(b)(1). Adding more pavement adjacent to the Gallery would seem to inevitably increase the likelihood of significant flooding; at the very least, CEQA requires that this impact be evaluated. Also, even apart from the fact it seems likely the Project would exacerbate the flooding potential such that the building itself would be at risk, under the Guidelines a significant effect on the environment occurs even when only the immediate surroundings may be destroyed or just altered. Of course, the finding that a significant effect on the environment may occur as the result of the Project means that an EIR must be prepared.

With regard to the issues of flooding and erosion impacts, the Study seeks to justify its finding of insignificant impacts on conclusory statements unsupported by data or accurate facts and attempts to make up for this by relying on future studies to be conducted by others (the SHPO, Corps of Engineers and Water Quality Control Board). CEQA does not allow this. The lead agency is required to have the studies done and the factual data revealed prior to the adoption of a negative declaration, not after, so that the public can be fully informed.

Angela Calloway
Environmental Branch Chief
California Department of Transportation
April 29, 2020
Page 4

As stated in a familiar local case, the Initial Study must “disclose the data or evidence upon which the person(s) conducting the study relied. Mere conclusions simply provide no vehicle for judicial review.” Citizens Association for Sensible Development of Bishop Area v. County of Inyo (1985) 172 CA 3d 151, 171.

Another leading case is relevant to this situation. According to the opinion in Sundstrom v. County of Mendocino (1988) 202 CA 3d 296, CEQA is violated when a local agency fails to explain how mitigation measures would work, fails to describe the data relied upon in arriving at mitigation measures, and defers studies and evaluation of possible impacts and mitigation measures until after project approval. The burden of environmental investigation is on the lead agency, not on the public, and an agency “should not be allowed to hide behind its own failure to gather relevant data” (at page 311). When a lead agency determines an EIR is unnecessary, the Initial Study is required to serve the purpose of providing “documentation of the factual basis for the finding in a negative declaration that a project will not have a significant effect on the environment.” Guidelines, section 15063(c)(5). Sundstrom also reiterates the holding of the California Supreme Court that only a “fair argument” that significant impacts “may” occur is sufficient to require an EIR.

2. The possible impact of the Project on the aesthetics of the Gallery. The Study asserts the Project will have no aesthetic impact on the “existing visual character or quality of public views of the site and its surroundings,” but gives no support for this conclusion (page 94). The Study also claims there will be less than significant aesthetic impact on the historical Gallery building in general. To support this conclusion, the Study asserts the Project will not affect the building itself, and concludes, without support, that movement of the Gallery sign would not affect the visual aesthetics of the building (page 94).

The Study does not address the impact of cars parking in front of the Gallery on the enlarged right of way in Alternative One. The Study nowhere indicates to what location the sign could or would be removed; there would be very little room between the new right of way and the building and thus it seems likely the sign would have to be moved in a location in which it blocks the view of the Gallery. As was previously noted, under CEQA a project may have a significant effect on the environment, requiring an EIR, if the Project would alter either the historical resource itself or its immediate surroundings such that (in this case, the aesthetics of) the resource would be materially impaired. Guidelines, section 15064.5. The addition of parallel parked vehicles on the expanded right of way directly in front of the Gallery, and the new sign location, would seem to make the historical Gallery building largely invisible to the public.

This impact primarily relates to Alternative One; however, the Study is vague as to whether the sign would have to be moved in Alternative Two as well, stating that sign relocations under Alternative Two would be “generally not required.” (page 19).

3. The possible impact of the Project on wildlife. While the study concedes the Project “may” have an impact on Owens Speckled Dace and birdlife, and “will” have “permanent impact” on the Owens Sucker, the suggested mitigation measures consist largely of the presence of a biological monitor, and a subsequent (post-approval) review and evaluation by the California Fish and Wildlife Service and the Lahontan Regional Water Quality Control Board (pages 90-91, 120).

Apparently, the only function of the biological monitor is to monitor dewatering and diversion activities to ensure “appropriate” water intake and output velocities to reduce harm to the fish and their habitat. This conclusory statement is not supported by any data. (BIO-1, page 91).

BIO-3 on page 91 attempts to assure the public that a dewatering and diversion plan will subsequently be prepared by Caltrans design engineers and submitted to CDFW for approval. But it has already been noted that mitigation measures must be evaluated and specified before project approval and cannot be deferred until later. The public would have no way to participate in a process that takes place after CEQA approval has been given.

Also, monitoring programs are only permitted by CEQA to ensure compliance with specific mitigation measures. Public Resources Code, section 21081.6(a)(1); Guidelines, section 15074(d). Here, the specific mitigation measures, if any there will be, are being deferred until after CEQA approval, so it is not known what, if any, monitoring will be done. CEQA does not allow purported mitigation conditions to the effect that a biologist will monitor to see that everything is being done appropriately, as is stated by BIO-1. What is and is not appropriate must be set forth in specific mitigation measures. The biologists are not allowed to make up mitigation measures as they go along; rather their purpose is to monitor the implementation of specific mitigation measures set forth in the Initial Study.

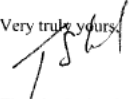
With regard to birdlife, conditions BIO-6 and BIO-7 suffer from the same improper general grant of authority to a monitor; and BIO-7 does not even assure monitoring, instead indicating that monitoring “may” occur.

Finally, BIO-8 purports to address impacts to bats and other “culvert-dwelling species” but only does so by indicating that surveys will take place later. CEQA requires that such surveys be done before CEQA approval, so that the results of the surveys can be evaluated and appropriate mitigation measures can be implemented as a part of the public CEQA process.

Angela Calloway
Environmental Branch Chief
California Department of Transportation
April 29, 2020
Page 6

We hope the input contained in this letter is helpful to ensure that any adopted Mitigated Negative Declaration or EIR can survive legal challenge. It is hoped that the Department will remedy the various concerns mentioned in this letter such that either an EIR is prepared or a revised Initial Study and Mitigated Negative Declaration is either recirculated (Guidelines, section 15073.5) or made the subject of a public hearing (Guidelines, section 15074.1).

In the meantime, please feel free to contact the undersigned if you have any questions or if you would like to discuss possible ways Ms. Benti's concerns can be appropriately resolved.

Very truly yours,

Timothy B. Sanford

TBS:pmc

cc: Client

Encl.

(benti:trscalloway042720)

Response (Numbers correspond with those used in comment letter)

1. Erosion and flood hazards to Coons Gallery

The FEMA floodplain map used in the draft environmental document circulated in April-June 2020 has been confirmed by FEMA to be the most up to date and appropriate map of the area. A *draft* floodplain map has been developed by FEMA since the release of the official map used by Caltrans but has not been approved and therefore is not appropriate for analysis as changes to it could occur prior to its approval. This was confirmed through correspondence with FEMA in May 2020. Although the official floodplain map was correctly used to determine the project would not have an impact on floodplains, your comments and the draft map were reviewed by the project engineer and district project development team prior to making an alternative selection. The selection of Alternative 4A will increase the impervious surface area of the project vicinity, and additional runoff will be channelized and treated according to the requirements of the Statewide General Construction and National Pollutant Discharge Elimination System (NPDES) permits. Concentrated flows from the new curbs and gutters will be collected in standard drop inlets and directed into Bishop Creek, which will include replacing and extending the existing culvert near Coons Gallery. The existing culvert is appropriately sized to convey expected flows of stormwater and this will not be impacted by extending the culvert. The hydraulic capacity of Bishop Creek will not be altered by this project, and as Coons Gallery is raised above the banks of the river and this alignment will not be altered, no significant increase in risk of flooding to the Gallery will occur as a result of this project. Standard sidewalk design is sloped slightly towards roadways, and any sheet flow during rain events will flow towards the road and away from private properties. The mention of "various" culvert replacements throughout the project area was intended to show the difference in replacements required under Alternative 1 versus Alternative 2. Additional language has been added to this document to help clarify stormwater control methods to be used on this project.

2. Coons Gallery and Sign

Language has been added to this document to clarify statements made in the draft document. It was determined in the Historic Resource Evaluation Report (HRER) that the Coons Gallery was built in 1949, and the gallery/residence, garage, and pumphouse comprise the significant parts of the property as locally notable examples of mid-century modern design and its association with Robert Clunie and the California Plein-Air art movement. It was also found that none of the landscaping is original, nor is the concrete driveway or sign as all were constructed after Clunie's death in 1984. Therefore, the gallery sign, driveway, and landscaping are not considered contributing elements of the property. Although the sign and landscaping do not contribute to the property's historic eligibility, relocation of the Coons Gallery sign outside of the expanded right-of-way under Alternative 4A will occur under all property acquisition payment requirements of the State of CA. On-street parking will not be allowed on the northbound side of US 395 under the selected alternative, and public parking in front of the gallery will not be altered from current conditions.

The aesthetic impacts from the selected alternative were studied by the Caltrans licensed Landscape Architect. Within the viewshed of Coons Gallery there are numerous business signs and billboards that create cumulative visual clutter. Within this collection of business signs, some appear older than others but none are of an aesthetic quality that would be memorable to passing motorists so they would be familiar with it to the level of constituting a visual landmark. The materials used in the gallery sign include wood or concrete and a rock/cobble base. Except for the matching color of the verbal part of the sign and its smoothness, the other elements of the sign do not match the visual elements and materials of the gallery building itself. The sign and building are notably different styles therefore alteration or relocation of the sign would not cause a significant impact on the visual quality of the building.

Currently when visitors approach Coons Gallery from the east (from the neighboring Mahogany Smoke Meats store) views of the Coons Gallery sign and building are regularly blocked by vehicles parallel parked between the Meat store and the Gallery. Although on-street parking in this location is not allowed, as noted in the comments it does happen routinely. The selected alternative will create ADA-compliant sidewalks at this location and not allow on-street parking within the 5-foot shoulder which should improve street views of the Gallery and its sign from this direction. Movement of the sign to a different location or configuration on the Coons Gallery property will not create an adverse impact to the visual quality of the roadway within the immediate viewshed.

As noted earlier, Caltrans has committed to coordinating with individual landowners through the right-of-way and final design processes to account for individual preferences and concerns. Although the Coons Gallery sign will need to be altered or relocated to accommodate the new sidewalks, the exact configuration of the relocation must be done in conjunction with the property owner as any new placement could impact the Gallery's existing landscaping and trees. While the final location and orientation of the relocated sign are at the discretion of the landowner (within County regulations), some potential options would be to relocate the sign and base to a new location on the property or preservation of the sign and modification of the base to fit other suitable locations on the

property. No specific minimization measure has been proposed for relocating the Coons Gallery sign as negotiations for the final sign location and orientation will occur during the right-of-way phase of this project.

