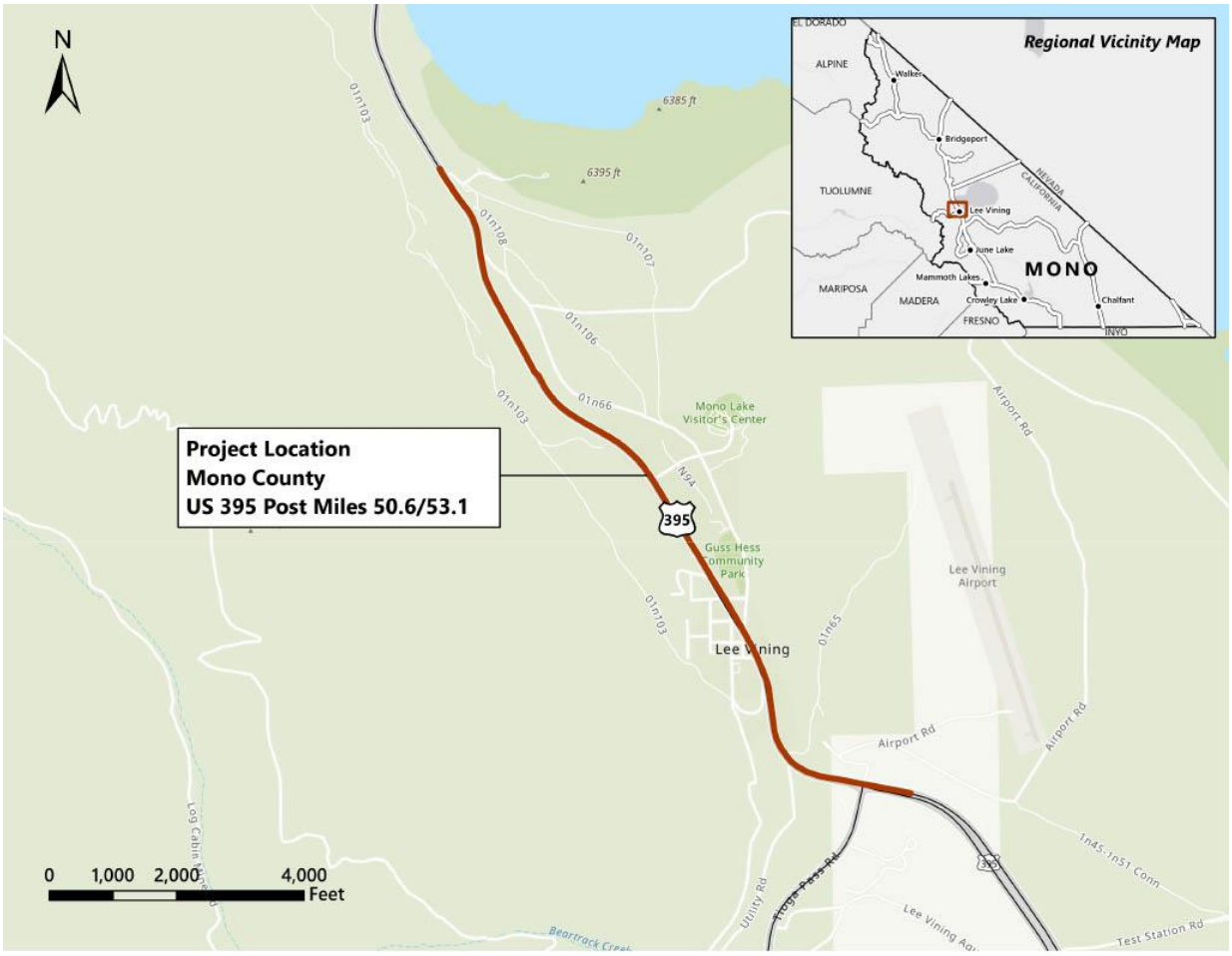
Lee Vining Rehab

Mono County, California
District 9 – MNO – 395 (postmile 50.60/53.10)
EA/Project ID: 09-37430/0918000015

Initial Study with Proposed Negative Declaration

Volume 1 of 2



Prepared by the
State of California, Department of Transportation

February 2022

General Information About This Document

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

What you should do:

- Please read the document. This document may be downloaded at the following website: https://dot.ca.gov/caltrans-near-me/district-9/district-9-current-projects/lee-vining-pavement-rehabilitation-project
- Tell us what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline.
- Attend a virtual public meeting on February 15, 2022 from 6:30p.m. – 8:00p.m. Meeting details will be posted to the website link noted above on February 15, 2022.
- Submit comments via U.S. mail to: Ryan Spaulding, Associate Environmental Planner, California Department of Transportation, 500 South Main Street, Bishop, California 93514.
- Submit comments via email to: Ryan Spaulding (Ryan.Spaulding@dot.ca.gov).
- Submit comments by the deadline: March 4, 2022.

