

Bridgeport Rehab

Mono County, California

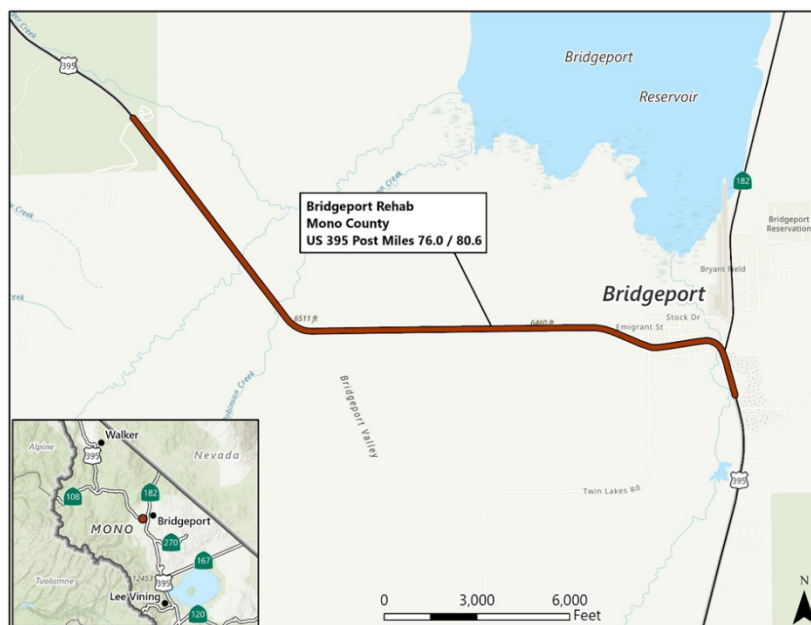
District 09-MNO-395-post miles 76.00 to 80.60

EA 09-37460/Project ID 0918000018

State Clearinghouse Number: 2023030750

Draft Environmental Impact Report

Volume 1 of 2



Prepared by the
State of California Department of Transportation

October 2024



General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Environmental Impact Report, which examines the potential environmental impacts of the alternatives being considered for the proposed project in Mono County in California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans District Office located at 500 South Main Street, Bishop, California between the hours of 8:00 a.m. and 5:00 p.m. This document may be downloaded at the following website: Bridgeport Rehab Caltrans
- We'd like to hear what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline.
- Submit comments via U.S. mail to: Ryan Spaulding, Senior Environmental Scientist (Specialist), Division of Planning and Environmental Analysis, California Department of Transportation, 500 South Main Street, Bishop, California 93514.
- Submit comments via email to: Ryan.Spaulding@dot.ca.gov
- Submit comments by the deadline: December 19, 2024.

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

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For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Dennee Alcalá, Senior Environmental Scientist Supervisor, Division of Planning and Environmental Analysis, California Department of Transportation, 500 South Main Street, Bishop, California 93514; phone number 760-784-4236 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711.

State Clearinghouse Number: 2023030750
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The California Department of Transportation (Caltrans) proposes to rehabilitate pavement, replace nonstandard highway facilities, and make other improvements on U.S. Route 395 from post miles 76.00 to 80.60 in the community of Bridgeport in Mono County


DRAFT ENVIRONMENTAL IMPACT REPORT

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

THE STATE OF CALIFORNIA
Department of Transportation

and

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



Kirsten Helton
District 9 Director for Planning & Environmental Analysis
California Department of Transportation CEQA Lead Agency

11/04/2024

Date

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Summary

The California Department of Transportation (Caltrans) proposes to rehabilitate pavement, replace nonstandard highway facilities, and make other improvements on U.S. Route 395 from post miles 76.00 to 80.60 in the community of Bridgeport in Mono County. Caltrans is the lead agency for this project under the California Environmental Quality Act.

A draft environmental document (Initial Study with Proposed Mitigated Negative Declaration) was circulated for public review from April 2, 2023, to May 2, 2023. Written comments received on the draft document were collected and reviewed and selection of a preferred alternative was made after fully evaluating the environmental impacts and considering all public and agency comments. Before determining the preferred alternative, Caltrans reviewed the recommendation of the Project Development Team, the Initial Study/Environmental Assessment, other project studies, comments received, survey results, and information received during the public circulation period. A Final Initial Study/Mitigated Negative Declaration (IS/MND) was approved on May 23, 2023.

The May 23, 2023 IS/MND determined a “Less than Significant Impact with Mitigation Incorporated” for impacts to aquatic resources, including “state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruptions or other means.” Total anticipated acreages impacted included 0.235 acres under both Lahontan Regional Water Quality Control Board and the U.S. Army Corps of Engineers jurisdiction, and 0.335 acres under jurisdiction of the California Department of Fish and Wildlife. Mitigation measures to compensate for these impacts included the following:

BIO-14: Proposed mitigation for impacts to riparian habitat and aquatic resources will be reviewed and determined by the resource agencies (California Department of Fish and Wildlife, U.S. Army Corps of Engineers and Lahontan Regional Water Quality Control Board) during the acquisition of permits in the project’s design phase. The resource agencies’ mitigation strategies could include the on-site planting of riparian vegetation or the purchase of credits from an approved mitigation bank, at mitigation ratios negotiated with the agencies.

BIO-15: Proposed mitigation for impacts to wetlands will be reviewed and determined by the resource agencies (California Department of Fish and Wildlife, U.S. Army Corps of Engineers and Lahontan Regional Water Quality Control Board) during the acquisition of permits in the project’s design phase. The resource agencies’ mitigation strategies could include the on-site planting of riparian vegetation or the purchase of credits from an approved mitigation bank, at mitigation ratios negotiated with the agencies.

Although both the U.S. Army Corps of Engineers and Lahontan Regional Water Quality Control accept in-lieu fees for mitigation of these impacts (in-lieu fees

allow the project proponent to pay a specified fee to the permitting agency or other designated agency), the California Department of Fish and Wildlife does not accept in-lieu fees as an acceptable form of mitigation. In Mono County, no California Department of Fish and Wildlife-approved mitigation banks exist, and the on-site planting of riparian vegetation is now infeasible due to traffic safety and new vegetation management constraints. Therefore, subsequent to completion of this Negative Declaration, Caltrans has determined that mitigation through the California Department of Fish and Wildlife for 0.334 acres of aquatic resource impacts is not possible to complete. Under CEQA, an EIR must be prepared whenever substantial evidence in the record supports a fair argument that the project will have a significant effect on the environment. For this reason, this Environmental Impact Report is being prepared with the anticipation of a Statement of Overriding Consideration based on the determination that although there is potential for significant impacts to aquatic resources as a result of this project, no feasible mitigation exists to reduce those impacts to less than significant under CEQA.

All evaluations and determinations contained in the May 23, 2023 Initial Study/Negative Declaration, with the exception of Section 2.1.4 Biological Resources, are carried into this Environmental Impact Report with no revisions or changes.

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to rehabilitate pavement, replace nonstandard highway facilities, and make other improvements on U.S. Route 395 from post miles 76.00 to 80.60 in the community of Bridgeport in Mono County.

1.2 Purpose and Need

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

1.2.1 Purpose

The purpose of the project is to:

- Rehabilitate and extend the service life of the pavement to a condition that will require minimal maintenance.
- Improve pavement ride quality.
- Upgrade highway features to meet current standards.
- Improve drainage systems.
- Increase and improve access and connectivity for multiple modes of transportation.

1.2.2 Need

Pavement Restoration

The condition of the pavement on U.S. Route 395 within the project limits has deteriorated leading to poor ride quality. The presence of “alligator” cracking with associated rutting indicates that the roadway base is failing in several locations in both the northbound and southbound lanes.

Upgrade Existing Highway Appurtenances

- The southbound paved shoulder directly south of East Walker River Bridge does not meet the current 8-foot standard width. The reduced shoulder widths create problems for disabled vehicles attempting to pull over and clear the travel lane.