3. Impacts to Wildlife

Language has been added to this document to clarify statements made in the draft document. Installation of concrete pylons (pillars/piles) into the bed of the North Fork of Bishop Creek will permanently impact approximately 12.6 square feet of streambed habitat for the Owens sucker and Owens speckled dace, however the small area of permanent impacts compared to the total available habitat area in and around the vicinity resulted in Caltrans' conclusion that impacts to habitat are less than significant. Fish species tend to move throughout their habitat in search of food and shelter from predators. Although both species are known to occur in the general area, it is not possible at this time to say with certainty that individuals of either species will be within the permanent or temporary impact areas when construction occurs. Both species are considered species of special concern by CDFW, but are not listed as rare, threatened or endangered by either State or Federal Endangered Species Acts. This is due to the relative abundance of both species not warranted a more restrictive listing status. Again due to the small area of impacts, individual members of either species are not anticipated to be significantly affected by project activities, however avoidance and minimization measures have been proposed to further avoid and reduce less than significant impacts to the species. These measures include fulltime monitoring by a qualified biologist when work is occurring in the creek, pump screens and velocity constraints, and a mandate for the monitor to capture and relocate any fish species stranded by dewatering activities. These measures will be implemented on the project as commitments, and additional measures could be required by CDFW through the 1600/1602 Lake and Streambed Alteration permit and their review and approval of the water diversion plan. Their permit and review do not replace any Caltrans commitment but could bolster them. It is impossible to know and disclose exact permit conditions prior to acquiring the permit. As impacts to the fish species and their habitats are not considered to be significant, mitigation under CEQA is not required, and as stated all proposed commitments are intended to avoid or minimize less than significant impacts, therefore the biological monitor is not part of a monitoring program for mitigation under CEQA.

Nesting birds and bat surveys were performed prior to release of the draft environmental document, and as noted were not found within the project limits. Due to the uncertainty around the movement of species between these initial surveys and the start of construction activities, additional surveys for nesting birds and bats or other culvert-dwelling species will occur closer to the start of construction activities. This is a common practice and helps ensure species have not moved into the area after initial surveys have been performed. The pre-construction surveys are a commitment by Caltrans to further avoid or minimize any impacts to nesting birds and bats which are considered less than significant. Similar to the fish species, the availability of nesting and roosting habitats in the area surrounding the project makes the loss of relatively small areas of nesting habitat (through tree removal) and temporary restriction of roosting habitat (when the bridge is under construction) less than significant. Additional commitments have been included in this project in the event the pre-construction surveys identify actively-nesting birds or

bats roosting under the bridge. If nesting birds are found within trees which will be removed, the nests will be monitored and tree removal will not occur until after the fledgling has left the nest (BIO-5 and BIO-6). If active nests are found near the project area but outside of any direct impacts, indirect impacts from construction noise is the concern. Due to the mixed rural/urban nature of the project area, potential nests could occur within a limited distance of construction work but may not be impacted by construction noise due to the presence of noise-dampening objects (such as commercial buildings, homes, business signs, trees etc.) between the construction area and the nest. Due to the myriad scenarios in which noise would or would not impact any potential nest outside of the direct impact area, the nests will be identified during pre-construction surveys and evaluated by a qualified biologist. If indirect impacts from construction noise are reasonably expected, the biologist will implement a no-work buffer around the nest and procedures under BIO-5 and BIO-6 will be followed. If the nest is not expected to be impacted by noise, the biologist will monitor the nest for flushing or other signs of stress to ensure construction noise is not impacting the nesting bird (BIO-7). Regardless of their locations, impacts to nesting birds are determined to be less than significant under CEQA, and the commitments included on this project are intended to further avoid or minimize any less than significant impacts.

In a similar fashion, bat surveys will be performed again prior to construction occurring to confirm the lack of roosts found during initial surveys. Although they were not found during initial surveys there is potential for them to move into the area before construction. If no roosts are found prior to construction, no additional measures will be required. If roosts are found prior to construction, exclusionary netting will be implemented which will allow bats to leave the bridge area but not return. Exclusionary netting is a standard measure when bats are present in construction areas and has not been found to harm them. There is abundant roosting habitat in the immediate vicinity around the project area and the temporary exclusion of bats from roosting under the bridge during construction will not significantly impact them. Additionally, it should be noted that bats are not listed as species of concern under either State or Federal regulations due to their abundance and the project will have a less than significant impact under CEQA on both their habitat and individual members.

No impact identified while analyzing this project has been deemed as significant under CEQA, therefore the preparation of an Environmental Impact Report (EIR) is not necessary.

Ms. Angela Calloway
Mr. Bradley Bowers
Ms. Denee Alcala
Caltrans DOT
500 S Main St.
Bishop CA 93514
RE: Meadow Farms ADA Draft Environmental Assessment

Thank you for the presentation 5/21/2020. If available, I would like to get a copy of the transcript. I was not able to ask my questions last night, but will the Draft EA comments be available to the public to read?

Additionally:

Bradley mentioned that 1200 letters were sent out to residents. Was that the letter dated February 13, 2019, 09-Iny-395-PM 117.30/117.90 to my late husband, Richard Coons, the letter referenced? That letter mentioned the "Meadow Farms ADA project in Inyo County." Copy attached.

As we all know, this is a mixed-use residential-commercial area, as zoned by the County. The early 20th century buildings were not designed to have highway traffic a few feet from their doors.

Fishing opener parking study:

We discussed the "parking study," page 49 of the EA, conducted April 26, 27, 28 from 7am-7pm. Though that is the weekend of the fishing opener, most of the Sierra is still inaccessible because of snow, campground and pass closures. The study was not representative of peak summer and winter seasons. It is the shoulder season, when the ski season typically ends and summer vacations begin.

After hours parking (9pm-4am):

Caltrans' parking survey did not consider tractor-trailer traffic, heaviest between the hours of 9pm and 4am and the need for parking.

Is it the intention of Alternative 1 to allow 24/7 commercial vehicle parking? Diesel engines are left running out of necessity while drivers access Chevron. Inyo County residents are sleeping next to those engines. I addressed this in a letter to Caltrans, and then to first district supervisor, Linda Arcularius/BOS in 2002-2003, but no action was taken.

Tractor-trailers park on the Tribe's vacant lot. Tractor-trailers park in the middle of the

highway during daylight hours. They are on schedules and often can't pull in to the Tribe's lot because of vendors, ESTA buses, other vehicles parked there.

No posted parking hours:

If there are no posted parking hours limiting parking after business closures, that means any vehicle, Class C, Class B, or Class A, can park along that section of US 395, between See Vee and Barlow Lanes, 24/7. Vehicles park there anyway to primarily access Mahogany Smoked Meats, but the lack of a defined lane, discourages it.

Parking enforcement:

CHP and the Inyo County Sheriff have never enforced parking between See Vee and Barlow Lanes and will not. They have other priorities. I've spoken to both offices. The County must create a parking code and enforce it. CHP won't do it.

Crime:

Every business here has been broken into at least once, after hours, with the exception of Chevron. I believe allowing all night parking will increase the security risk for businesses and residents. Security systems and cameras are not much of a deterrent these days. Without a parking code or mandate from the State or County, neither the CHP nor the Inyo County Sheriff will enforce parking violations.

Parallel parking lanes:

Two parallel parking lanes in the lanes of traffic will add chaos to an already chaotic situation (Alt 1). This will become more chaotic once commercial air service officially transfers from Yosemite-Mammoth Airport to Bishop Airport. There are plans to operate additional shuttle busses to and from Mammoth for all flights. This includes Mammoth Mountain, ESTA and additional shuttle services. If curb parking is available 24/7, any vehicle including 40-ft. busses, shuttles, tractor-trailers will be able to park there.

Personal invested rant:

There are two driveways at Coons Gallery. When my customers or I pull out, we look into the grills of parked vehicles, and cannot see past them into incoming traffic, if we can get out at all. Even when Mahogany Smoked Meats' parking lot is empty, passenger vehicles towing boats, RVs, and trucks, often block both driveways. For twenty years, I've had to walk next door to Mahogany Smoked Meats and jovially yell into the crowd, "Who owns the Safari Trek pulling the boat? Could you please move your vehicle. It is blocking my driveway."

With Alt 1 curbed parking, any business will have to navigate between pedestrians, parked vehicles and motorcycles, and bicycles, into traffic, often traveling well over the 35 mph speed limit.

Alt 2

The bulk of daytime parking can be best addressed with the two proposed lots and a connecting pedestrian crosswalk. However, there is high density residential on the west side, and residential along Shelly Creek on the east side.

I don't see traffic diversion for short-cutting as a problem, because of bottlenecks along West Line Street, Red Hill Road and Sunland and the potential one at See Vee and West Line Street.

Hope this helps. Have lived on the highway here for 20 years...before Chevron, O'Reilly's and the Paiute Palace...when you could leave your door unlocked, drive to Carson City for the day and not worry.

My attorney, Tim Sanford, submitted a letter with our other concerns.
Wynne Benti

Response

**Correspondence with Ms. Benti has occurred throughout the project comment periods and answers to some questions in her comment letters regarding access to documents and schedules or similar comments that were repeated in more than one letter have not been reproduced here.*

Fishing Opener Parking Study

As noted in the original draft document and in previous responses, the parking study dates were chosen to represent a weekend with higher than average visitation, not capture the peak weekend for all businesses throughout the project area. Due to the inherent variation in visitation for various businesses, 85% occupancy of any parking lot was considered full to account for times with higher visitation.

After Hours Parking/Enforcement/Crime

All on-street parking allowed under Alternative 4A will adhere to existing Inyo County parking ordinances. Violations of these ordinances should be addressed with the Inyo County Sheriff's Department and the CA Highway Patrol. Changes to existing or additional ordinances should be addressed with the Inyo County Board of Supervisors. Please see CA Vehicle Code (CVC) 22507, 22507.5 and State Highway Code (SHC) Division 18 Parking for more information.

Parallel Parking Lanes

On-street parallel parking will only be allowed on the southbound side of US 395 under the selected alternative. Existing similar facilities throughout the state that currently allow parallel parking have not seen increased collisions due to parked vehicles. The types of vehicles allowed to use the parallel parking lanes will adhere to existing highway code and Inyo County ordinances.