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.

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

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Ryan Spaulding, Associate Environmental Planner, California Department of Transportation, 500 South Main Street, Bishop, California 93514; 760-937-1556 (Voice), or use the California Relay Service 1-800-735-2922 (Voice to TTY), 1-800-855-3000 (Spanish TTY to Voice and Voice to TTY), or 711.

09-MNO-395-PM 50.60/53.10
09-37430/0918000015

The California Department of Transportation (Caltrans) proposes to rehabilitate pavement, replace sidewalks and guardrail, add or replace existing drainage facilities, and perform other work on U.S. Route 395, from postmiles 50.6 to 53.1 near the community of Lee Vining in Mono County, CA.

INITIAL STUDY
with Proposed Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

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

Kirsten Helton

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

2/1/2022

Date

The following individual can be contacted for more information about this document:

Ryan Spaulding, Associate Environmental Planner
500 S. Main Street, Bishop, CA 93514
Ryan.Spaulding@dot.ca.gov
(760) 937-1556

DRAFT
Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

District-County-Route-Post Mile: 09-MNO-395-50.60/53.10
EA/Project Identification: 09-37430 / 0918000015

Project Description

The California Department of Transportation (Caltrans) proposes to rehabilitate pavement, replace sidewalks and guardrail, add or replace existing drainage facilities, and perform other work on U.S. Route 395, from postmiles 50.6 to 53.1 near the community of Lee Vining in Mono County, CA.

Determination

An Initial Study has been prepared by the California Department of Transportation (Caltrans), District 9.

On the basis of this study it is determined that the proposed project will not have a significant effect on the environment for the following reasons:

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

Kirsten Helton

Kirsten Helton
Deputy District Director, Planning and Environmental
District 9
California Department of Transportation

2/1/2022

Date

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Chapter 1 Proposed Project

1.1 Introduction

The Department of Transportation (Caltrans) proposes to rehabilitate the entire existing pavement area and replace, repair, or construct new facilities including drainage, sidewalks, curb ramps, driveways, street lighting, landscaping, a retaining wall, and guardrail from postmiles 50.6 to 53.1. Shoulder backing (three feet in width) will be placed where there is no sidewalk adjacent to U.S. Route 395. In addition, conceptual cross-section design options have been prepared for postmiles 51.2 to 51.7 (within the community of Lee Vining). Permanent stormwater treatment facilities are proposed outside of existing Caltrans right of way, including one drainage ditch at the northern end of and one detention basin on the east side of Lee Vining. The detention basin will require a minor amount excavation (up to one and a half feet), grading and establishing berms to capture stormwater flows and the drainage ditch will require excavation to approximately five feet deep. An additional drainage design option is being considered which would construct an approximately twenty-foot wide bioswale inside Caltrans right of way in front of the Caltrans highway maintenance station, Mono County highway maintenance station, and School parcels.

In 2018, Caltrans District 9 Planning staff and hired consultants conducted public outreach efforts with members of the public including Lee Vining residents and business owners. Those efforts are summarized in a document titled “Lee Vining US 395 Rehab Project Public Engagement Summary” (prepared by MIG, Inc; August 2018). Public input was also recorded and summarized in the document, and the findings helped inform the Project Development Team during the Project Initiation Document phase of the project. The document, which is included in Volume two, also serves as a guide for informing the project development team’s decisions regarding project cost and scope as the project advances to the design and construction phases.

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

Restore the facility to a state of good repair so that the roadway will require minimal maintenance resources and bring fewer disruptions to the public over the life cycle of the pavement. Bring pedestrian facilities and crossings up to

current standards required by the Americans With Disabilities Act. Address and replace drainage systems. Provide an efficient transportation system for interregional traffic that also addresses the local needs of the Lee Vining Community.