- The metal beam guardrail (approach railing, transition railing and bridge rails) at five separate bridge locations within the project limits needs to be upgraded and extended to meet current standards and prolong the life of the bridges.
- The road embankment side slope at the south side of South Branch Robinson Creek bridge is at an approximately 45-degree angle, steeper than the current standard of 4 to 1 (14-degree angle), making it difficult for errant vehicles to recover and return back onto the roadway should the vehicle travel over the edge of pavement and down the embankment.

Drainage Improvements

Approximately five culverts within the project limits have exceeded their service life and need to be replaced. Two culverts no longer function properly and need to be removed. Also, the installation of rock-slope protection is needed at the inflow entrance of the Rickey Ditch bridge to prevent further erosion of the ditch's bank slopes adjacent to the bridge and U.S. Route 395.

Improve Access and Connectivity for Multiple Modes of Transportation

In accordance with the Caltrans Complete Streets Program, a complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. The goal of Caltrans' Complete Streets policy is to create a space where people of all ages and abilities can maximize the right-of-way with a variety of mobility forms and meet the goals of safety, comfort and connectivity.

The community of Bridgeport, through meetings with the public and the Mono County Regional Planning Advisory Commission, has expressed a need for improving pedestrian and bicyclist mobility and connectivity. The community also expressed a desire to include features that would reduce the speeds of vehicles traveling along Main Street.

Within the community, multiple curb ramps, sidewalks and driveways do not comply with current Americans with Disabilities Act standards and need to be upgraded. There is no continuous Americans with Disabilities Act-compliant path along Main Street; several gaps exist in the sidewalk along Main Street, which break the continuous Americans with Disabilities Act-compliant path intended for multiple modes of transportation.

U.S. Route 395 through the community of Bridgeport is a Main Street highway extending through the center of town. During early public meetings, residents of Bridgeport indicated that they felt generally uncomfortable crossing the two-lane highway and expressed a strong desire for traffic-calming features such as bulb-outs, temporary pedestrian refuges and pedestrian lighting to help slow vehicle traffic, increase driver awareness of pedestrians and bicyclists, and assist with narrowing the traveled way to bring the roadway to

a more pedestrian scale making a shorter and more direct connection across the roadway.

1.3 Project Description

The main asset being addressed by the project is the deteriorating pavement on U.S. Route 395. The project limits run from post mile 76.0 (approximately one-quarter mile south of the junction of U.S. Route 395 and State Route 182 and the community of Bridgeport) to post mile 80.6 (just north of the intersection of Buckeye Road and U.S. Route 395, north of the community of Bridgeport). See Figure 1-1 for the project location and vicinity map.

For the project limits that fall outside of the community of Bridgeport (post mile 76.0 to post mile 76.2, and post mile 76.8 to post mile 80.6), the existing pavement will be cold planed (removal of existing pavement surface with machine grinding equipment) to a depth of 0.2 foot and replaced with approximately 0.4 foot of hot mix asphalt within the existing travel lanes. Beyond the travel lanes, the existing paved shoulders will be overlaid with 0.2 feet of hot mix asphalt mix.

Within the community of Bridgeport (post mile 76.3 to post mile 76.7), the existing travel lanes on U.S. Route 395 will be pulverized and removed to a depth of 1.4 feet. Either 0.75 foot of recycled pulverized material, or 0.75 foot of new Class 2 aggregate base, will then be installed, followed by the placement of 0.65 foot of new hot mix asphalt (Type A). For the center median and turn pockets in the community, approximately 0.20 foot of the existing pavement will be cold planed (removed) and approximately 0.20 foot of new hot mix asphalt will be placed. No work is planned for the existing paved shoulders within this stretch of the project.

In three locations on U.S. Route 395 within the project limits, existing shoulders are too narrow and will be widened to ensure that up to 3 feet of shoulder backing can be placed beyond the edge of pavement. Shoulder backing is a thin course of granular material that is used to provide support to the pavement edge by preventing edge cracking and pavement edge loss. Shoulder backing also minimizes pavement edge drop-off heights for overlays and provides additional recovery room for errant vehicles running off the pavement. The paved southbound shoulder, from post miles 76.2 to 76.3, will be widened to an 8-foot width. In addition, from post miles 78.94 to 79.02 and 79.30 to 79.35, the side slope embankment of the southbound shoulder will be widened out to a slope angle ratio of 4 to 1 or flatter. This will allow for the placement of 3 feet of shoulder backing off of the existing paved shoulder.

Within the community of Bridgeport, multiple Complete Streets facilities will be constructed or upgraded on U.S. Route 395. Multiple curb ramps will be upgraded or installed to meet current Americans with Disabilities Act

standards. The southeast and northeast curb ramps at the intersection of U.S. Route 395 and School Street will be upgraded to bulb-out pedestrian refuges and include intersection lighting, pedestrian-activated crosswalk signals, and cross drains. The curb ramp at the northeast corner of the intersection of U.S. Route 395 and Twin Lakes Road will also be upgraded to include these facilities (bulb-out refuge, intersection lighting, crosswalk signal, and a cross drain). The southeast corner of this intersection will see the construction of a Type C pedestrian passageway (an above-grade concrete island/refuge) and include three curb ramps, pedestrian-activated crosswalk signals, intersection lighting, and a cross drain. The northwest and northeast curb ramps at the intersection of U.S. Route 395 and Sinclair Street will also be upgraded. Lastly, temporary pedestrian refuges will be installed at the existing crosswalk at post mile 76.53 (adjacent to the Jolly Kone restaurant). These refuges, which will be made of plastic or rubber, are designed to be removed when deemed necessary. In addition to curb ramps, three new segments of sidewalk will be constructed: from post miles 76.37 to 76.47 (along the northbound side of U.S. Route 395, from the eastern edge of the Walker River Lodge to the western edge of a private residence directly west of the lodge); from post miles 76.49 to 76.51 (along the northbound side of U.S. Route 395, from the front of the parking lot of the Burger Barn restaurant to the eastern edge of the Jolly Kone restaurant); and from post miles 76.69 to 76.75 (along the northbound side of U.S. Route 395, at the intersection of the highway and Twin Lakes Road).

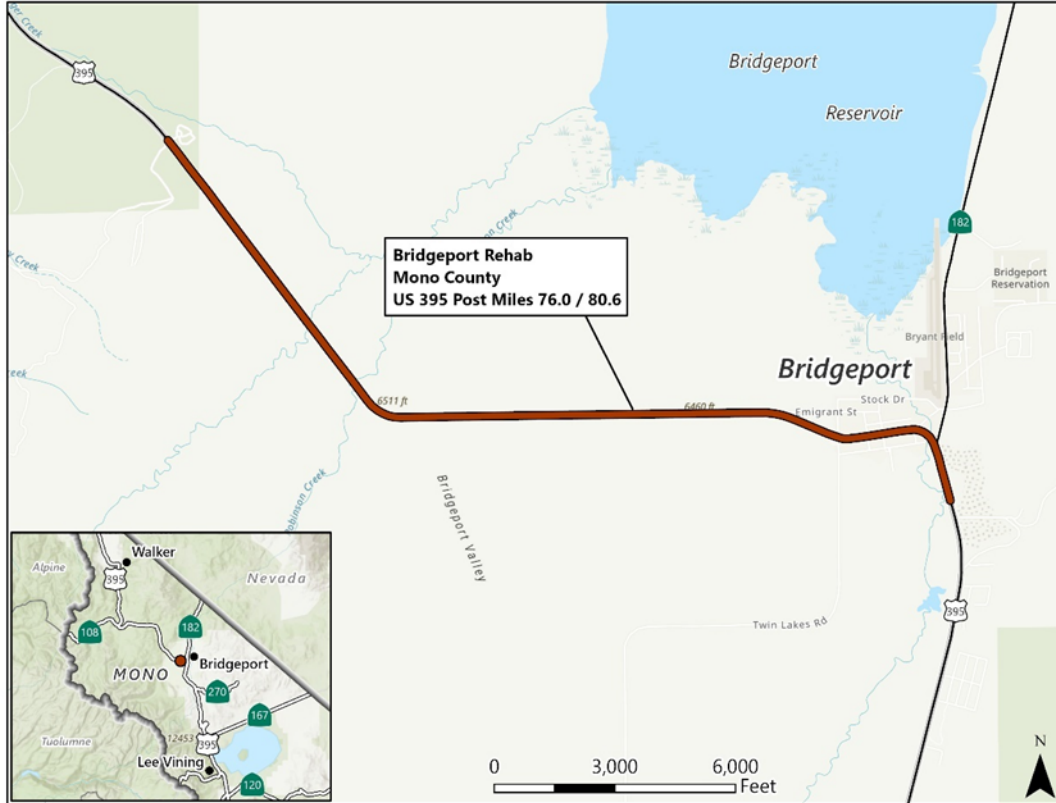
The project will also remove and replace five existing drainage culverts on U.S. Route 395. Culverts at post miles 76.76, 76.05, and 80.03 will be replaced in-kind. In addition, the existing culvert and connecting drop inlets at post mile 76.38 will be replaced in-kind. Lastly, two culverts (post miles 76.86 and 80.34) will be removed completely.