Personal Rant

Alternative 4A will not allow on-street parallel parking on the northbound side of US 395 in front of Mahogany Smoked Meats or Coons Gallery. On-street parking on this side of the highway is currently not allowed and enforcement comments should be directed to CHP and the Inyo County Sheriff's Department.

Alternative 2

This alternative was not selected and no off-street parking lot will be purchased or developed by Caltrans. The loss of parking spaces on the southbound side of US 395 will be replaced with on-street parking, and spaces lost on the northbound side will not be replaced due to the availability of existing off-street parking.

From: Wynne Benti <[REDACTED]>

Sent: Thursday, April 16, 2020 1:17 PM

To: Bowers, Bradley@DOT <Bradley.Bowers@dot.ca.gov>; Alcala, Dennee@DOT <dennee.alcala@dot.ca.gov>

Subject: Request to Extend Caltrans Comment Date 60 days past May 16 due to Covid-19

EXTERNAL EMAIL. Links/attachments may not be safe.

April 16, 2020

Attention: Bradley Bowers

Department of Transportation, Environmental Analysis
500 S. Main Street, Bishop, CA 93514

RE: Meadow Farms ADA / North Sierra highway Widening Project Draft
Environmental Assessment

Dear Mr. Bowers,

I'd like to request an extension of the comment period for the Meadow Farms ADA Project, 60 days past the current deadline of May 16, 2020. The public notice in the 31 Mar 2020 Inyo Register was not clear that it was a draft environmental assessment for a major highway widening project.

Most people were unaware of a highway expansion. Alternate 1 creates seven vehicular lanes,

two bike lanes and two ADA sidewalks, widens the road by at least sixteen feet, expands the bridge and affects a lot of property owners between See Vee Lane and Barlow.

The State and County have an ethical duty to the residents of Bishop to hold a public informational meeting to explain the project so everyone understands the options available. A public meeting can be accomplished using Zoom as the Inyo County Board of Supervisors has demonstrated with their own meetings. Right now, the means of distribution for the Draft Environmental Assessment is limited. I made three trips to the Caltrans office, and no one was wearing masks or gloves. Though our risks are less up here, I hope you saw the Los Angeles Times article today on skyrocketing infection within state offices.

Please consider that it has been four years since Inyo County held stakeholder meetings on the North Sierra Highway Corridor. We've waited a long time. Thirty days is not enough time to get information in the environmental assessment out to residents.

Wynne Benti
Coons Gallery
Spotted Dog Press

cc: Dan Totheroh, 1st District Supervisor

--

Wynne Benti

Response

The first public comment period was scheduled to occur from April 1, 2020 until May 16, 2020. This 45-day period exceeded the 30-day comment period required under CEQA. Due to your and other similar comments, and to allow ample time for comments after the May public meeting it was further extended until June 1, 2020. The ad in the Inyo Register correctly stated that the environmental document type was an Initial Study with Proposed Mitigated Negative Declaration and Environmental Assessment.

Although Alternative 1 was not selected, it should be noted that it did not proposed to create seven vehicle lanes as described. It proposed to add bicycle lanes but leave the highway lanes in their existing configuration (4 travel lanes, two in each direction, and one two-way-left turn lane).

An in-person public meeting was scheduled to be held in April 2020, however due to the COVID outbreak this meeting was cancelled and eventually replaced with an online public meeting held in May 2020. An additional public meeting was held in November 2020.

MICHAEL A. DIAS
JONETTE M. MONTGOMERY
SARAH M. HACKER
STEVEN E. ALFIERIS
ELLA R. FLORESCA
DAVID M. LANGE
PAULA C. CLARK
JIMMY J. RODRIGUEZ, OF COUNSEL
ALICIA D. WREST, OF COUNSEL



502 W. GRANGEVILLE BLVD.
HANFORD, CALIFORNIA 93230
TELEPHONE (559) 585-7330
FACSIMILE (559) 585-7335
www.diaslaw.com

May 13, 2020

VIA UPS AND ELECTRONIC MAIL

Email: bradley.bowers@dot.ca.gov

Angela Calloway, Environmental Branch Chief
Attn: Bradley Bowers
Department of Transportation, Environmental Analysis
500 South Main Street
Bishop, California 93514

Re: Public Comment Meadow Farms ADA Project, Inyo County District 9-INY-395
Our Clients: Robert Matlick and Margaret Matlick
S Bar M Properties East, LLC and S Bar M Properties West, LLC
File No: 20.166

Dear Mr. Bowers,

Dias Law Firm, Inc. represents Robert Matlick and Margaret Matlick, which hold the subject properties in the name of their wholly-owned limited liability companies, S Bar M Properties East, LLC and S Bar M Properties West, LLC.

Our clients' familial legacy (properties homesteaded by their great grandfather) faces the threat of eminent domain because of the Meadow Farms ADA project. We submit this correspondence pursuant to the Public Comment period and urge you to carefully consider their concerns.

We have reviewed the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment ("the Study"). Our concerns stem from a careful reading of the Study, as well as our clients' own intimate history with the properties at risk. That history lives on today, not only through our clients' highest and best use of their land, but also in the local nomenclature – Matlick Ditch and Matlick Lane are named after our clients' ancestor.

In May of 1897 Allen Matlick was one of the founding members of the Board of Directors of the Bishop Creek Water Association. That Association continues to this day and its responsibilities include the maintenance of Matlick Ditch. For a view of the Ditch, see your Study, page 85, figure 35. It is with this one hundred twenty-three year (123) perspective that our clients present their comments for your consideration.

Angela Calloway, Environmental Branch Chief
Attn: Bradley Bowers
Department of Transportation, Environmental Analysis
May 13, 2020
Page 2 of 4

Alternative 2, Lot #1 (off street parking lot next to Mahogany Meats):

Caltrans proposes taking the land next to the parking lot currently used by Mahogany Meats. Currently, this lot sits empty and is identified in your Study as Proposed Public Parking Area Lot #1. This was formerly a Chevron / Exxon service station. Your study addresses the Underground Storage Tank remediations conducted prior to or in 2014 (see Study p. 78) and indicates that this lot is still under investigation for environmental suitability. It is also important to point out that Caltrans itself indicates it would only pursue Lot #1 if Lot #2 is determined to be infeasible.

Our clients deeply desire to retain Lot #1.

Not only is this a legacy parcel with significant nostalgic value to our clients, but the parcel represents great value to our clients due to its likely future development. Should the State include this parcel in its right-of-way taking, the State of California faces exposure to justly compensate our clients for the loss of the land value, while there is a lower cost alternative. Further, Lot #1 is adjacent to the parking lot for Mahogany Meats. Mahogany Meats is a tenant of our clients. It is reasonably foreseeable that Mahogany Meats, our client's tenant, will suffer loss of revenue. This would require just compensation be paid to the landlord and the tenant. Indeed, if the impact is so profound as to result in Mahogany Meats needing to be relocated, then the State would be required to provide relocation benefits to Mahogany Meats. Further, the State will be required to compensate our clients for the loss of rental income for the balance of the lease and for foreseeable future rental income as well.

The State may argue that additional parking may benefit Mahogany Meats but given the potential disruption to the business during and after the construction of the entire project, not just Lot #1, there is a significant risk that the tenant's business could simply falter and close down. Small businesses such as Mahogany Meats (and the Antique Peddler discussed below) are more sensitive to a weakened consumer demand, such as we are currently experiencing with the COVID-19 pandemic. Their businesses depend on out-of-the-area visitors, heavy foot traffic and significant social interaction.

A long-term construction project will negatively affect the revenue to our clients' tenants, the existing parking will be affected, access to the businesses will be limited and the value of goodwill will diminish. It is foreseeable that this project could generate irreparable negative economic consequences to the tenants. Those naturally pass to our clients. All of this is compensable under applicable federal and state condemnation law.

Angela Calloway, Environmental Branch Chief
Attn: Bradley Bowers
Department of Transportation, Environmental Analysis
May 13, 2020
Page 3 of 4

The Study, in discussing both Alternative One and Alternative Two at p. 47, states that both alternatives "would not lead to housing demolition or any resident or household/business displacement." We disagree. There may or may not be a physical displacement of our clients' tenants, but our clients foresee a definite economic displacement. And, when there is a large economic impact to said businesses, then we will pursue damages for the loss suffered because of these impacted properties. Certainly, we will be prepared to make these arguments if the State moves forward with the option set forth above.

Should Caltrans take Lot #1, our clients may not physically be displaced directly, but they will be deprived of their land, with its attendant value. Further, we may submit to the court that a change of use of the properties is required, which is also compensable to our clients.

With the above in mind, our clients strongly encourage Caltrans to pursue Lot #2 for off-street parking (the southbound side of 395), which is, as your own Study indicates, more feasible (see p. 78). Ideally, our clients would prefer Alternative Three, which is the no build alternative where no condemnation of private property would be needed.

On street parking, both Mahogany Meats and the Antique Peddler:

Significant concerns remain regarding the on-street parking configurations (or lack thereof) proposed by both Alternatives. Should Alternative One be selected, both Mahogany Meats and the Antique Peddler will be negatively impacted. In particular, the Antique Peddler will lose the 15 existing stalls in front of the store under either Alternative One or Two, leaving them with no dedicated or owned parking. In addition to the impact to the location and number of parking stalls which may be used by patrons, there is also a negative impact to the delivery of inventory to the antique store, where many items are heavy and difficult to move.

Alternate One replaces those with 11 new stalls parallel to the street, Alternate Two replaces those with 9 new stalls (see the Study p. 63 and 66). Either way Antique Peddler loses all parking stalls directly in front of its store, with all the attendant losses as set forth above. Again, this directly impacts to our clients' use of their property and, as such, affects the value of their property in the after condition.

The analysis contained in the report is a rosy view of the future for these businesses in the after condition. Indeed, our clients would request that no action be taken by the State with either Alternative. They strongly support Alternative Three, the no build alternative. In any event, our clients will seek just compensation for compensable losses should Alternative One or Two be selected.

Angela Calloway, Environmental Branch Chief
Attn: Bradley Bowers
Department of Transportation, Environmental Analysis
May 13, 2020
Page 4 of 4

The state has failed to fully appreciate the impact to value that our clients would suffer if Alternative One or Alternative Two were pursued by the State.