1.2.2 Need

The roadway has reached the end of its life cycle as it exhibits major pavement distress. The local community desires complete streets facilities to accommodate multimodal transportation use. This will also allow for the upgrade of Americans With Disabilities Act facilities that were constructed to previous standards. Additionally, current drainage facilities need to be upgraded and expanded to accommodate improvements.

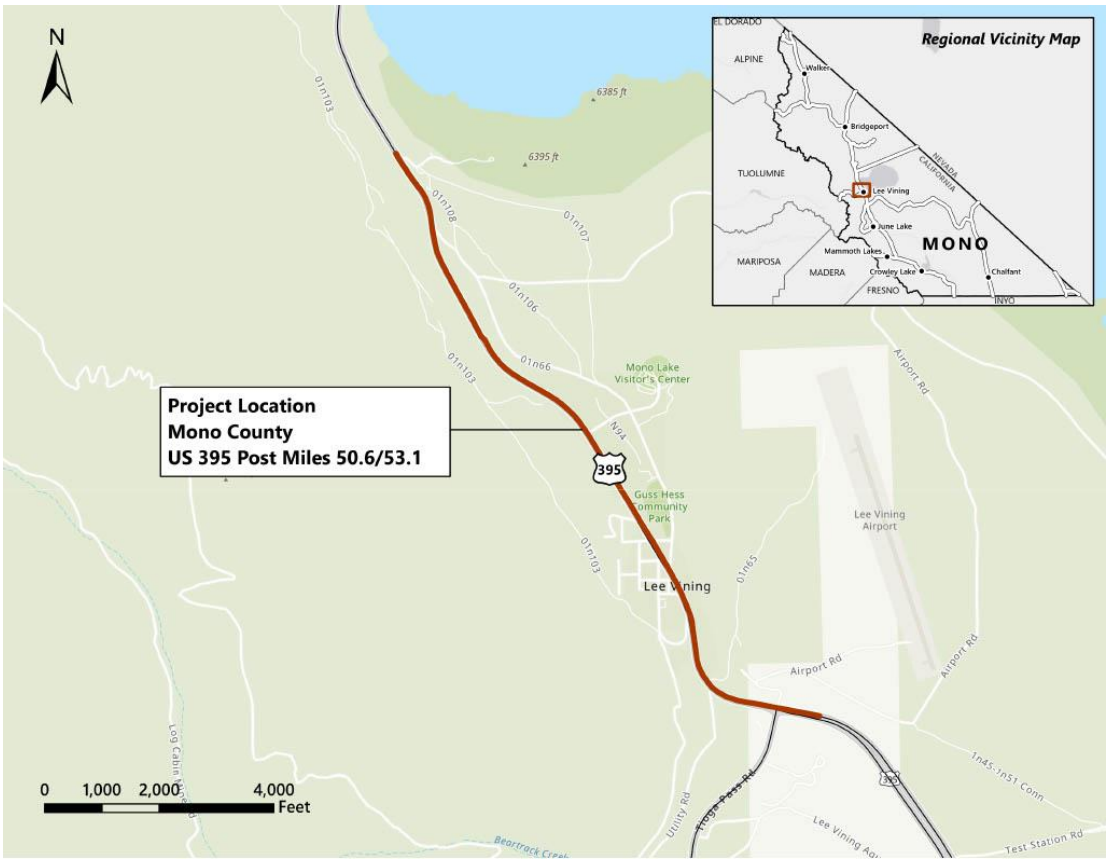
1.3 Project Description

The proposed project includes reconstruction/rehabilitation of the entire existing pavement area and replacement, repair or construction of new facilities including drainage, sidewalks, curb ramps, driveways, street lighting, landscaping, retaining wall and guardrail (from postmiles 50.5 to 53.1). Permanent stormwater treatment facilities are proposed outside of existing Caltrans right of way on the east side of Lee Vining.

There are two build alternatives and one no-build alternative being considered. Alternatives 3 and 4 from the Project Initiation Report have been considered but rejected from future consideration.

Caltrans includes standard specifications for the purposes of reducing impacts to the environment on every project constructed. These specifications include dust control, provisions for the handling of nesting birds, policies on the handling of hazardous materials and construction noise levels, et cetera. These standard specifications are incorporated as project features and are included as part of the project description. The significance of impacts under CEQA resulting from the project are considered after implementation of these measures.