Other drainage facility upgrades include the installation of new rock slope protection along the eastern bank of Rickey Ditch right before flowing under the Rickey Ditch bridge (post mile 76.9) to address bank erosion. Rock slope protection will fortify the ditch bank where the ditch curves at a nearly 90-degree angle before flowing under the bridge at U.S. Route 395. It is not yet known if a temporary water diversion system will be required at this location to prevent working in flowing water.

There are five separate bridge locations that will have existing bridge railings, transition railing, and approach railing upgraded to meet current safety standards: Bridge No. 47-47 (post mile 76.9), Bridge No. 47-32 (post mile 79.05), Bridge No. 47-33 (post mile 79.13), Bridge No. 47-36 (post mile 79.33), and Bridge No. 47-34 (post mile 79.48). In addition, the approach railing at all bridge locations may be extended by up to 160 feet beyond the edge of the existing approach railing. To reconstruct existing bridge rails, falsework may be required.

Temporary construction easements are anticipated for the construction of curb ramps in Bridgeport, some culvert replacements, the installation of rock slope protection at Rickey Ditch bridge crossing and proposed staging areas.

Figure 1-1 Project Location and Vicinity Map



1.4 Project Alternatives

One build alternative and one no-build alternative are under consideration for the project.

1.4.1 Build Alternatives

The build alternative will rehabilitate the failing pavement and make improvements for Complete Streets facilities and upgrades on a segment of U.S. Route 395. Additional Caltrans facilities, including lights, signals, roadside signs, culverts, bridges, curb ramps, and sidewalks, will need to be replaced or upgraded to accommodate the restoration of the highway.

For a detailed description of this work, please refer to Section 1.2 Project Description.

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

1.4.2 No-Build (No-Action) Alternative

The no-build alternative would maintain the existing facilities within the project limits on U.S. Route 395 as is. Selection of the no-build alternative would result in no project-related construction activities taking place. The no-build alternative would not meet the project purpose and need because it would not address pavement, drainage or Complete Streets or upgrade non-standard highway features on the proposed segment of U.S. Route 395 within the project limits.

1.5 Discussion of the NEPA Categorical Exclusion

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

1.6 Permits and Approvals Needed

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

Table 1-1: Permits and Approvals

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	1602 Lake and Streambed Alteration Agreement	To be obtained before construction.
California Water Resources Board, Lahontan Regional Water Quality Control Board	Section 401 Water Quality Certification	To be obtained before construction.

Agency	Permit/Approval	Status
U.S. Army Corps of Engineers	Section 404 Permit for filling or dredging waters of the United States	To be obtained before construction.
California Transportation Commission	California Transportation Commission vote to approve funds	Following the approval of the final environmental document, the California Transportation Commission will be required to vote to approve funding for the project. The vote is anticipated in August 2023.

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

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact with Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A “No Impact” answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

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

2.1.1 Aesthetics

Considering the information in the Visual Impacts Analysis memo dated February 10, 2023, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	No Impact

Question—Would the project:	CEQA Significance Determinations for Aesthetics
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less Than Significant Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less Than Significant Impact

Affected Environment

The U.S. Route 395 portion of the project lies within the Mono County Scenic Highway System and Eastern Sierra Scenic Byway. This portion of U.S. Route 395 is officially designated as a State Scenic Highway. The Eastern Sierra region is considered a sensitive corridor for visual resource issues. High desert, pine forests and mountainous views are available from the highway along most of the length of the project. The scenic and recreational nature of the region draws visitors from around the U.S. and the world.

The project area is within the Eastern Sierra Nevada subdivision of the Great Basin Floristic Province of California. Bridgeport sits at approximately 6,500 feet above sea level, in a valley surrounded by mountains and the Humboldt-Toiyabe National Forest. The local landscape is characterized by steep and rugged mountains, with a wide-open valley where downtown Bridgeport and adjacent ranches and residential areas are located. The northern project limit is in the valley west of downtown, next to privately owned ranches and a few residences. Vegetation on the steep slopes and in the valleys contains a mix of sagebrush shrubland and perennial grasslands and meadows, and small patches of riparian woodlands along many of the creeks and rivers.

The setting is mostly rural, and the only structures visible from highway within the project limits are in the downtown Bridgeport area. Bridgeport is described as a “small town” in Mono County’s General Plan. It has commercial businesses, residences, and other historically significant buildings, including

the Mono County Courthouse. Building facades have maintained the historic design and character, with architecture styles and details reflecting the late 19th and early 20th century period in which they were built.

Environmental Consequences

Review of the project site and preliminary project plans indicate that the project has the potential to result in a less than significant impact to the visual environment. The visual character of U.S. Route 395 in Bridgeport will be altered with the introduction of new and upgraded pedestrian and Complete Streets facilities, including new sidewalks, new highway paving, streetlights, flashing pedestrian-activated beacons, bulb-outs, and pedestrian refuges on U.S. Route 395. Neighboring residents and visitors (those with views adjacent to the project limits) and travelers on U.S. Route 395 (vehicles, pedestrians and cyclists with views from within the project limits) may be affected by the project.

Neighbor exposure to the project is close, mostly in the foreground of the downtown Bridgeport area. Neighbor exposure to downtown project elements such as the pedestrian improvements will be ongoing since the elements are designed to assist with pedestrian mobility throughout the corridor and are permanent upgrades (with the exception of removable pedestrian refuges to be installed at post mile 76.53, which may be removed from the highway during specific times of the year). Neighbors who live within the corridor or nearby will view and use these elements frequently. Many elements have been included in the design as a result of meetings and discussions with local stakeholders.

One of the main iconic focal points in Bridgeport is the Mono County Courthouse. The project will install multiple pedestrian-scale lights in front of the courthouse, which would replace an existing overhead streetlight. Pedestrian-scale lighting will draw attention to the courthouse area and encourage viewers and visitors to the courthouse after dark. Neighbors right next to the courthouse and across the traveled way will be exposed to these pedestrian-scale lights more directly than the current light standard.

New sources of lighting will be more noticeable overall, are likely to impact Mono County's dark night sky, and will contribute to increased localized light pollution within the project limits. Traveler exposure to the project will be in the middle ground and foreground in the downtown area. Project elements are intended to bring more awareness to pedestrians in the corridor, slow down traffic, and encourage tourism in town. Traveler exposure is expected to increase in duration and benefit from more clearly marked pedestrian crossings.