We are available to discuss these concerns at a time convenient to you. Also, should you have questions, please do not hesitate to contact our office at (559) 585-7330 or via email at michael@diaslaw.com and steven@diaslaw.com.

Very truly yours,

DIAS LAW FIRM, INC.

A handwritten signature in blue ink, appearing to read "Michael A. Dias", is written over the printed name.

Michael A. Dias, Esq.

Response

Alternative 2 – Lot #1

Alternative 2 was not selected and no off-street parking lot will be purchased or developed by Caltrans. The standard Traffic Control Plan during construction includes signage and media notices to inform the public that businesses throughout the project area will remain open during construction. With the selection of Alternative 4A, an off-street parking lot will not be purchased and developed by Caltrans. This alternative will, however, require right-of-way acquisitions to construct the ADA-compliant sidewalks on both sides of US 395. This alternative was chosen as the most compatible with the purpose and need of the project and the least overall harm to the human and natural environment. Private property or interests therein will be acquired in accordance with Government Code Section 7267. In order to encourage and expedite the acquisition of real property by agreements with owners, to avoid litigation and relieve congestion in the courts, to assure consistent treatment for owners in the public programs, and to promote public confidence in public land acquisition practices, public entities shall, to the greatest extent practicable, be guided by the provisions of 7267.1.(a) The public entity shall make every reasonable effort to expeditiously acquire real property by negotiation. (b) Real property shall be appraised before the initiation of negotiations and the owner, or his designated representative, shall be given an opportunity to accompany the appraiser during this inspection of the property. Caltrans has committed to working with the community and all affected property owners and if your property is affected by the selected alternative the Right of Way Department will be in contact with you to discuss specific impacts to your property.

On-street Parking

In a meeting between Caltrans and the Inyo County Board of Supervisors in November 2020 Caltrans was informed that personal contact between the property owner and Supervisor

Totheroh resulted in acknowledgement of the ability for Antique store customers to use the existing parking lot at Mahogany Smoked Meats. This parking lot is approximately 160 feet from the Antique stores and is not anticipated to be a significant impact on patrons of the business. Both businesses are located on the same property parcel and the amount of available parking in the existing lot will meet all County zoning requirements for commercial parking at the Antique store. Your stated preference for a driveway to accommodate loading/unloading should be addressed with Caltrans right-of-way staff when they contact your client about their specific property.

Second Public Comment Period (October 12 – November 12, 2020)

Angie,

Teri Giovanine shared with me the information she gathered on you ADA Project.

I would like to add some other issues:

1. Parallel parking would create a large hazard by people pulling out into traffic going 45 miles an hour (no one is doing 35mp) plus the U-turns that would take place.
2. There will be so many business taken away there will be no reason to go out there. How can you take peoples lively hoods away for a road development that is not needed! Some of those people will not be able to start over.
3. Snow removal will have to be moved to the center of the highway then hauled out (another expense) plus parking on sides of road how do they plow then?

I do not understand how that kind of money needs to be spent on a few walkers and bicyclist!

Look at the mess Line Street is, drivers our running the stop signs on the side of the road so they can beat the drives on Line Street. I've seen some really close calls. So much anger you have created with a single lane. Just what we needed with everything else going on, trust me people HATE what you did there. Another waste of money!

There are so many other things that money could be spent on. This will not help our community! This is another total waste of money.

What I would like to know is this a done deal or do you really care about what the community wants?
Please feel free to call me.

Mr. & Mrs. G. McCoy also wanted to be included.
Mr. & Mrs. L. Gonzales also wanted to be included.
Carol Bunce

Response (Numbers correspond with those used in comment letter)

1. As noted in previous comment responses, similar facilities throughout the State with existing on-street parallel parking have not shown to have elevated collisions due to parked vehicles. CA Vehicle Code (CVC) 22101 states that “No person in a business district shall make a U-turn, except at an intersection, or on a divided highway where an opening has been provided in accordance with Section 21651”.
2. No business or residential relocations will occur as a result of this project.
3. Snow storage can be utilized on the northbound side of US 395 in the highway shoulder. Snow removal along the southbound side of the highway where cars can park on the street will be performed at the most appropriate times of day as determined by Caltrans maintenance staff. Similar work is routinely performed on streets that allow parking within the City of Bishop and nearby Town of Mammoth Lakes.
4. Violations of vehicle codes such as “running stop signs” should be addressed with the Inyo County Sheriff’s Department or Bishop Police Department, depending on location of the violation. Caltrans has taken multiple steps to engage the community, foster discussion and encourage the submission of comments so that they may be considered prior to a final alternative selection. Although your preference for the no-build alternative was not chosen, your comments were considered prior to Caltrans selecting Alternative 4A.

From: patricia barni <[REDACTED]>
Sent: Tuesday, November 10, 2020 11:29 AM
To: Calloway, Angie K@DOT <angie.calloway@dot.ca.gov>
Subject: Meadow Farms ADA Project public comments

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Calloway,

Please consider the following official public comments for the Meadow Farms ADA Project that would construct ADA-compliant sidewalks, driveways, curbs and curb ramps as well as provide designated Class II bicycle lanes on both sides of US 395 from North See Vee Lane to North Barlow Lane in Inyo County.

We are in favor of the no-build option based on information presented at the November 4, 2020 virtual public meeting for the reasons outlined below.

1. The presentation clearly outlined that the majority of the versions of this project would maintain unsafe parallel parking in front of businesses directly off this section of 395 where the speed limit is 35mph [reality is most cars travel 40-45mph]. We do not believe this would have any benefit on the number of vehicular accidents here and the cost is too high [\$15-18 million] to not solve the safe parking problem.

2. The version of this project that proposes to build a parking lot on the south side of 395 can only do so by taking property away from private owners. No other scenario was presented. To us, this is unacceptable. If a private owner accepts a fair offer to buy their land, fine. But we resist the idea that any land owners be forced to sell their land only to see it paved over for a parking lot that benefits a DIFFERENT property owner. Remember where you are - in Owens Valley. It was but 100 years ago that the City of LA and the federal government colluded to steal private property from farmers and ranchers. That indignity still burns hot. Can we brainstorm other ways to create parking?

-The Rite Aid complex at the northwest end of this project area is sorely underused. Can customers for the businesses in this 2000ft. [read: short] stretch of 395 park here and walk to where they want to go? Americans need more exercise, anyway. If you don't like that idea, why not take some of the money you would save from doing nothing to address the parking issue and hire Eastern Sierra Transport to create a shuttle loop in the area to take people from their cars at Rite Aid to where they want to go on this stretch?

-If the right of way is only increased to one multi-modal path on both the north and south sides of the highway, limited current parking spaces will be destroyed. Why not look at each business affected by this project on a case-by-case basis? The only negatively affected business that voiced its opinion at the last virtual meeting was Coons Gallery and someone else brought up Petit Pantry. Some will not need Caltrans to provide more parking. Some have alleys or streets next to them where customers can park. Some might have parking areas that can be created next to or behind their businesses [maybe with Caltrans help?]. People are ultimately lazy and will not want to walk from a parking lot to a business, no matter how centrally-located you think you are making it.

3. There was little discussion of how this project would create better access to the city of Bishop. I understand the project ends on the east end at North See Vee Lane. But as this project builds better pedestrian access here, it has the potential to provide safer access to all residents of the multiple mobile home parks, Meadowcreek, Lazy A, and Dixon Lane subdivisions as well as the Paiute Reservation. If a multi-modal lane could extend just on the south side of 395 to the path that heads south and intersects Sierra Street, thousands of Inyo County residents could have

better, safer, pedestrian access to the amenities of Bishop. Perhaps with money saved from not creating a parking lot or parallel parking on 395, an extension of the multi-modal path can be considered.

4. On a related note, the presenters intimated that other Caltrans projects are being considered for the rest of 395 heading east into Bishop. WHY would you do this one little section (at great cost) when it might not agree/mesh/conform to the greater plan? Why not take the time to make a grand plan, then if needed, implement it in sections. You have one chance now to affect the way cars and people use the 395 corridor for the next 40+ years. Not only that, but because LADWP owns so much of the land along 395 north and south of Bishop, the current uses of private parcels and the undeveloped status of LADWP lands will arguably remain the same for the foreseeable future - you have the chance to create a very unique [read: inspired, inventive, cool, spectacular, cutting-edge] plan that takes advantage of lands that will not change use over time. Caltrans should use this fact to great advantage for the residents of and visitors to Bishop. But, please, HAVE the grand plan approved and work toward that. This ADU proposal sounds too much like "we have money burning a hole in our pocket. what can we do with it? where can we spend it?"

5. No mention was made of what will take the place of all the unsightly telephone poles that would need to be moved to make room for better paths, curbs and parking. We believe that time is long overdue to transition overhead utilities to underground utilities. This project creates an opportunity to make this stretch of 395 both safer and more beautiful while decreasing the long-term maintenance and fire danger around such lines.

If the project should move forward into a build phase, we would be most in favor of Alternate plan 2 with modifications. We believe it would be safer in this area to have one multi-modal path on each side of the highway so all cyclists and pedestrians are protected by curbs [originally this plan creates separate bike lanes and pedestrian paths]. Creating a parking lot on the north side of the highway west of Shelly Creek road and just east of Mahogany Meats looks like an upgrade for this piece of land but more research is needed. Who owns this property and what is it currently used for? What are the owners future plans for this parcel?

Lastly, we feel it would have been helpful to have the following information provided at the virtual meeting:

- Why is this area being considered for ADA Project? [Public complaints? history of crashes? others?]
- What are the goals of the project? For Caltrans? For residents?
- How will Caltrans monitor that goals of project are met?