Figure 1-1 Project Location and Vicinity Map



1.4 Project Alternatives

There are two build alternatives and one no-build alternative for the proposed project.

1.4.1 Build Alternatives

There are two build alternatives and one no-build alternative being considered. Alternatives 3 and 4 from the Project Initiation Report have been considered but rejected from future consideration. Alternatives 1 and 2 differ based on pavement rehabilitation strategy. Alternative 1 proposes a combination of “mill and fill” and full depth reclamation, and alternative 2 proposes dull depth reclamation only for all portions of road rehabilitation.

<u>Alternative 1 Pavement Rehabilitation Strategy:</u>
PM 50.6 - 51.2: 0.40’ cold plane and 0.40' AC overlay.
PM 51.2 - 51.7: Full Depth Reclamation: 0.75’ pulverize; 0.65’ hot mix asphalt on 0.50’ recycled base.
PM 51.7 - 53.1: 0.40' cold plane and 0.40' asphalt concrete overlay.

<u>Alternative 2 Pavement Rehabilitation Strategy:</u>
PM 50.6 - 53.1: Full Depth Reclamation: 0.75’ pulverize; 0.65’ hot mix asphalt on 0.50’ recycled base.

Common Design Features of the Build Alternatives

For the portion of the project within the town of Lee Vining, (postmiles 51.2 to 51.7) Caltrans facilities including sidewalks, curb ramps, and driveways will be replaced and upgraded to current Americans With Disabilities Act standards. Additional design options which may satisfy the complete street component of the project may include street trees, landscape planters, pedestrian-scale streetlights, bulb-outs, dedicated Class II bike lanes, and pedestrian crossings. Several cross-section design options, which reallocate the street space to accommodate vehicular, bicycle and pedestrian use, are being considered. The final street layout for this segment of the project will be determined during the Plans Specifications, and Estimates phase. As a part of the complete streets concept for the town of Lee Vining, these street trees will remain or be replaced. The scope of this work will depend how the existing trees fit within the streetscape's new curb lines. Based on input from local agencies and residents, this project may include additional trees and planters. The final layout will be determined in the design phase. A cooperative agreement with Mono County may be necessary for future maintenance of the landscaping.

Drainage facilities through the community will be replaced, upgraded, or abandoned to accommodate new roadway and pedestrian facilities. This will entail the replacement of 13 existing culverts and the abandonment of 2 existing culverts. One Stormwater detention basin is also proposed on the east side of the community (directly east of the Shell gas station). The basin will serve to slow runoff velocity, settle suspended solids, and prevent erosion and stormwater pollution from entering the local water course (Lee Vining Creek). The inlets and overflows of the drainage basin will require permanent erosion control measures. Another drainage feature proposed on this project is the excavation of an approximately two hundred (200) feet long drainage ditch directly north of the Lee Vining High School sports field. The ditch would function to convey excess stormwater from an existing culvert flowing under U.S. Route 395 along the northbound lane shoulder. The excavated dimensions of the ditch would be twenty feet wide by five feet deep.

From postmiles 51.02 to 51.23 (along the northbound shoulder of U.S. Route 395) a mechanically stabilized earth wall will be reinforced by adding a sulfate resistant geomembrane covered by a thin rocky material layer in the surface. This membrane will be placed under existing sidewalk that will be reconstructed.

All guardrail in the project limits will be replaced with Midwest Guardrail System and stained with a Natina finish that will reduce glare off of the metal surfaces of the guardrail and blend in with the surrounding natural environment with a weathered and aged appearance. Other safety improvements will include replacement of signs, installation of enhanced wet night visibility recessed traffic stripes, and installation of rumble strips.

Unique Features of the Build Alternatives

For the project, there are two build alternatives, which only differ through pavement strategy type from postmiles 50.6 to 53.1 on U.S. Route 395. All other design features, noted above, apply to both alternatives 1 and 2.

Alternative 1

Alternative 1 proposes to perform a full depth reclamation of U.S. Route 395 from postmiles 51.2 to 51.7 (through the community of Lee Vining) and a mill and fill on the south and north ends of the project (postmiles 50.6 to 51.2, and postmiles 51.7 to 53.1, respectively).