Within the downtown Bridgeport limits, existing pedestrian crosswalks will be updated to include bulb-outs at the School Street intersection and Twin Lakes Road. A temporary pedestrian refuge will be added to the existing crosswalk at the Jolly Kone where there is an existing crosswalk. Bulb-outs will assist with narrowing the traveled way and making pedestrians more visible from the roadway. Narrowing the traveled way with bulb-outs, refuges, and enhanced

crosswalks will bring the roadway to a more pedestrian scale, making a shorter and more direct connection across the roadway. Bulb-outs, refuges, pedestrian-activated lighting, and other enhancements will be a beneficial impact as it will narrow the width of the field of view for vehicles passing through and bring pedestrians into that field of view in a protected way. Removable pedestrian refuges will be installed at the crosswalk near the Jolly Kone restaurant (U.S. Route 395, post mile 76.53) and will be defined by raised movable structures that will be placed and maintained by local entities and covered in a Cooperative Maintenance Agreement with Mono County. These structures will comply with design standards and intent, as described in the Caltrans Highway Design Manual, and will be designed to conform with sight distances and setbacks for clear recovery zones.

Outside of Bridgeport, new facilities to be constructed or installed include bridge railing, rock-slope protection in Rickey Ditch and widened side slopes in two locations. Existing facilities to be upgraded include multiple culverts to be replaced in-kind. The main visual impact would result from the temporary lack of vegetation in the newly excavated filled and graded areas in these locations. Impacts resulting from a lack of vegetation would be temporary because these areas will be seeded with a native plant mix. Project elements located outside of the downtown corridor will not have a long-term effect on travelers or neighbors once revegetation efforts are successful.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures will be implemented for the project:

VIS-1: All new site furnishings will be of a similar quality, character, and design style to furnishings currently within the project limits and will complement Bridgeport's historic design aesthetic.

VIS-2: Tree and shrub removal shall be avoided to the extent feasible. Impacts to existing trees and vegetation will be reassessed during the project's design phase.

VIS-3: Any disturbed areas for contractor use, including access roads, staging, and any other temporary use during construction, will be restored to pre-project conditions.

VIS-4: In accordance with Caltrans policy, any existing highway planting and/or irrigation systems that are damaged or removed during construction of the project will be replaced or repaired. Disturbed soil areas will be treated with permanent soil erosion measures, which may include reseeding with native plant species commonly found within the project limits.

VIS-5: If work is to occur during non-daylight hours, all construction-related lighting will be limited to within the area of work and avoid light trespass in

residential areas through directional lighting, shielding, and other measures as needed.

VIS-6: During construction operations, unsightly material and equipment in staging areas shall be placed where they are less visible and/or covered where possible.

VIS-7: All new sources of lighting will be designed within the guidelines outlined in the Mono County Outdoor Lighting Ordinance (as defined in Mono County’s Dark Sky regulations). New lighting will be shielded wherever possible and will be placed strategically so it is visible primarily from the traveled way or within the sidewalk area in front of the courthouse and minimizes light trespass into adjacent areas.

2.1.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project, and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Considering the information in the Community Impacts: Memo to File dated January 11, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
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?	No Impact

2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information in the Air, Noise, Hazardous Waste, Water Quality and Paleontology Memo dated December 6, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
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?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

2.1.4 Biological Resources

Considering the information in the Natural Environment Study dated January 12, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	Less Than Significant Impact
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?	Potentially Significant Impact
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?	Potentially Significant Impact
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?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
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?	No Impact

Affected Environment

Question (a): The following species, as defined above in the first question for this section, occur within or adjacent to the project limits.

Hoary Bat

Hoary bats are considered a species of least concern, according to the International Union for Conservation. This species is the most widespread North American bat and may be found at any location in California, though distribution is patchy in southeastern deserts. This common solitary species winters along the coast and in southern California, breeding inland and north of the winter range. The hoary bat roosts mostly in the foliage of trees, near the ends of branches, anywhere from about 10 to 40 feet above ground. Roosts can also be found in caves, beneath rock ledges, in woodpecker holes, in grey squirrel nests, under driftwood planks or clinging to the sides of buildings. Habitat suitable for bearing young include all woodlands and forests with medium-to-large trees and dense foliage.

Western Mastiff Bat

Western mastiff bats occur mostly in open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, annual and perennial grasslands, palm oases, chaparral, desert scrub and urban areas. Crevices in cliff faces, high buildings, trees and tunnels are required for roosting. This bat species needs vertical faces to drop off to take flight when roosting in rock crevices. Western mastiff bat foraging habitat includes dry desert washes, floodplains, chaparral, oak woodland, open ponderosa pine forest, grassland and agricultural areas.

Yuma Myotis

The Yuma myotis, a Bureau of Land Management species of concern, is a common widespread bat species in California. Occurrence of this species is uncommon in the Mojave and Colorado Desert Regions, except for the mountain ranges bordering the Colorado River Valley. The Yuma myotis is found in a wide variety of habitats ranging from sea level to 11,000 feet. It is usually associated with permanent sources of water, typically rivers and streams. Roosts can be found on buildings, in mines, on bridges, in caves, or in crevices. This species has also been seen roosting in abandoned swallow nests and under bridges. Separate, often more open, night roosts may be used.

Lahontan Mountain Sucker

The Lahontan mountain sucker is a state species of concern. In California, this fish species inhabits the Walker, Carson, Truckee and Susan River drainages of the Lahontan Basin in the Eastern Sierra and has also been found in lakes and reservoirs. The fish are often found cohabitating with speckled dace, brown trout, rainbow trout, and Tahoe suckers. Typical habitat for this species includes cold streams with moderate gradient and substrate composed of boulders, sand or rubble, pools with ample cover, overhanging

banks and aquatic vegetation. Spawning typically takes place at night, between the months of June and early August in gravely riffles of small streams that contain algae for foraging.

Mountain Whitefish

Mountain whitefish are a state species of concern. This species is locally abundant where present, but its overall abundance and distribution are reduced from historical levels. In California and Nevada, this species can be found in the lower Truckee, Carson and Walker River drainages on the eastern side of the Sierra Nevada. Its range includes natural lakes, reservoirs and streams. In streams, mountain whitefish are typically associated with large pools or deep runs, as opposed to lakes where they live close to the bottom in fairly deep water and move to the shallows to spawn. Spawning takes place between the months of October and early December.

All of the ditches, streams and creeks in the Bridgeport area stem from the headwaters that drain into the East Walker River; therefore, there is potential for habitat to be present within the five drainages where culvert work will take place as well as within Rickey Ditch.

Question (b) and (c):

The project sits on the western edge of the Great Basin along U.S. Route 395 in Mono County. The biological study area for the project limits is found in Bridgeport Valley and includes the East Walker River, tributaries of the East Walker River, and irrigation ditches flowing into Bridgeport Reservoir. Mono County lies east of the Sierra Nevada Mountain Range between Inyo and Alpine counties (to the south and northwest, respectively), with the state of Nevada to the east. The surrounding land is privately owned or within Humboldt-Toiyabe National Forest.

Field studies within the project's biological study area determined the presence of multiple aquatic resources, including emergent wetlands, roadside and non-roadside drainage ditches, streams, creeks, and the East Walker River.

Emergent wetlands are temporarily wet due to accumulation of surface runoff and snowmelt within broad low-lying plains. Inundation periods tend to be relatively short, but soil saturation may be extended through most of the growing season. Emergent marshes were mapped throughout the study area within Bridgeport Valley. Wetland hydrology indicators found at representative emergent wetlands included soil saturation, surface water, surface soil cracks, and salt crusts. Wetland hydrology indicators were typically not found in uplands next to emergent marshes.

Roadside ditches and non-roadside drainage ditches have been mapped at several locations within the study area. These roadside ditches were mapped based on the presence of an ordinary high-water mark, which was delineated

by the presence of changes in average sediment texture, changes in vegetation cover, and break in bank slope. The roadside ditches are created within upland areas to carry periodic flows particularly during rain events and during snowmelt. They are largely unvegetated with weedy vegetation growing on the upper slopes. The drainage ditches appear to have been created as excavated channels within a wetland complex to drain adjacent areas and to support cattle-grazing operations. The ditches appear to carry regular flows during the dry season.

Buckeye Creek, Robinson Creek, Rickey Ditch, and one additional unnamed creek were mapped as perennial streams or creek sources within the study area. All features generally flow from southwest to northeast toward Bridgeport Reservoir through Bridgeport Valley. The streams/creeks were delineated at the ordinary high-water mark, which was mapped in the field by a change in vegetation cover, change in vegetation species, break in bank slope, and presence of ripples.