Thank you for your time,
Patricia Barni & Christopher Hrabak
Bishop, CA

Response (Numbers correspond with those used in the comment letter)

1. Under the selected alternative, on-street parallel parking will only be allowed on one side of the highway (southbound side). This type of parking in a 35 mph zone has not been shown to significantly increase the risk of accidents. The cost of the project noted in your comment is not to directly solve an existing parking problem; the purpose of the project is to provide ADA-compliant pedestrian facilities as mandated by law. The creation of these facilities requires minimum widths to accommodate ADA users, and the additional width would result in the removal of some parking spaces on both sides of US 395. Allowing on-street parking on the southbound side of US 395 will replace the majority of lost parking spaces and reduce impacts to the community.
2. Alternative 2 was not selected and no off-street parking lot will be purchased or developed by Caltrans. The Rite-Aid complex was noted in the parking study as having

abundant parking which was observed as largely unused, however the distance from this parking to areas where parking will be removed on the southbound side of the project was determined to be too great to reasonably expect the public to use. Creating additional ESTA bus pull-outs in front of businesses along the corridor would require additional right-of-way width which could create greater impacts to businesses than on-street vehicle parking. Per Inyo County ordinance, commercial properties are required to provide a specified number of parking stalls based on the square footage of the commercial building. The inclusion of on-street parallel parking on the southbound side of the highway is intended to lessen the impacts to businesses who will have reduced available parking spaces, and as you correctly noted the public cannot be expected to walk far distances between where they park and businesses, which further emphasized the need to provide on-street parking in front of businesses.

3. The southern limit of this project were chosen due to the end of the existing bicycle lane and existing signal at See Vee Lane. Although this project does not extend into the City of Bishop as you suggest, other Caltrans projects are in various phases of development which would continue the multiuse pedestrian and bicycle lanes towards the Bishop Fairgrounds.
4. See the comment above. Development of future bicycle and pedestrian improvements between the Meadow Farms project limits and the City of Bishop will account for the selected alternative from Meadow Farms and incorporate its elements into the designs of future projects to create continuity.
5. All utility relocations will occur in coordination with the utility companies which own or operate each line. Moving utility lines underground will be discussed with the utility companies, however the cost of moving all utilities underground is untenable given the budget for this project.

Although your suggestion of an altered version of Alternative 2 was not selected, the selection of Alternative 4A will incorporate some elements from your comments. Multiuse paths will be provided on both sides of US 395 which will allow pedestrians and cyclists to travel on a raised sidewalk separated from vehicle traffic. An off-street parking lot will not be developed by Caltrans for multiple reasons including concerns of the current landowners and members of the community.

Comment from Teri Giovanine; received via email 11/10/2020

Hello Angie,

My husband and I listened to the meeting on Wednesday, November 4th.

From the late '80's to the mid-'90's my stepson rode his bike, almost daily, from the Meadow Creek neighborhood to school. Much of his trip was on 395. The bicycle lane functioned well and continues to function well as a shared-use pathway for the volume of cyclists and pedestrians who use this route.

Businesses with little margin between their buildings and the highway would be greatly impacted. I was informed by one business that their building would have to be removed if the highway was widened. We heard the Coons Gallery owner say that she would be rendered invisible by parallel parking on 395. Petite Pantry would no longer have parking in front of the restaurant. One business owner was in jeopardy of having his property taken by eminent domain if the plans with parking lots were chosen. Also, it is unlikely that travelers will park and walk any distance to the businesses on north 395.

Eliminating access points to 395 was used as an argument in favor of options one through four. The major access points, such as Highlands Mobile Home Park and Rocking W Drive don't appear to be changing and we are unclear which access points will be eliminated. We are not sure how this will make things more safe. A safer corridor would be achieved if the Highway Patrol would have more of a presence and control excessive speeds and ticket those who run the light at See Vee. Pedestrians beware. If motorists are willing to run the light at See Vee, how likely are they to stop at a crosswalk with a light?

We are in favor of option 5 due to the expense of the Meadow Farms ADA Project coupled with damage to businesses and the questionable improvement in safety. We realize the money has already been earmarked for an ADA project, but the money would be much better spent widening the 395 death-trap south of Ridgecrest.

Response

As noted in the draft environmental document, no business or residence will be displaced as a result of any of the alternatives which were considered. The selection of Alternative 4A means there will not be on-street parallel parking along the northbound side of US 395 in front of Coons Gallery. Parking will be lost in front of Petite Pantry, however enough parking spaces will remain to allow the business to meet County ordinances, and on-street parallel parking will be created in front of the business. No off-street parking lot will be purchased and developed by Caltrans with the selection of Alternative 4A.

Access points mentioned in the document and in the document and public meeting refer to the many businesses on both sides of the highway in the project area which do not have defined driveways. The absence of defined driveways allows vehicles to enter and exit the highway at multiple locations, which likely contribute to accidents in the area. The project will create defined driveways along with sidewalks throughout the project area, however access to Highlands RV Park and Rocking W Drive will not be changed significantly. Enforcement of vehicle codes is the sole responsibility of CA Highway Patrol and the Inyo Sheriff's Department; Caltrans encourages all public comments regarding enforcement to be sent by the authors to the appropriate enforcement agencies.

Although the no-build alternative was not selected, the chosen alternative (4A) will not damage businesses and none of the project alternatives were developed to solve a safety issue; the purpose of this project always has been to provide ADA-compliant facilities per state mandates. Benefits to safety and the community in general were added into the project where feasible.

Future projects on US 395 near Ridgecrest will be funded from separate, non-competing funding sources and will not be affected by funding the Meadow Farms ADA project.

From: Jay Smart <[REDACTED]>

Sent: Monday, November 9, 2020 8:38 AM

To: Jerry Gabriel <[REDACTED]>; Jon Patzer <[REDACTED]>

Cc: Calloway, Angie K@DOT <angie.calloway@dot.ca.gov>; Lance Hinek <[REDACTED]>

Subject: Re: Meadow Farms ADA

EXTERNAL EMAIL. Links/attachments may not be safe.

Good morning all,

I continue to question when the last speed survey was done. It is only an observation, but I also question whether the current 85th percentile signing can be a reality for what is the present average traffic speed. Certainly the design criteria for the Meadow Farms ADA Project should reflect current traffic speeds.

Best, Jay Smart

Response

The most recent traffic survey was approved and signed by a license civil engineer on 10/31/2019. This study was complete in accordance with the California Vehicle Code and the California Manual on Uniform Traffic Control Devices and supports the posting of the 35 M.P.H speed limit zone.

On Nov 8, 2020, at 8:31 PM, Jon Patzer <[REDACTED]> wrote:

Caltrans D9,

After participating in the last video presentation on this project, I do have a few comments.

1. Get rid of the right-side stripe on the so-called bike lanes. On West Line

Street, it looks like a suicide lane for bicycles. As I recalled from my last viewing of the California Vehicle Code and the Driver's Handbook, bicycles are supposed to stay to the far right if they are moving slower than other traffic. That is for their own health. So, if there are no cars parked there, it is better to stay away from the faster moving traffic, and less of a problem for that traffic to avoid getting too close to the cyclists.

2. It seems you didn't mention in the video presentation that the minimum standard motor vehicle lane width in California is twelve feet from the center of one pavement stripe to the center of the next. Considering an allowed vehicle width of eight and a half feet, and additional needed width for the side view mirrors, 12 feet is not all that generous. It should be a priority to have at least that width of lanes.
3. As I brought up in the meeting, cyclist, including small children of tricycles, should be allowed on sidewalks. This is not the case on highway 395 in downtown Bishop.

4. More about that, I mentioned that with the aid of electric motors, there are many variations of bicycles, with different capabilities and license requirements. This also needs to be considered when considering combined use sidewalk versus street usage for cycles.
5. The statement that "yes there will be street lighting". Hopefully it will be at a minimum for safety warrants. Bishop is way bright at night as it is. I definitely support the "dark skies initiatives".
6. There are recommended curb return radiuses for California highways. I have not looked at the proposed plans, but take mercy for large vehicles, both trucks and recreational types. Give them some turning room. It also helps to have a place where trucks can unload to supply the businesses. Bishop is hurting in these aspects. That is part of the reason that downtown commercial property is not desirable.
7. On property acquisition for parking, my house was taken by immanent domain when I was in Junior High School to expand the local park. Many years later, one of my nephews discovered that a politically connected resident on the bluff above our house wanted a better view toward the ocean. Our house was the only one in the three blocks below, because it was the only lot that had access to a sewer line. By expanding the park, the politician would have the city plant grass and maintain it in the view from his property. For years, it was just grass, with a public restroom where our house used to be - the only place with a sewer connection. After 50 plus years, it is finally looking like a real park. Hopefully, Caltrans can do better than that in acquiring property.

In conclusion, plan number 2 is the closest to achieving the goals of improving transportation as I see it.

Response (Numbers correspond with those used in comment letter)

1. The selected alternative will have the multiuse paths on both sides of the highway, and a 5-foot-wide shoulder on the northbound side which will not be used for parking but will be available for cyclists comfortable with riding on the highway asphalt. The vehicle lane will be striped, but the shoulder will not be striped as a designated bicycle lane.
2. The outside traffic lanes and center two-way-left-turn lane under Alternative 4A will the standard width of 12 feet to accommodate vehicles while allowing some additional room for on-street parked cars (on the southbound side) and cyclists using the shoulder (on the northbound side if they choose not to use the multiuse path). The inside lanes in each direction will be 11 feet wide. Lane widths were designed to accommodate all users while minimizing the amount of additional right-of-way needed to build the project and avoiding additional impacts to bordering residents and businesses.
3. Cyclists of all ages will be permitted to use the multiuse paths on both sides of the highway under the selected alternative.

4. The use of electric bicycles or other motorized personal vehicles will be allowed or restricted based on all applicable CA Highway Codes.
5. Pedestrian lighting standards are included in this project and will adhere to Inyo County lighting requirements.
6. Additional turning radiuses will be investigated by the design engineer during the final design of the project. At a minimum, the radii will meet all applicable Caltrans design standards.
7. Caltrans strived to achieve the purpose of the project while minimizing impacts to the environment and the community. The project development team decided Alternative 4A was the best alternative to meet these goals.

From: "Lynn Elberta Martin" [REDACTED]
To: "Knadler, Christine@DOT" <Christine.Knadler@dot.ca.gov>
Subject: Meadow Farms ADA project: COMMENTS

EXTERNAL EMAIL. Links/attachments may not be safe.

I. CROSSWALK, NEED FOR

I live near Highway 395 and Tu Su, on the north side of the road. Often it's quite difficult to walk across the highway. (I need to cross to go to Bishop Creek Chevron and, more often, to go to the pop-up Taqueria mi Guadalajara that's on Paiute land at the SW corner of 395 and Tu Su, and sometimes to patronize other pop-up vendors on that corner.) Often it feels like I take my life in my hands to cross; it's frightening.

The new traffic light at See Vee and 395 helps somewhat, but because it's not coordinated with the light at Barlow and 395, sometimes as soon as a dense, impassible flood of traffic from one direction thins out, there's a dense flood from the other direction.