Alternative 1 Pavement Rehabilitation Strategy:
PM 50.6 - 51.2: 0.40’ cold plane and 0.40' AC overlay.
PM 51.2 - 51.7: Full Depth Reclamation: 0.75’ pulverize; 0.65’ hot mix asphalt on 0.50’ recycled base.
PM 51.7 - 53.1: 0.40' cold plane and 0.40' asphalt concrete overlay.

Alternative 2

Alternative 2 proposes to perform a full depth reclamation with pulverization of U.S. Route 395 from PM 50.6 to PM 53.1.

Alternative 2 Pavement Rehabilitation Strategy:
PM 50.6 - 53.1: Full Depth Reclamation: 0.75’ pulverize; 0.65’ hot mix asphalt on 0.50’ recycled base.

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 with continued routine maintenance activities. Selection of the no-build alternative would result in no project-related construction activities taking place. The no build alternative will not meet the project purpose and need as it will not bring Americans With Disabilities Act facilities or guardrail up to current standards, nor will it restore the pavement to a state of good repair or address the local mobility needs of the community of Lee Vining.

1.5 Identification of a Preferred Alternative

At this time, Caltrans has not identified a preferred alternative. This decision will be made after consideration of public comments. After the public circulation period, all comments will be considered, and the Department will select a preferred alternative and make the final determination of the project’s effect on the environment. This section will be updated for the Final Environmental Document and make note of the identification of a preferred alternative.

Selection of a preferred alternative is anticipated on or before April 1, 2022.

1.6 Discussion of the NEPA Categorical Exclusion

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

1.7 Permits and Approvals Needed

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

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	1602 Agreement for Streambed Alteration	Application for 1602 permit expected during the next project phase. Permit issuance is anticipated during the next project phase.
California Water Resources Board, Lahontan Regional Water Quality Control Board	401 Certification/Waste Discharge Requirements Document	Application for Section 401 permit expected during the next project phase. Permit issuance is anticipated during the next project phase.
U.S. Army Corps of Engineers	Section 404 Permit for filling or dredging waters of the United States.	Application for Section 404 permit expected during the next project phase. Permit issuance is anticipated during the next project phase.
California Transportation Commission	California Transportation Commission vote to approve funds	Following the approval of the Final Environmental Document, the California Transportation Commission will be required to vote to approve funding for the project. The vote is anticipated in June 2022.
State Historic Preservation Officer	State Historic Preservation Officer concurrence of cultural studies completed for the project.	The State Historic Preservation Officer has provided concurrence on January 10, 2022.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

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

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

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound in a separate volume), and no further discussion is included in this document. Detailed information regarding survey methodologies and results are also found

2.1.1 Aesthetics

Considering the information included in the Visual Impact Analysis and Questionnaire dated November 18, 2021, 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**
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**

Question—Would the project:	CEQA Significance Determinations for Aesthetics
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?	**Less Than Significant Impact**
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	**No Impact**

Affected Environment

U.S. Route 395 through the project limits has been designated as part of the Eastern Sierra Scenic Byway and listed as Eligible within the California State Scenic Highway System. The U.S. Route 395 corridor is considered to be a sensitive corridor regarding visual resource issues, and the project occurs within the Mono Basin National Forest Scenic Area. Open and expansive views of the Mono Basin (including Mono Lake), Sierra Nevada mountains, Bodie Hills and the Mono Craters are common along the U.S. 395 corridor in the project limits. The scenic and recreational nature of the region draws visitors from around the world.

Environmental Consequences

Review of the project site and preliminary project plans indicate that the proposed 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 Lee Vining would be altered with the potential introduction of new and upgraded facilities, including upgraded sidewalks, new highway paving, street lights, bulb outs, and possible lane reduction of U.S. Route 395 through the community. The potential introduction of bike lanes, diagonal back-in parking spaces, and other complete streets elements would also provide a change to the visual character of U.S. Route 395 within the limits of the project.