The East Walker River has been mapped as a perennial river within the study area and flows from south to north toward the Bridgeport Reservoir. The river was delineated at the ordinary high-water mark, which was mapped in the field by a change in vegetation cover, change in vegetation species, break in bank slope, presence of ripples, and change in average sediment texture.

Environmental Consequences

Question (a):

Hoary Bat, Western Mastiff Bat and Yuma Myotis

The project's construction activities are not anticipated to have direct permanent impacts to any of the above bat species, their habitat, or breeding sites. There are also no anticipated permanent impacts to these bat species once construction of the project is complete. Indirect temporary impacts may occur from culvert replacement activities or noise generated by construction activities. If individual bats are found to be roosting in any of the culverts to be replaced as part of this project, bat exclusionary devices might be installed beforehand. These devices would prevent bats from re-entering the culvert. While the exclusionary devices would prevent direct impacts to bats while culverts are replaced, there would be temporary impacts resulting from the displacement of bats that were reliant on those culverts for roosting habitat.

Lahontan Mountain Sucker and Mountain Whitefish

The project's construction activities are not anticipated to have direct permanent impacts to either fish species, their habitat, or breeding sites. Indirect temporary impacts may occur if the installation of temporary water diversion systems is needed prior to the replacement of culverts or during the installation of rock-slope protection in Rickey Ditch. The temporary diversion systems would de-water a segment of the water body to allow construction personnel to work within the channel under dry conditions. Temporary

impacts may occur if fish will need to be handled, removed and relocated either upstream or downstream of the de-watered work area.

Question (b) and (c):

The project will impact approximately 0.235 acre of Waters of U.S., 0.235 acre of Waters of the State (under Lahontan Regional Water Quality Control Board jurisdiction), and 0.334 acre of California Department of Fish and Wildlife jurisdictional waters. These impacts will result from the replacement of five culverts, installation of rock slope protection in Rickey Ditch, and widening of unpaved shoulders. These acreages represent a calculated estimation of the jurisdictional area within the project impact area and are subject to change following the U.S. Army Corps of Engineers verification process. Placement of fill material within jurisdictional features would require permitting pursuant to Sections 404 and 401 of the federal Clean Water Act and Section 1602 (Lake and Streambed Alteration Agreement) of the California Fish and Game Code. Table 2-1 shows the estimated impacts (in acreage) to each aquatic resource.

Table 2-1. Aquatic Resource Impacts

Resource Type	Impact Area (Acres)	Regulatory Jurisdiction
Intermittent Drainage	0.002	U.S. Army Corps of Engineers, Lahontan Regional Water Quality Control Board, California Department of Fish and Wildlife
Roadside Ditch	0.001	U.S. Army Corps of Engineers, Lahontan Regional Water Quality Control Board, California Department of Fish and Wildlife
Creek	0.099	U.S. Army Corps of Engineers, Lahontan Regional Water Quality Control Board, California Department of Fish and Wildlife
Drainage Ditch	0.021	U.S. Army Corps of Engineers, Lahontan Regional Water Quality Control Board, California Department of Fish and Wildlife
Emergent Wetland	0.074	U.S. Army Corps of Engineers, Lahontan Regional Water Quality Control Board, California Department of Fish and Wildlife
River	0.038	U.S. Army Corps of Engineers, Lahontan Regional Water Quality Control Board, California Department of Fish and Wildlife
Riparian Vegetation	0.099	California Department of Fish and Wildlife
Total Resources	0.334	U.S. Army Corps of Engineers: 0.235 acre; Lahontan Regional Water Quality Control Board: 0.235 acre; California Department of Fish and Wildlife: 0.334 acre

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures will be implemented for the project:

Bats

BIO-1: Pre-construction visual surveys to determine presence or absence of bats will be conducted in bridges and culverts within and adjacent to the project limits 14 days prior to the start of construction. If any sign of bat presence is identified, additional surveys using bat detector equipment may be used to confirm presence.

BIO-2: If bats are present within the project limits, use of exclusion devices may be installed to ensure no bats are present within areas of direct impact from construction activities while work is occurring.

BIO-3: If bats are present and exclusion devices are used, a full-time construction monitor will be present to ensure that no additional impacts are to occur during construction activities.

Fish

BIO-4: A qualified biologist will conduct pre-construction surveys of suitable habitat of both fish species within the areas of direct impact from construction activities prior to the start of work at those locations.

BIO-5: If construction activities are to occur in or near surface water, a biological monitor will be on-site full-time, and will inspect the work area daily before work begins and during construction.

BIO-6: A biological resource information program training will be provided to all construction personnel about sensitive biological resources and habitats prior to the start of work.

BIO-7: If individuals are found within areas of direct impact and water needs to be diverted, a fish screen will be placed on the water intake pump to prevent take of the species and any stranded fish will be rescued and relocated upstream or downstream of the construction area. A water diversion plan will be submitted to permitting agencies, if applicable.

BIO-8: Standard special provisions will be included in the project's contract to ensure fish protection measures are implemented by the contractor during construction.

Questions (b) and (c):

BIO-9: Environmentally Sensitive Area fencing will be placed around the aquatic resources at the boundary of where temporary and permanent impacts will potentially occur.

BIO-10: A full-time biological monitor will be onsite for all activities occurring in aquatic resource and riparian habitats, including installation and enforcement of the Environmentally Sensitive Area fencing boundaries.

BIO-11: The biological monitor will also provide a Biological Resource Information Program training to all construction personnel to discuss the Environmentally Sensitive Area fencing, permits, and the resources present onsite.

BIO-12: Implementation of water pollution control Best Management Practices will occur prior to and during construction to protect all aquatic resources and riparian habitats from discharge of water or substances into resources.

BIO-13: No contractor staging areas will be allowed to occur within 150 feet of aquatic resources or riparian habitats.

In addition to the avoidance and minimization measures above, incorporation of the following mitigation measures will reduce impacts to Biological Resources (riparian habitat, aquatic resources and wetlands) to a less than significant impact:

BIO-14: Proposed mitigation for impacts to riparian habitat and aquatic resources for impacts under Army Corps of Engineers and Lahontan Regional Water Quality Control Board will be identified during the acquisition of permits in the project's design phase. Available mitigation for these impacts in Mono County includes in-lieu fees only. Mitigation for impacts under California Department of Fish and Wildlife are not feasible. The California Department of Fish and Wildlife does not accept in-lie fees as an acceptable form of mitigation, no mitigation banks are available within the project service area, and on-site planting within the Caltrans operational right-of-way is not possible due to driver safety constraints.

BIO-15: Proposed mitigation for impacts to wetland impacts under Army Corps of Engineers and Lahontan Regional Water Quality Control Board will be identified during the acquisition of permits in the project's design phase. Available mitigation for these impacts in Mono County includes in-lieu fees only. Mitigation for impacts under California Department of Fish and Wildlife are not feasible. The California Department of Fish and Wildlife does not accept in-lie fees as an acceptable form of mitigation, no mitigation banks are available within the project service area, and on-site planting within the Caltrans operational right-of-way is not possible due to driver safety constraints.

2.1.5 Cultural Resources

Considering the information in the Cultural Resources Screened Undertaking Memo dated February 23, 2023, the following significance determinations have been made:

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

No Impact: As detailed in the document noted above, no archaeological, historical, or built environment resources were identified as being present within the proposed project area as a result of archival research, Native American consultation (including Assembly Bill 52 consultation), other local society and individual consultation, or field investigation.

Standard construction specifications for inadvertent finding of human remains will be in place, and construction work will cease in the area if remains are discovered. Work will not continue until the area has been assessed by the County Coroner and cleared by qualified archaeological staff. If the remains are determined to be prehistoric in origin, coordination with the appropriate Tribal representatives will occur.