So, often one needs to gauge the speeds and trajectories and slip through between the cars. I can do this now, at age 75, but I might not have the speed or discernment to do the same thing when I'm 85. Also, I've been diagnosed with osteoporosis, and I know it's possible for a person to take a step, have the bone of the weight-bearing leg break under the person's own weight, and therefore fall down on the pavement. In such a case, it might not be possible for vehicles to stop in time to avoid catastrophe.

I've also considered walking all the way to See Vee or Barlow to cross with the light, but that always seems too time-consuming. And by the time I'm 85, I might not be able to walk so far anyway.

So yes, a crosswalk with a pedestrian-controlled traffic light would be quite helpful.

Is it also possible to coordinate the lights at Barlow and See Vee?

II. BICYCLE LANES

If we can encourage more travel by bicycle and tricycle, we will improve people's health and slow climate change!

The great majority of what pass for "bicycle lanes" in the USA are inadequate to the purpose because there's no robust barrier between bicycles and motor-vehicle traffic.

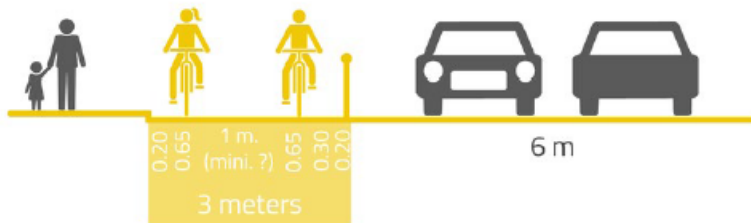
Did you know the man called "Sierra Phantom"? He was a healthy, energetic fellow who, in his 80s still guided people into the mountains. He lived in Bishop and traveled around town by bicycle. His health suffered the day a car collided with him, and a subsequent similar accident (in which the driver was an off-duty police officer) broke his health almost entirely. Instead of being an 80-odd-year-old mountain guide, he became an 80-odd-year-old bedridden patient with no way to earn money. He sued the drivers. They delayed the court cases, assuming he would soon die. He died.

Given our current roads, it's not safe to ride a bicycle in town, and not safe to ride on Highway 395.

In some European cities, bike lanes are better. Here are some illustrations:

**Images removed due to space constraints*

Calculation of the ideal width of a bicycle lane during the covid-19 period. This width is credible when a car lane is removed.



Cycle track width during a social distancing period

Here's a city that removed a motor-vehicle lane to prioritize bicycles. There's a video illustration at: <https://www.wsj.com/articles/coronavirus-accelerates-plans-to-put-urban-commuters-on-bicycles-11596208490>

Of the ideas proposed by CalTrans, the idea of a raised combination bicycle-and-pedestrian lane is the best. Even this is unsafe: children and teenagers often ride bicycles or skateboards on sidewalks and frighten pedestrians by unannounced close physical encounters at speed. (Maybe we need a new law targeting young people? And/or a school program teaching courtesy/safety?)

Really, for good cyclist safety, we'd need a **sturdy physical barrier** between 50-mile-an-hour traffic and human-powered traffic. Metal or concrete barriers, or physical distance between the lanes. I suppose this is impossible here on highway 395? Or could we remove a lane for motorized vehicles?? Create a four-lane automobile highway instead of five--with changes--here we have two lanes east/southbound and only one west/northbound, plus the turning lane, and in another spot we'd have two lanes west/northbound and only one east/southbound? Timing and lighted displays could arrange for there to be two west/northbound lanes during the days/hours when Mammoth is filling up

and two east/southbound lanes during the times when Mammoth is draining.

Is that possible? Or is it too costly, or is the status quo in which motor vehicles are king just too powerful?

One measure that would be slightly helpful would be to make sure bike lanes are either raised or painted a different color from the car-and-truck lanes.

III. The Entrance to Glenwood Mobilehome Park

When I walk westbound along the north side of the highway, it's frightening to pass the entrance to Glenwood. The bridge's sidewalk has ended; I'm walking along a narrow grassy stretch; cars turning right into Glenwood pass close to me at speed and without much warning. (I'm forever twisting around to try to see what's coming up behind me.)

This situation will be helped, if I understand correctly, by the proposed widening and extension of sidewalks.

IV. Parking for semi-trailer trucks

The plan of allowing only a few driveways from the highway into the Meadow Farms Mahogany Smoked Meats parking lot, and similarly restricting entrance from the highway into the Paiute land at the corner of 395 and Tu Su may cause hardship for truckers.

I ask that you consult truckers about the following:

Sometimes in the middle of the night a trucker will get some sleep by pulling into the Mahogany Smoked Meats lot. I suspect it's much easier to do so because the entrance to the lot is somewhat unrestricted. Might this become so difficult as to be nearly impossible, if truckers are restricted to two specific driveways for getting into and out of the lot?

Similarly, on the Paiute land at Tu Su and 395, often truckers park there while they visit Bishop Creek Chevron, while they patronize the taqueria or the other (occasional) pop-up businesses there. Might this become too inconvenient/difficult?

Might truckers have to pull off on a side road, thus slowing themselves down in doing their jobs?

Response (Numbers correspond with those in comment letter)

1. A crosswalk which connects both sides of US 395 is included in the selected alternative midway between the existing signals and crosswalks at Barlow and See Vee Lanes. Currently none of the signals in the project area are synchronized, and doing so would cause traffic delays in the corridor. For example, when a pedestrian activates the crosswalk at See Vee Lane, synchronization would then make the light at Barlow change at the same time. The resulting traffic impacts were not included in the analyses for this project therefore synchronization is not included in this project. Caltrans encourages all

members of the public to contact the District 9 Public Information Office if they have questions or suggestions about signals or traffic patterns.

2. Due to space constraints in the project limits, the only way to achieve bicycle lanes with the widths proposed in your comment would be to reduce the vehicle lanes to one in each direction or widen the facility into existing businesses. Neither was deemed appropriate by the project development team and no formal alternative for these proposals was created. The selection of Alternative 4A was deemed as the best way to achieve ADA access, safe bicycle use, and maintain existing traffic patterns. The multiuse paths for pedestrians and cyclists are in essence extra-wide sidewalks and will be separated from vehicular traffic by a raised sidewalk curb.
3. The situation mentioned in front of Glenwood should be improved with the selection of Alternative 4A.
4. The entrance driveways to private property will be designed in accordance with all applicable highway standards and in consultation with the individual landowners. Caltrans engineers and right-of-way staff have committed to working with individual property owners throughout this process and will attempt to accommodate specific requests to the utmost feasible extent.

From: "Bishop RV Rentals " <[REDACTED]>
Date: November 12, 2020 at 3:14:02 PM PST
To: "angie.calloway@dot.ca.gov" <angie.calloway@dot.ca.gov>
Subject: Public Comment: Meadow Farms ADA Project

EXTERNAL EMAIL. Links/attachments may not be safe.

To Whom It May Concern,
Please accept the statement below as my public comment regarding the Meadow Farms ADA Project.

I am the owner of Bishop RV Rentals, one of two RV rental companies in the Owens Valley. My partner, Brandy Marie Taylor, was born and raised here and feels so fortunate to be back living in Bishop and contributing to the community.

Bishop RV Rentals just completed its fourth season in business. I have poured nearly everything I have into this business to make it as successful as possible. Despite a challenging and rather tumultuous season this year, a highlight was being able to move onto our new lot located at 2320 N. Sierra Highway. After nearly a year of planning with the McMurry family, we are elated and thankful to have secured a piece of property to run our business on. We had been searching for several years for property to no avail and renting space was an economical hardship as a new small business. Our new location has already much improved the financial and logistical considerations of our business, and we very much look forward to next season.

It was concerning to find out about the Meadow Farms ADA Project nearly the exact same time as we were 'moving in' to the lot on 395. Securing the lot for Bishop RV Rentals had been years in the making as, anyone knows, property- especially located on the highway- is impossible to come by in Bishop. Losing the lot would be hugely detrimental as we would seriously have to consider discontinuing and closing our business. I feel we have exhausted our search for another business location and without the lot, we have no business.

Starting a small business is difficult in and of itself. Operating and maintaining a business in Bishop, while trying to secure property for the business, is even more difficult. We have enjoyed providing a service in our local area and hope to continue to do so. For that to happen, Bishop RV Rentals would need to remain at

the N. Sierra Highway property. Please help our family remain in Bishop, while continuing to run and grow a locally owned small business by choosing the no build option, or a design that does *not* include the McMurry family property at 2320 N. Sierra Highway.

Respectfully,

Kevin L. Krapf
Bishop RV Rentals, Owner

Response

Alternative 2 was not selected and no off-street parking lot will be purchased or developed by Caltrans as part of this project. Thank you for your comment.

From: "Wynne Benti" <[REDACTED]>
To: "Calloway, Angie K@DOT" <angie.calloway@dot.ca.gov>
Subject: Resubmission of letter

EXTERNAL EMAIL. Links/attachments may not be safe.

Angie,
Please find a resubmitted letter. The current plans don't say how they will mitigate for slope stabilization once our sign is removed from its current location. Also, the curb in front of the garage needs to be widened to allow Bishop Waste to place a dumpster, in front of the current Spotted Dog Press "No parking sign."

We can't park a dumpster on the roadway in parking stalls. This is really important and was left out of Matt's design.

I am very concerned that this will be disregarded. Please keep Tim's extension.

Wynne Benti

Response

The slope on your property will be stabilized by compacting the soils and erosion will be controlled through revegetation of the disturbed area to pre-project conditions. Caltrans engineering and right-of-way staff have committed to continue coordinating with individual property owners throughout the project process and will attempt to meet the needs of owners to the utmost extent feasible and at a minimum return the property to its pre-project conditions as much as possible. There will be no on-street parking on the northbound side of US 395 under Alternative 4A, therefore your ability to place a dumpster on the highway shoulder for pickup should not change from current conditions.