Drainage improvements (including the replacement or abandonment of existing culverts) and guardrail replacement are not expected to be noticeable to passing motorists, pedestrians, and cyclists on U.S. Route 395 as these facilities will be replaced in-kind. One drainage detention basin is proposed, which will require minor amounts of excavation of undisturbed soils and vegetation removal directly adjacent to the community of Lee Vining. The basin is proposed to be constructed east of, and adjacent, to the Shell gas station. This location is partially obstructed from view by existing structures along U.S. Route 395, although it will be visible from adjacent businesses and residences. The primary visual impact would result from the temporary lack of

vegetation in the newly excavated and graded areas of the basin, and the outer berms created to establish the outer perimeter of the basin until the area revegetates. The impacts resulting from a lack of vegetation would be temporary as these areas will be seeded with a native plant mix.

Another drainage feature proposed on this project is the excavation of an approximately two hundred (200) feet long drainage ditch directly north of the Lee Vining High School sports field. As with the stormwater detention basin, the excavation of the ditch will also require vegetation removal. The ditch would function to convey excess stormwater from an existing culvert flowing under U.S. Route 395 along the northbound lane shoulder. The excavated dimensions of the ditch would be twenty feet wide by five feet deep.

Avoidance, Minimization, and/or Mitigation Measures

The following measures will be implemented during the project's design phase:

AESTHETIC-1: All guardrail replaced should be treated with Natina per the District 9 policy for guardrail along U.S. Route 395 in Mono County.

AESTHETIC-2: Missing or damaged trees in sidewalk planter locations along U.S. Route 395 in Lee Vining should be replaced. Existing tree planter locations may need to be adjusted during construction. In addition, existing tree grates should be replaced with sturdier models and root guards should be installed at all planter locations.

AESTHETIC-3: Areas requiring vegetation removal (one stormwater detention basin and one stormwater drainage ditch) will be re-seeded with native seed mix to ensure permanent revegetation and erosion control of excavated 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.

Per a search of the California Department of Conservation's Important Farmland Mapping Tool, there are no designated Prime, Unique or Farmlands

of Statewide Importance in or near the proposed project limits. The project will not have any effect on protected Farmlands, including those under the Williamson Act, or convert any farmlands into non-agricultural use (https://maps.conservation.ca.gov/DLRP/CIFF).

Impacts to timberland are analyzed as required by the California Timberland Productivity Act of 1982 (California Government Code Sections 51100 et seq.), which was enacted to preserve forest resources. Like the Williamson Act, this program gives landowners tax incentives to keep their land in timber production. Contracts involving Timber Production Zones (are on 10-year cycles. Searches of Inyo County Planning documents, the California Department of Conservation website and the California Department of Forestry and Fire Protection website showed no designated timberlands or Timber Production Zones in or near the project vicinity. The project will have no effect on protected Timberlands since none exist in the project area.

Question—Would the project:	**CEQA Significance Determinations for Agriculture and Forest Resources**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	**No Impact**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	**No Impact**
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 included in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo dated March 3, 2021, 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 included in the Natural Environment Study (Minimal Impacts) dated November 22, 2021, 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?	**No Impact.**

Question—Would the project:	CEQA Significance Determinations for Biological Resources
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?	**Less Than 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?	**No 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

The proposed project encompasses an approximate four and a half-mile section of U.S. Route 395 located in Mono County. The elevation of the study area ranges from 6,400-6,900 feet above sea level and lies within an arid, mid-elevation desert climate that is characterized by hot, dry summers and cool winters with moderate precipitation. Temperatures vary greatly throughout the year with a temperature change of approximately seventy degrees Fahrenheit between the coldest and warmest months of the year. Average total precipitation is approximately fourteen inches per year.

Aquatic resources and riparian habitat

The proposed project is located near Mono Lake, a terminal, saline lake on the eastern edge of the Sierra Nevada mountains. The lake collects flows from the eastern escarpment of the Sierra Nevada, the surrounding Mono Basin and local runoff. There is one named creek within the project impact area- Lee Vining Creek- a perennial creek that runs through the southern portion of Lee Vining, crosses U.S. Route 395, and terminates in Mono Lake.

There are also smaller roadside ditches and unnamed aquatic and riparian features that cross U.S. Route 395 in various locations within Lee Vining and the project impact area. Riverine and riparian habitat exist within and adjacent to the proposed project.

Riverine habitat can be described as open-water habitat that occurs within a defined stream channel and along perennial and intermittent stretches of streams and some major dry washes. Riverine habitat may sometimes border wetlands that exist within the floodplain of the channel. Riverine habitat within the general project area occurs adjacent to Lee Vining Creek. In some locations adjacent to the project limits, this habitat is bordered by wetland habitat. Much of the riverine habitat adjacent to the project contains woody riparian vegetation, with the predominant plants being willow species (*Salix species.*). Other species found in the riparian community include Wood's rose (*Rosa woodsia*) and wax currant (*Ribes cereum*).