2.1.6 Energy

Considering the information in the Climate Change Analysis dated February 1, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	No Impact

Question—Would the project:	CEQA Significance Determinations for Energy
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

2.1.7 Geology and Soils

Considering the information in the Air, Noise, Hazardous Waste, Water Quality and Paleontology Memo dated December 6, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> 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. 	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change Analysis dated February 1, 2023, the following significance determinations have been made:

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

Affected Environment

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

Environmental Consequences

The project will take an estimated 110 working days, with a potential start date in 2026. Construction greenhouse gas emissions were estimated using the Caltrans Construction Emissions Tool (referred to as CAL-CET). The tool was developed to use Caltrans-specific equipment activity data and the best available equipment emissions information to improve estimates of transportation-related construction emissions, fuel consumption, and electricity consumption, and to support transportation and air quality planning. The project is estimated to emit a total of 383 tons of carbon dioxide gases

over the life of the project, with an average of 6,691 pounds of carbon dioxide gasses generated daily.

While some greenhouse gas emissions during the construction period would be unavoidable, no increase in operational greenhouse gas emissions is expected once construction is complete. The project proposes to restore existing Caltrans facilities to a state of good repair, bring existing pedestrian facilities and crossings up to current standards as required by the Americans with Disabilities Act, and construct new Complete Streets facilities. The project will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational greenhouse gas emissions. Because the project would not increase the number of travel lanes on U.S. Route 395, no increase in vehicle miles traveled would occur.

Avoidance, Minimization, and/or Mitigation Measures

All construction contracts include Caltrans Standard Specifications Sections 7-1.02A and 7 1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all Air Resources Board 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, which reduce construction vehicle emissions, also help reduce greenhouse gas emissions. An additional Standard Specification that will be complied with during construction of the project and will reduce greenhouse gas emissions during construction is Section 14-10, Solid Waste Disposal and Recycling. Recycling greater quantities of construction waste will help offset greenhouse gas emissions. Also, Standard Specification Section 12, Temporary Traffic Control, outlines the standards for properly implementing traffic controls during construction. In addition, the following avoidance and minimization measures will be implemented for the project:

GHG-1: When feasible, continuous engine idling will be limited to 5 minutes or less for delivery and dump trucks and other diesel-powered equipment.

GHG-2: For improved fuel efficiency from construction equipment, the contractor shall maintain equipment in proper tune and working condition, use right sized equipment for the job and use equipment with new technologies where feasible.

GHG-3: Existing project features and materials shall be recycled or reused onsite to the maximum extent feasible. This will help reduce construction waste.

GHG-4: If feasible, the scheduling of longer-duration lane closures shall occur in order to reduce the number of equipment mobilization efforts. Longer or overnight lane closures may allow for equipment to be left in place while not in use and reduce the need for multiple equipment trips to and from the work zone.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Air, Noise, Hazardous Waste, Water Quality and Paleontology Memo dated December 6, 2022, the following significance determinations have been made:

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

2.1.10 Hydrology and Water Quality

Considering the information in the Air, Noise, Hazardous Waste, Water Quality and Paleontology Memo dated December 6, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	Less Than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation onsite or offsite;	Less Than Significant Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	No Impact
(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	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunamis, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

Affected Environment

See Biological Resource Section 2.1.4 for a discussion of the Affected Environment for Riparian Habitat and Wetlands.

Environmental Consequences

Preliminary analysis has determined that the waters and wetlands within the project vicinity would be jurisdictional to both the U.S. Army Corps of Engineers and the California Water Quality Control Board. The project scope includes the replacement of five existing culverts, the abandonment of two existing culverts, and an area in Rickey Ditch that requires the installation of rock slope protection to prevent erosion where the ditch turns abruptly and conveys water underneath U.S. Route 395 just west of Bridgeport. The project activities meet the criteria for the U.S. Army Corps of Engineers’ Nationwide 14 Permit. The Lahontan Regional Water Quality Control Board, Lake Tahoe office, will be the agency that would issue the 401 Certification.

It has been estimated that the project activities noted above may result in permanent impacts to 0.235 acre under the jurisdiction of the U.S. Army Corps of Engineers and the Lahontan Regional Water Quality Control Board.

Avoidance, Minimization, and/or Mitigation Measures

HYD-1: Construction avoidance and minimization measures are outlined in Caltrans’ standard stormwater specifications and will be included within the contractor’s Stormwater Pollution Prevention Plan and the 404 and 401 permits. Measures typically include marking the limits of work with Environmentally Sensitive Area fencing, the use of fiber roll, silt fence and other sediment barriers, and a prohibition for fueling or parking equipment within 150 feet of any waters.

2.1.11 Land Use and Planning

Considering the information in the Community Impacts: Memo to File dated January 11, 2023, the following significance determinations have been made:

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

2.1.12 Mineral Resources

Considering the information in the Air, Noise, Hazardous Waste, Water Quality and Paleontology Memo dated December 6, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
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?	No Impact
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?	No Impact

2.1.13 Noise

Considering the information in the Air, Noise, Hazardous Waste, Water Quality and Paleontology Memo dated December 6, 2022, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant Impact
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?	No Impact

Affected Environment

The project area encompasses both a rural/agricultural setting, with no sensitive noise receptors adjacent to the project limits, and a commercial

segment of the project where U.S. Route 395 becomes the main street through the community of Bridgeport. The baseline noise condition of the entire project area is a two-lane highway that experiences moderate truck and vehicle traffic.

Within main street Bridgeport, both sides of U.S. Route 395 are lined with businesses and restaurants that generally operate during normal working hours. Multiple identified hotels—Silver Maple Inn, The Bodie, Ruby Inn, Walker River Lodge and Bridgeport Inn—are adjacent to U.S. Route 395 within the proposed work limits. No schools or churches were identified directly adjacent to the work limits.

Environmental Consequences

Work will occur within the highway pavement and adjacent sidewalks, which will result in elevated noise levels generated from construction equipment. Though the generation of noise cannot be avoided entirely, work would be scheduled only during daytime weekday working hours. Permanent noise levels will not be elevated above the baseline condition once construction is complete because the project will not construct new travel lanes that would increase the vehicular capacity of U.S. Route 395.

Avoidance, Minimization, and/or Noise Abatement Measures

NOI-1: Short-term elevation in noise levels from construction equipment is unavoidable, however the Caltrans Public Information Office will perform outreach to notify residents and businesses of upcoming work. Work is planned only during daytime weekday working hours and will not occur over holiday weekends or during major local events when tourism activities are at their peak.

2.1.14 Population and Housing

Considering the information in the Community Impacts: Memo to File dated February 2, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
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)?	No Impact

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

2.1.15 Public Services

Considering the information in the Community Impacts: Memo to File dated February 2, 2023, the following significance determinations have been made:

Question:	CEQA Significance Determinations for 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: Fire protection?	No Impact
Police protection?	No Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

2.1.16 Recreation

Considering the information in the Community Impacts: Memo to File dated February 2, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Recreation
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?	No Impact
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?	No Impact

2.1.17 Transportation

Considering the information in the Community Impacts: Memo to File dated February 2, 2023, the following significance determinations have been made:

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

Affected Environment

Bridgeport is a small rural community in a relatively remote region of Mono County. The Mono County Office of Emergency Services coordinates the response efforts of local, state, and federal agencies to local emergencies and disasters for the area. The community is served by multiple emergency service providers, including Mono County Emergency Medical Services, Mono County Sheriff's Office, and Bridgeport Fire Protection District. Other agency partners involved with emergency response and management efforts within the area include the California Highway Patrol, Caltrans, U.S. Forest Service, Bureau of

Land Management, Mono County Fire Districts, Cal Fire, and the U.S. Marine Corps Mountain Warfare Training Center Fire Department.

Emergency unit response times can be longer due to the remote setting of Bridgeport Valley, and U.S. Route 395 and State Route 182 serve as the only roads to and from the area for responding units. The nearest receiving hospitals for 911 medical emergencies originating in Bridgeport are Mammoth Hospital (Mammoth Lakes, California; 53.8 miles from Bridgeport), Carson Valley Medical Center (Gardnerville, Nevada; 62.8 miles from Bridgeport), and Northern Inyo Hospital (Bishop, California; 89.5 miles from Bridgeport).