CUSTOMERS FIRST

Eric Garcetti, Mayor

Board of Commissioners

Cynthia McClain-Hill, President

Susana Reyes, Vice President

Jill Banks Barad

Mia Lehrer

Nicole Neeman Brady

Susan A. Rodriguez, Secretary

Martin L. Adams, General Manager and Chief Engineer

November 12, 2020

Ms. Angela Calloway, Environmental Branch Chief
Department of Transportation, Environmental Analysis
500 South Main Street
Bishop, CA 93514

Dear Ms. Calloway:

Subject: Meadow Farms ADA Project

The Los Angeles Department of Water and Power (LADWP) is providing the following comments on the State of California, Department of Transportation (Caltrans) Meadow Farms ADA Project (Project):

- LADWP requests that access be maintained to its facilities in and near the project area during construction and in the future. LADWP has several agricultural leases and hydrologic measuring stations within and adjacent to the project area.
- In addition to access, LADWP must supply water to irrigated pasture designated as Type E land, in accordance with the Inyo/Los Angeles Long-term Water Agreement. Relocation of the ditch will require consultation with both the Inyo County Water Department and LADWP, as well as numerous permits with responsible agencies.
- Water quality must be maintained in all the waterways. Water quality protections are essential for widening the bridge over North Fork Bishop Creek, Matlick Ditch relocation, and culvert replacement/extensions.
- As Caltrans is aware, special status fish exist in area waterways. These must be protected during construction.

- Please inform LADWP of any need to trim or remove trees on LADWP property. All construction and tree removal/trimming should be preceded with nesting bird surveys.

111 N. Hope Street, Los Angeles, California 90012-2607 Mailing Address: PO Box 51111, Los Angeles, CA 90051-5700
Telephone (213) 367-4211 ladwp.com

Ms. Angela Calloway
Page 2
November 12, 2020

- LADWP must review and approve all dewatering means, methods of discharge, coffer dams, and bypass piping where discharge of waters could affect any City of Los Angeles lands or waterways.
- Caltrans will need to obtain the approvals and permits from jurisdictional, federal, state, or county agencies such as the Lahontan Regional Water Quality Control Board, U.S. Army Corps of Engineers, and California Department of Fish and Wildlife; and provide LADWP with evidence of such compliance for the relocation of Matlick Ditch.
- Please coordinate with LADWP for utility relocation.

LADWP looks forward to working with Caltrans during this Project.

If you have any questions regarding this letter, please contact Mr. Donald S. McGhie, Senior Real Estate Officer, at (760) 873-0248, or by e-mail at Donald.McGhie@ladwp.com.

Sincerely,



Adam Perez
Manager of Aqueduct

CG/SRC:src
c: Mr. Donald S. McGhie
Real Estate

Response

As stated in the draft environmental document and the recirculated draft document, continued coordination with LADWP (and all utility companies) will continue throughout the project development process. After the environmental approval phase, right-of-way and permitting staff will be contacting the appropriate utility and regulatory agencies to discuss requirements which need to be incorporated into the final design of the project.



**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION**

P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
FAX: (760) 878-2001



Michael Errante
Executive Director

June 1, 2020

Ryan Dermody
Caltrans, District 9
500 South Main St.
Bishop, CA 93514

Subject: Letter in Support of Caltrans Meadow Farms ADA Project

Dear Mr. Dermody:

The Inyo County Local Transportation Commission supports Caltrans's proposed Meadow Farms ADA Project. The Commission directed staff to forward a letter in support of this visionary and transformative project. The neighborhoods around the North US395 corridor, Meadow Farms, are the highest population cluster of residential housing in the County outside of the City of Bishop. The Commission urges you to look at the long term vision of the County, the City and the State. A Complete Streets focus on not only autos and trucks, but pedestrian, transit and bicycles is crucial to the quality of life for this segment of the population. The North Sierra Highway Corridor study, completed by Inyo County, is a template of what the community desires in that neighborhood. The Commission understands that there will be many decisions made within the design process, and that the spirit of community partnership is essential. We look forward to this project moving forward.

Sincerely,

Michael Errante, Executive Director
Inyo County Local Transportation Commission

Response

Thank you for your comment and letter of support.



BOARD OF SUPERVISORS COUNTY OF INYO

P. O. BOX N • INDEPENDENCE, CALIFORNIA 93526
TELEPHONE (760) 878-0373 • FAX (760) 878-2241
e-mail: dellis@inyocounty.us

MEMBERS OF THE BOARD
DAN TOTEROH
JEFF GRIFFITHS
RICK PUCCI
MARK TILLEMANS
MATT KINGSLEY

CLINT G. QUILTER
Clerk of the Board

DARCY ELLIS
Assistant Clerk of the Board

November 10, 2020

Angela Calloway, Environmental Branch Chief
Department of Transportation, Environmental Analysis
500 S. Main Street,
Bishop, CA 93514

SUBJECT: Meadow Farms ADA Project – Recirculated Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment.

Ms. Calloway:

The Inyo County Board of Supervisors would first like to reiterate our gratitude for the opportunity to comment on the Meadow Farms ADA Project environmental documents. We would also like to thank Cal Trans for conducting public meetings as these opportunities for the public to be involved are very important.

We would also like to once again share our enthusiasm for this very important project. The improvements to this section of North Sierra Highway are greatly needed. We appreciate Cal Trans' attention to the planning work already conducted by Inyo County, the City of Bishop and the Bishop Paiute Tribe for this area, and for the additional meetings that you have held with County staff to discuss the project.

There are several comments we would like to submit on the Re-circulated Meadow Farms Project Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment:

1. We are in support of the project's Alternative 4 with some adjustments. This includes changing the configuration of bicycle and pedestrian paths on the northbound side. We recommend starting from the west boundary line of the property located at the corner of Cherry and Highway 395 (leaving the area in front of this property unchanged) and running west to Barlow Lane. Within this area, we suggest that you combine the bike lane into the sidewalk creating a multi-use path similar to what is proposed on the southbound side. We would also like to see an appropriately sized buffer included to keep the vehicle traffic at a safe distance from pedestrians and cyclists. This configuration should be designed with safety in mind first and in a way that

eliminates or at least reduces the need to encroach on private property to widen the project area on the north side.

2. We are still not in support of Alternative 2. The lots identified in this alternative for parking lots are zoned for commercial activities. The lot identified off of Early Pond is zoned Highway Services and Tourist Commercial and the one east of Mahogany Smoked Meats is General Commercial. Using these lots for parking would cause a loss of commercially zoned property for possible future economic development in the general area and the County at large.
3. As we have further reviewed the project questions have arisen with regard to setback requirements. We recommend that Cal Trans review the project for any potential impacts to the County's required setbacks based on the build alternatives and provide mitigation to address them. We also recommend that you work with individual property owners on their specific issues during the design phase.
4. The lighting references on page 23 states: Any lighting elements included in the project will adhere to all Inyo County ordinances. This should be more specific with a General Plan reference. The Inyo County General Plan states under 8.8 Visual Resources –VIS 1.6 *The County shall require that all outdoor light fixtures including street lighting, externally illuminated signs, advertising displays, and billboards use low-energy shielded light fixtures which direct light downward (i.e., lighting shall not emit higher than a horizontal level) and which are fully shielded.*
5. Possible drainage issues are discussed throughout the document and are considered a less than significant impact, page 109. We encourage you to work with individual property owners on specific drainage issues during the design phase.
6. Possible impacts to the businesses located along the section of North Sierra Highway that will potentially lose business during construction, in spite of it happening outside of tourist season, are not fully considered in the document. Cal Trans should evaluate this as construction could be very impactful to local businesses and include a mitigation strategy for them.

In closing, we want to strongly emphasize that this project needs to focus on pedestrian and bicycle safety first. The area surrounding this corridor has the highest residential density in the County. We want to ensure that our community members in the area can safely walk and bike to destinations along and outside the corridor.

If you have any questions regarding these comments, please contact the County's Administrative Officer, Clint Quilter, at (760) 878-0292 or cquilter@inyocounty.us.

Sincerely,



Matt Kingsley,
Chairperson, Inyo County Board of Supervisors

Response (Numbers correspond with those in comment letter)

1. Your proposal of an altered version of Alternative 4 was considered and selected as the preferred alternative (4A).
2. Alternative 2 was not selected.

3. No violations of County setback requirements have been identified through the initial design and review of the project. Final design will adhere to all applicable County requirements.
4. The pedestrian lighting included in the selected alternative will adhere to Inyo County ordinances. Citation of the specific ordinance has been added to this document.
5. Caltrans has committed to working with all landowners throughout the project process and although drainage impacts are not anticipated, concerns of the community will be considered throughout the final design process.
6. A traffic management plan, standard on all Caltrans projects, will be implemented on this project and will include signage and media notices to inform the public that businesses will remain open during construction.

Caltrans thanks the Board of Supervisors for their comments and continued support throughout the project process.

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; 8 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.

State Historic Preservation Officer (SHPO) Concurrence Letter



State of California • Natural Resources Agency

Gavin Newsom, Governor

**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

November 30, 2020

VIA EMAIL

In reply refer to: FHWA_2020_0603_001

Mr. David Price, Section 106 Coordinator
Cultural Studies Office
Caltrans Division of Environmental Analysis
1120 N Street, PO Box 942873, MS-27
Sacramento, CA 94273-0001

Subject: Finding of Effect for the Proposed Meadow Farms ADA Improvements
Project, Bishop, Inyo County, CA

Dear Mr. Price:

Caltrans is initiating consultation about the subject undertaking in accordance with 36 CFR Part 800. As part of your documentation, Caltrans submitted a Historic Properties Survey Report, an Archaeological Survey Report, Historic Resources Evaluation Report, Finding of Effect Report, and Environmentally Sensitive Area (ESA) Action Plan Report for the proposed project.

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 and driveways, installing new curb ramps and driveways, installing pedestrian push button signals, restriping pavement markings, relocating traffic signals and signal masts, and constructing new pedestrian and bicycle facilities on both sides of U.S. Highway 395 (U.S. 395). This work will occur between N. See Vee Lane (post mile [PM] 117.3) and N. Barlow Lane (PM 117.8) in Bishop, Inyo County (IN-395-117.3/117.8).

On June 26, 2020, the SHPO concurred on a determination of eligibility for listing in the National Register of Historic Places for the only cultural resource identified in the project's Area of Potential Effects: the Coons Gallery.

Pursuant to 36 CFR §800.5(b), Caltrans found that the project will have no adverse effects on historic properties with the condition that Caltrans implement an ESA Action Plan for the project to protect the Coons Gallery.

Based on review of the submitted documentation, I have no objections to the above finding.

Mr. Price
November 30, 2020
Page 2 of 2

FHWA_2020_0603_001

If you have any questions, please contact Natalie Lindquist at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne', followed by a horizontal line.