Riparian habitat also occurs in locations where springs and ephemeral drainages exist adjacent to the project limits. Springs- areas where ground water seeps out of the earth at locations where the water table exceeds the grounds surface- occur on several slopes adjacent to the project limits. Riparian vegetation at spring locations will not be impacted by project activities and most exist outside of the project impact area.

Environmental Consequences

There is a total of seven existing culverts that are proposed to be replaced within the project limits. All culverts that will be replaced will be replaced in-kind with similar sized culvert pipes with some minor grading within already disturbed areas of the project impact area. Other culvert work anticipated on the project include two culverts outside of jurisdictional areas (postmile 51.23 and postmile 51.25) that will be abandoned.

There is one detention basin proposed on the east side of the community of Lee Vining. Construction of the detention basin may require vegetation removal and may result in impacts to jurisdictional waters. Approximately .032 acres of waters of the State and .103 acres of waters of the U.S. may be impacted to construct the detention basin.

The proposed drainage ditch on the north end of town will not impact existing wetlands. Removal and trimming of willow species and wild rose may occur; however, they are not associated with any jurisdictional waters as the individuals identified primarily obtain water from irrigation runoff from Lee Vining High School's sports field.

Temporary impacts to waters of the U.S. and State related to the scope of work described above in this section may occur during this project. The total acreage of temporary impact to waters of the State, including ephemeral

streams, riparian habitat, and a seasonal wetland swale within the project limits may be 0.42 acre. Temporary impacts to waters of the U.S. may be approximately .186 acres.

Avoidance, Minimization, and/or Mitigation Measures

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

BIOLOGY 1: This project will require work within jurisdictional resources and permits will be required, including a 1600 permit from California Department of Fish and Wildlife, a 401 permit from California Water Resources Board, Lahontan Regional Water Quality Control Board, and a 40 permit from the U.S. Army Corps of Engineers (refer to page 6, Section 1.7, *Permits and Approvals Needed*).

BIOLOGY 2: All conditions outlined in these permits will be implemented during construction and environmentally sensitive area fencing will be installed to protect all wetlands, waters, and riparian vegetation that occur adjacent to the project impact area.

BIOLOGY 3: A full-time biological monitor may likely be required during all construction activities where jurisdictional resources occur to ensure that no unanticipated impacts occur.

BIOLOGY 4: Implementation of water pollution control best management practices will occur prior to and during construction to protect all hydrologic resources adjacent to and within the project limits. Such practices may include use of fiber rolls and/or silt fencing to delineate hydrologic resources.

BIOLOGY-5: Pre-construction sensitive-status plant surveys will occur during peak blooming season seventy two (72) hours prior to construction, if the construction schedule allows. If not, these surveys will be completed the spring prior to construction start.

BIOLOGY-6: If sensitive-status species are found in the project impact area or adjacent habitat, Caltrans biologists will implement environmentally-sensitive area boundaries with protective no-work buffers.

If sensitive-status plants are later found in the project impact area and it is determined that permanent impacts would occur to them during construction, Caltrans biologists will coordinate with California Department of Fish and Wildlife. Both agencies will work together to develop mitigation measures for permanent impacts which may include transplanting the affected individuals. No impacts are anticipated at this time.

BIOLOGY 7: Pre-construction surveys will be completed for all burrowing mammals. Because the badger is not expected to occur on the project site,

no avoidance or minimization measures are currently proposed. However, if any badgers or evidence of active burrows of any sensitive-statues species (e.g., pygmy rabbit) are observed before or during construction, measures to protect them from impacts will be implemented and consultation with the California Department of Fish and Wildlife will be initiated. These measures could include implementation of environmentally sensitive areas, no-work buffers around active burrows, and potential biological monitoring during construction activities within a five hundred (500) foot buffer of an active burrow.