Environmental Consequences

The project's build alternative will make improvements to the existing pavement, drainage and pedestrian facilities, as well as install or construct new bridge railing, transition railing, approach railing, pedestrian-activated lighting, and other Complete Streets facilities in and adjacent to Bridgeport. The project will not permanently alter planned routes of emergency service providers or result in permanent inadequate emergency access once construction is complete.

Within active work zones of the project limits, temporary closures and/or modification of lanes and on-street parking along affected portions of U.S. Route 395 within Bridgeport may occur. During construction, one-way reversing operations of the northbound and southbound lanes of U.S. Route 395 will be implemented to control the flow of traffic through much of the project limits. One-way reversing operations involve alternately stopping traffic in one direction, allowing work activities to occur in the lane that is closed. Flaggers and a pilot vehicle direct one lane of traffic through and to the end of the work zone, before reversing the flow of traffic for the queue vehicles traveling in the opposite direction. Within Bridgeport, certain construction activities may allow for lane modifications that would allow for both travel lanes of U.S. Route 395 to remain active within the work zone. A maximum time that each direction should be stopped is established in the project's Transportation Management Plan so that motorists do not experience undue delays. Caltrans District 9 policy states that traffic queues are subject to no longer than a 20-minute wait during one-way reversing operations. Detour route(s) for vehicle, bicycle, and pedestrian traffic will be provided as necessary as part of Caltrans' standard traffic control and Transportation Management Plan procedures.

Temporary delays in emergency response times may result during construction due to periodic lane closures and/or modifications, route detours, driveway closures, and other circulation and access alterations. These potential delays will occur only throughout the construction period and are expected to be minor as emergency service providers would still be allowed to access the project area during construction and will be provided with the right-of-way through the work zone area. A Transportation Management Plan

for traffic control and access during construction will minimize to the extent feasible any delays in emergency service access that could result from the necessity of activating lane closures and/or modifications and detour routes.

Avoidance, Minimization, and/or Mitigation Measures

TRA-1: Caltrans District 9 staff assigned to the project will notify and coordinate with regional emergency service providers regarding construction-related activities to ensure that project activities will not restrict or prevent access within the project area. Access for fire/paramedic and other emergency service vehicles through the project limits will be enabled through controlled work zones by the project’s construction contractor.

TRA-2: The construction contractor will ensure that emergency service access to all interconnecting roadways and routes in the project area will not be blocked by construction activities. The build alternative will include and implement Caltrans Standard Specifications and Standard Special Provisions that pertain to traffic management and control, and a Transportation Management Plan prepared specifically for the project route and setting conditions further aimed at minimizing any delays to access of emergency services.

2.1.18 Tribal Cultural Resources

Considering the information in the Cultural Resources Screened Undertaking Memo dated February 23, 2023, the following significance determinations have been made:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
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	No Impact

Question:	CEQA Significance Determinations for Tribal Cultural Resources
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

There are no tribal cultural resources identified within the project impact area. Letters pursuant to Assembly Bill 52 were sent on February 8, 2022, to two tribes that had previously identified affiliation with the project area (Bishop Paiute Tribe and Big Pine Paiute Tribe of the Owens Valley). No responses were received. Consultation with the Native American Heritage Commission was completed on July 22, 2022.

2.1.19 Utilities and Service Systems

After review and consideration of the project’s scope, in conjunction with adjacent utilities and service systems, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
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?	No Impact

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

2.1.20 Wildfire

Considering the information in the Community Impacts: Memo to File dated February 2, 2023, the following significance determinations have been made:

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

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
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?	No Impact
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?	No Impact
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?	No Impact

Affected Environment

Bridgeport sits in a remote area of Mono County and is within the Operational Area for Mono County Office of Emergency Services. The Mono County

Operational Area Emergency Operations Plan, an extension of the State of California Emergency Plan, serves as the main guidance for response and recovery operations for Mono County when serving as the lead agency during local emergencies within the Operational Area.

Environmental Consequences

As noted in Section 2.1.17 of this document, temporary partial closures, modification of lanes, and/or detours on U.S. Route 395 within the project limits may occur during construction. This may result in temporary impacts to emergency response or evacuation efforts as defined in the Mono County Emergency Operations Plan. These potential delays will occur only during the construction period and are expected to be minor because emergency service providers would still be allowed to access the project area during construction and will be provided with the right-of-way through the work zone area.

No permanent impacts to future emergency response or evacuation efforts are anticipated once construction is complete.

Avoidance, Minimization, and/or Mitigation Measures

WIL-1: Caltrans District 9 staff assigned to the project will notify and coordinate with regional emergency service providers to ensure that project activities will not impair emergency or evacuation response efforts as detailed in the Mono County Operational Area Emergency Operations Plan.

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Significant

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

Based on the analyses contained in this document, due to the inability to mitigate for impacts under Section 2.1.4 Biological Resources, this project will have a significant impact on jurisdictional streambed and wetland habitat.

Chapter 3 **Comments and Coordination**

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team meetings and interagency coordination meetings. This coordination occurred as part of the preparation of the Initial Study/Mitigated Negative Declaration that was prepared for this project on May 23, 2023. All comments and coordination contained in that document are herein incorporated by reference. This chapter summarizes the results of Caltrans' efforts, as part of this Environmental Impact Report, to identify, address, and resolve project-related issues regarding the inability to mitigate for 0.334 acres of aquatic resources.

3.1 Scoping Process

Caltrans determined that a project Environmental Impact Report in accordance with section 15161 of state CEQA guidelines would be prepared, due to potentially significant unavoidable impacts associated with the project.

3.1.1 Notice of Preparation

As required by CEQA, a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Bridgeport Rehab project was submitted on September 19, 2024, from the State Clearinghouse to government and other resource agencies and department entities that may have a concern or interest in the project. The Notice of Preparation informed its recipients of Caltrans' intent to prepare an EIR and provided the project description, alternatives under consideration, and the environmental resources the project has the potential to affect. Recipients were alerted to the state law requiring submittal of their comments to Caltrans no later than 30 days after receipt of the Notice of Preparation.

In response to the Notice of Preparation, written comments were received from the following:

- Native American Heritage Commission (October 4, 2024).

3.1.2 Circulation of Initial Study and Mitigated Negative Declaration

Caltrans produced an Initial Study/Mitigated Negative Declaration which was signed on May 23, 2023. That document was circulated for public comment for 30 days between April 2, 2023, and May 2, 2023. Public comments

received generally referenced in-town back-in parking and historic buildings. No comments regarding wetlands or riparian areas were received.

3.2 Consultation and Coordination with Public Agencies

Caltrans has coordinated with several public agencies that have an interest in the project as part of the project development process. Coordination with the following agencies has occurred:

- Mono County
- Mono County Regional Planning Advisory Committee
- California Department of Fish and Wildlife
- U.S. Forest Service (Humboldt-Toiyabe National Forest)

Chapter 4 List of Preparers

This document was prepared by the following Caltrans District 9 staff:

Bradley Bowers, Engineering Geologist, P.G., Q.S.D., M.S. University of California, Santa Barbara; 15 years of environmental compliance and geology experience. Contribution: Wrote Air, Noise, Hazardous Waste, Waters, and Paleontology Assessment Report.

Brian Cook, District Design Stormwater Coordinator. B.S., Earth Science, University of California Santa Cruz; 7 years of environmental engineering and environmental consulting. Contribution: Wrote the Storm Water Data Report.

Kirsten Helton, Deputy District 9 Director for Planning and Environmental Analysis. B.A., Economics, California State University, Fresno; 25 years of environmental analysis experience. Contribution: Wrote portions of and reviewed the Environmental Impact Report.

Christina MacDonald, Senior Environmental Scientist Supervisor. B.A. Anthropology, University of California, Los Angeles, M.A. Cultural Resources Management, Sonoma State; 24 years of experience in California archaeology. Contribution: reviewed documentation of cultural resources.