Julianne Polanco
State Historic Preservation Officer

Appendix B. Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

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.

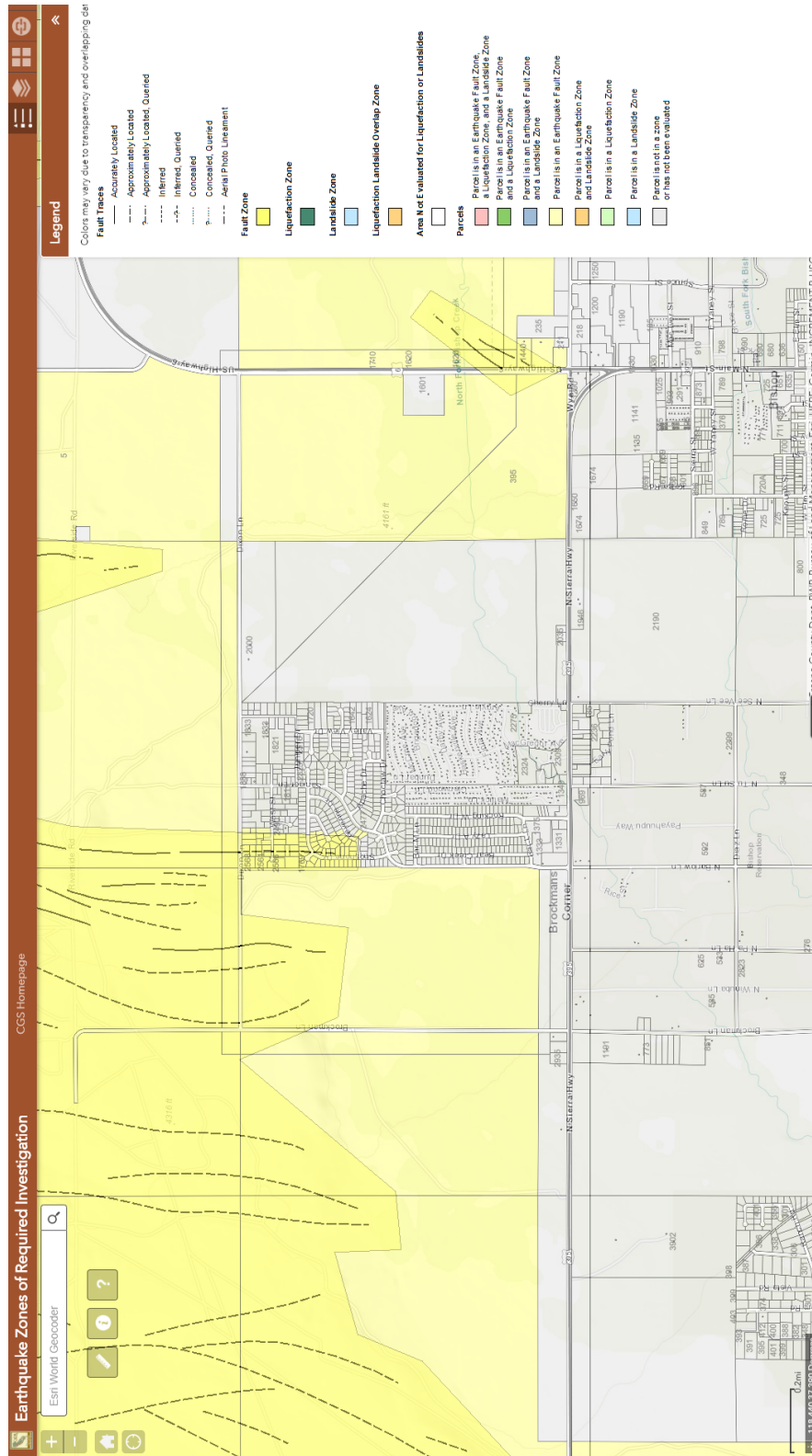
For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi>.

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

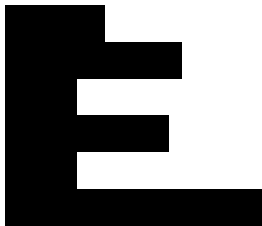


Appendix D. Lahontan Regional Water Quality Control Board Letter for 2319 North Sierra Highway (No Further Action Required)



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 were 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 were 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

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

inequitable to 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.

**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

92392

Victorville Office:

14440 Civic Drive,

Victorville, CA

Lahontan Regional Water Quality Control Board Contact

Case Worker:
Tamerle Lundquist

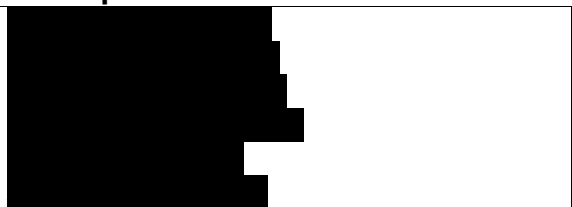
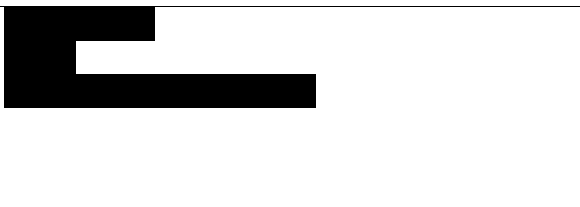

Phone:
530-542-5420

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 were commercial properties; to the north and east is residential land. Future uses of the property were 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 newest wells were approximately 400 feet upgradient of the site. The newest 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 levels.)*

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 were 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 were 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 were 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 were 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 were found within the project impact area, construction may be delayed. If nesting birds were 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 were 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 were currently proposed as options for off-street parking, however others may be considered after public comments were received. The off-street parking lot(s) would mitigate impacts from parking loss under Alternative 2 to a less than significant level.

***Commitment COM-2 has been removed from the project as Alternative 2 was not selected.**

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 includes a turnout near Bishop Plaza.

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. State Historic Preservation Officer Concurrent on Finding of “No Adverse Effect” on Historic Properties



State of California • Natural Resources Agency

Gavin Newsom, Governor

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

November 30, 2020

VIA EMAIL

In reply refer to: FHWA_2020_0603_001

Mr. David Price, Section 106 Coordinator
Cultural Studies Office
Caltrans Division of Environmental Analysis
1120 N Street, PO Box 942873, MS-27
Sacramento, CA 94273-0001

Subject: Finding of Effect for the Proposed Meadow Farms ADA Improvements Project, Bishop, Inyo County, CA

Dear Mr. Price:

Caltrans is initiating consultation about the subject undertaking in accordance with 36 CFR Part 800. As part of your documentation, Caltrans submitted a Historic Properties Survey Report, an Archaeological Survey Report, Historic Resources Evaluation Report, Finding of Effect Report, and Environmentally Sensitive Area (ESA) Action Plan Report for the proposed project.

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 and driveways, installing new curb ramps and driveways, installing pedestrian push button signals, restriping pavement markings, relocating traffic signals and signal masts, and constructing new pedestrian and bicycle facilities on both sides of U.S. Highway 395 (U.S. 395). This work will occur between N. See Vee Lane (post mile [PM] 117.3) and N. Barlow Lane (PM 117.8) in Bishop, Inyo County (INY-395-117.3/117.8).

On June 26, 2020, the SHPO concurred on a determination of eligibility for listing in the National Register of Historic Places for the only cultural resource identified in the project's Area of Potential Effects: the Coons Gallery.

Pursuant to 36 CFR §800.5(b), Caltrans found that the project will have no adverse effects on historic properties with the condition that Caltrans implement an ESA Action Plan for the project to protect the Coons Gallery.

Based on review of the submitted documentation, I have no objections to the above finding.

Mr. Price
November 30, 2020
Page 2 of 2

FHWA_2020_0603_001

If you have any questions, please contact Natalie Lindquist at (916) 445-7014
with e-mail at natalie.lindquist@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to be 'Julianne', followed by a horizontal line.

Julianne Polanco
State Historic Preservation Officer

Appendix G. 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.

Appendix H. References

- California Air Resources Board (ARB). 2019a. *California Greenhouse Gas Emissions Inventory—2019 Edition*. <https://ww3.arb.ca.gov/cc/inventory/data/data.htm>. Accessed: August 21, 2019.
- California Air Resources Board (ARB). 2019b. *California Greenhouse Gas Emissions for 2000 to 2017. Trends of Emissions and Other Indicators*. https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2017/ghg_inventory_trends_00-17.pdf. Accessed: August 21, 2019.
- California Air Resources Board (ARB). 2019c. *SB 375 Regional Plan Climate Targets*. <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>. Accessed: August 21, 2019.
- California Department of Transportation. 2018. *Caltrans Climate Change Vulnerability Assessments. District # Technical Report*. December. Prepared by WSP. [Revise publication year and month and District number as needed. Only include if you have referenced this report. Modify as necessary for your District.]
- Federal Highway Administration (FHWA). 2019. *Sustainability*. <https://www.fhwa.dot.gov/environment/sustainability/resilience/>. Last updated February 7, 2019. Accessed: August 21, 2019.
- Federal Highway Administration (FHWA). No date. *Sustainable Highways Initiative*. <https://www.sustainablehighways.dot.gov/overview.aspx>. Accessed: August 21, 2019.
- State of California. 2018. *California's Fourth Climate Change Assessment*. <http://www.climateassessment.ca.gov/>. Accessed: August 21, 2019.
- State of California. 2019. *California Climate Strategy*. <https://www.climatechange.ca.gov/>. Accessed: August 21, 2019.
- U.S. Department of Transportation (U.S. DOT). 2011. *Policy Statement on Climate Change Adaptation*. June. https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/usdot.cfm. Accessed: August 21, 2019.
- U.S. Environmental Protection Agency (U.S. EPA). 2009. *Endangerment and Cause or Contribute Findings for Greenhouse Gases under the Section 202(a) of the Clean Air Act*. <https://www.epa.gov/ghgemissions/endangerment-and-cause-or-contribute-findings-greenhouse-gases-under-section-202a-clean>. Accessed: August 21, 2019.
- U.S. Environmental Protection Agency (U.S. EPA). 2018. *Inventory of U.S. Greenhouse Gas Emissions and Sinks*. <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>. Accessed: August 21, 2019.
- U.S. Global Change Research Program (USGCRP). 2018. *Fourth National Climate Assessment*. <https://nca2018.globalchange.gov/>. Accessed: August 21, 2019.