Jennifer Mak, Environmental Scientist. B.A. Anthropology, California State University Sacramento; 11 years of cultural resource management experience. Contribution: Project archaeologist, participated in field efforts.

Nathan Ostrander, P.E., Transportation Engineer. B.S.C.E. California State University Sacramento; 8 years of design experience. Contribution: Primary design engineer, developed project scope and wrote the Project Report.

Katie Rodriguez, Senior Environmental Scientist Supervisor. B.S. Organismal and Conservation Biology, emphasis in Zoology, San Jose State University, M.S. Conservation Biology and Ecology, San Jose State University; 10 years of experience in environmental analysis in transportation. Contribution: reviewed documentation of biological resources.

Ryan Spaulding, Senior Environmental Scientist (Specialist). B.A., Environmental Studies, University of Southern California; 7 years of experience in environmental coordination and analysis in transportation. Contribution: assistance with coordinating the environmental process for the project and edits to this document.

Beau Tindall, Environmental Scientist. B.S., Environmental Studies, University of California Santa Barbara; 10 years Habitat Restoration Ecology experience, 2.5 years Biologist duties at Caltrans. Contribution: project biologist.

Matthew Willis, Senior Environmental Scientist Specialist (Coordinator). B.S., Ecology and Systematic Biology, California State University, San Luis Obispo; 20 years environmental planning experience. Contribution: assistance with coordinating the environmental process for the project.

Chapter 5 **Distribution List**

State Agencies

Regional Manager
CA Department of Fish and
Wildlife
787 N. Main St., Suite 220
Bishop, CA 93514

Director
CA Department of Fish and
Wildlife
1416 Ninth Street - 12 Floor
Sacramento, CA 95814

Director
Department of Water Resources
1416 9th St., Room 1115-1
Sacramento, CA 95814

Division Chief
California Highway Patrol
469 S. Main St.
Bishop, CA 93514

Commission Chair
California Transportation
Commission
1120 N St., Rm 2221 (MS52)
Sacramento, CA 95814-5620

Commission Chair
Native American Heritage
Commission
1550 Harbor Blvd., Ste 100
West Sacramento, CA 95691

Office of Planning and
Research/State Clearinghouse
1400 10th Street
Sacramento, CA 95814

Executive Officer
Lahontan Regional Water Quality
Control Board
14440 Civic Drive, Suite 200
Victorville, CA 92392

Executive Officer
State Water Resources Control
Board
1001 I Street
Sacramento, CA 95814

CA State Historic Preservation
Officer
1725 23rd St., Ste 100
Sacramento, CA 95816

State Elected Officials

Honorable Marie Alvarado-Gil
California State Senate – District 4
1021 O Street, Suite 7530
Sacramento, CA 95814

Honorable Jim Patterson
California State Assembly, District 8
6245 N Fresno Street, Suite 106
Fresno, CA 93710

County Boards of Supervisors

John Peters
Mono County Board of Supervisors District 4 Supervisor
C/O Clerk of the Board
PO Box 715
Bridgeport, CA 93517

Native American Tribes, Agencies, and Communities

Serrell Smokey, Tribal
Chairman
Washoe Tribe of Nevada
919 Hwy 395 South
Gardnerville, NV 89410

John Glazier Tribal
Chairperson
Bridgeport Indian Colony
P.O. Box 37
Bridgeport, CA 93517

Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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



September 2023

NON-DISCRIMINATION POLICY STATEMENT

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

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

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

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in black ink, appearing to read 'Tony Tavares'.

TONY TAVARES
Director

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

Appendix B Notice of Preparation

Notice of Preparation

Notice of Preparation

To: Office of Planning and Research From: Caltrans District 9
P.O. Box 3044 500 S Main Street
Sacramento, CA 95812 Bishop, CA 93514
(Address) (Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

Caltrans will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (is is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Dennee Alcala, Dennee.Alcala@dot.ca.gov at the address shown above. We will need the name for a contact person in your agency.

Project Title: Bridgeport Rehab

Project Applicant, if any: Caltrans

Date: 9/19/2024 Signature: Kirsten Helton
Title: Deputy District Director, Planning & Environmental
Telephone: 760-874-8333

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, and 15375.

Revised 2011

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2023030750

Project Title: Bridgeport Rehab

Lead Agency: California Department of Transportation Contact Person: Dennee Alcalá
 Mailing Address: 500 South Main Street Phone: 760-784-4236
 City: Bishop Zip: 93514 County: Inyo

Project Location: County: MNO City/Nearest Community: Bridgeport
 Cross Streets: U.S. Route 395 Zip Code: 93517

Longitude/Latitude (degrees, minutes and seconds): _____ ° _____ ' _____ " N / _____ ° _____ ' _____ " W Total Acres: _____
 Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____
 Within 2 Miles: State Hwy #: _____ Waterways: _____
 Airports: _____ Railways: _____ Schools: _____

Document Type:

CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) _____ Draft EIS Other: _____
 Mit Neg Dec Other: _____ FONSI _____

Local Action Type:

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: Transportation

Development Type:

Residential: Units _____ Acres _____ Transportation: Type Rehabilitation
 Office: Sq.ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Commercial: Sq.ft. _____ Acres _____ Employees _____ Power: Type MW _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Waste Treatment: Type MGD _____
 Educational: _____ Hazardous Waste: Type _____
 Recreational: _____ Other: _____
 Water Facilities: Type _____ MGD _____

Project Issues Discussed in Document:

Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Forest Schools/Universities Water Quality
 Air Quality Wildfire Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Growth Inducement
 Coastal Zone Noise Solid Waste Land Use
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Cumulative Effects
 Economic/Jobs Public Services/Facilities Traffic/Circulation Other: Tribal Cultural Resources

Present Land Use/Zoning/General Plan Designation:

State Highway

Project Description: (please use a separate page if necessary)

The California Department of Transportation (Caltrans) proposes to rehabilitate pavement, replace nonstandard highway facilities, and make other improvements on U.S. Route 395 from post miles 76.00 to 80.60 in the community of Bridgeport in Mono County.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

- | | |
|--|--|
| <input type="checkbox"/> Air Resources Board | <input type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input type="checkbox"/> Parks & Recreation, Department of |
| <input checked="" type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans District # <u>9</u> | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Regional WQCB # 6 |
| <input type="checkbox"/> Caltrans Planning | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region # <u>6</u> | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | |
| <input type="checkbox"/> Health Services, Department of | <input checked="" type="checkbox"/> Other: <u>California Transportation Commission</u> |
| <input type="checkbox"/> Housing & Community Development | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date 10/3/2024 Ending Date 11/2/2024

Lead Agency (Complete if applicable):

Consulting Firm: _____ Applicant: Dennee Alcala
 Address: 500 S Main Street Address: 500 S Main Street
 City/State/Zip: _____ City/State/Zip: Bishop/ CA/ 93514
 Contact: _____ Phone: 760-784-4236
 Phone: _____

Signature of Lead Agency Representative: Kirsten Holter Date: 9/26/2024

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

List of Technical Studies Bound Separately (Volume 2)

Air, Noise, Hazardous Waste, Water Quality and Paleontology Memo.
Caltrans, December 6, 2022

Community Impacts: Memo to File. Caltrans, December 2, 2023

Climate Change Analysis. Caltrans, February 1, 2023

Cultural Resources: Screened Undertaking Memo. Caltrans, February 23,
2023

Natural Environment Study. Caltrans, January 12, 2023

Visual Impacts Assessment Memo. Caltrans, February 10, 2023

*To obtain a copy of one or more of these technical studies/reports or the
Environmental Impact Report, please send your request to:*

Dennee Alcala
District 9 Environmental Analysis
California Department of Transportation
500 South Main Street, Bishop CA 93514

Or send your request via email to: Dennee.Alcala@dot.ca.gov

Or call: 760-784-4236

Please provide the following information in your request:

Project title: Bridgeport Rehab

General location information: On U.S. Route 395, near Bridgeport (Mono County)

District number-county code-route-post mile: 09-MNO-395-76.0/80.6

Project ID number: 0918000018