BIOLOGY 8: To ensure no impacts occur to bat individuals or active roosting habitat, a pre-construction survey at the culverts and any other potential roosting habitat (trees and buildings) will be conducted at least forty-eight (48) hours prior to construction. If bats are found in within the project limits, then a bat exclusionary plan will be devised in coordination with California Department of Fish and Wildlife. If bats and/or roosting locations are found within or adjacent to the project limits, environmentally sensitive areas may be delineated to ensure no impacts occur to them. Additionally, biological monitoring may be implemented if necessary to ensure no impacts occur to bats or active roosting habitat.

BIOLOGY 9: Pre-construction non-protocol level Southwestern willow flycatcher surveys will be conducted within 48 hours prior to any work being done regardless of time of year as species nesting times vary within and outside of the normal nesting period.

If a nest is found within the project impact area, a no-work buffer of up to a quarter of a mile may be implemented during nesting season (May 15- July 17) as determined by the project Biologist in coordination with California Department of Fish and Wildlife and United States Fish and Wildlife Service to avoid impacts caused by construction until nesting season has finished, or nesting activities have completed, and the bird nestling has fledged and left the area. Certain work activities occurring adjacent nest sites may require monitoring by a qualified biologist.

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

If a nest is found within the project impact area, an appropriate no-work buffer may be implemented as determined by the project Biologist to avoid impacts caused by construction until nesting season has finished, or nesting activities have completed, and the bird nestling has fledged and left the area. No-work buffers can vary in size depending on listing status and species. Buffers as large as a half mile may be used for Swainson’s Hawk; five hundred feet for other nesting raptors; or two hundred and fifty feet for nesting songbirds.

Certain work activities occurring near nest sites may require monitoring by a qualified biologist

Compensatory mitigation is not anticipated as no permanent impacts are anticipated to aquatic resources. If design changes result in permanent impacts to jurisdictional areas, Caltrans will update this environmental document to describe proposed compensatory mitigation. Potential mitigation strategies may include on-site revegetation of riparian vegetation to compensate for the removal of existing riparian vegetation or habitat.

With the implementation of the measures noted above, the project will result in less than significant impacts to biological resources.

2.1.5 Cultural Resources

Considering the information included in the Historic Properties Survey Report dated December 10, 2021, with State Historic Preservation Officer concurrence on eligibility received on January 10, 2022, 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 §15064.5?	**No Impact**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	**No Impact**
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	**No Impact**

2.1.6 Energy

For this project, a brief, qualitative analysis of energy impacts was performed. The proposed project will not increase highway capacity and therefore will not induce additional energy (fuel) consumption. All applicable Caltrans standard provisions for energy resources required for construction will be implemented on this project.

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.**
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 included in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo dated November 23, 2021, 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: 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**
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: ii) Strong seismic ground shaking?	**No Impact**
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iii) Seismic-related ground failure, including liquefaction?	**No Impact**
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iv) Landslides?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
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 on- or off-site 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**
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	**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 included in the Lee Vining Rehab: Climate Change Analysis dated December 2021, 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?	**Less Than Significant Impact**

Affected Environment

The proposed project is in a small rural community surrounded by an undeveloped, rural landscape, with a primarily natural resources based agricultural and tourism economy. U.S. Route 395 is the main transportation route to and through the area for both passenger and commercial vehicles.

Traffic counts are low, with peak annual average traffic volumes on U.S. Route 395 the project segment at 8,300 vehicles per day in 2020 (based on traffic count data recorded at the junction of U.S. Route 395 and State Route 120 West). 2020 peak annual average traffic count data show 6,000 vehicles per day on U.S Route 395 near the Lee Vining Visitors Center (north end of the community), and U.S. Route 395 is not typically congested.

Environmental Consequences

The purpose of the proposed project is to rehabilitate existing pavement and bring highway facilities (curbs, sidewalks, gutters, and driveways) to current Americans With Disabilities Act standards and 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 as result of project implementation. Construction greenhouse gas emissions were estimated using the Sacramento Metropolitan Air Quality Management District Road Construction Emissions Model. Project construction is estimated to generate 791 U.S. tons of carbon dioxide over a 6-month construction period. 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.

After the project has been constructed, either build alternative would provide increased pedestrian and multi-modal access throughout the corridor in the community of Lee Vining, which may result in a net reduction of greenhouse gas emissions from vehicles. Neither alternative would increase vehicular capacity or induce additional travel which could lead to increased greenhouse gas emissions or vehicle miles traveled.

Avoidance, Minimization, and/or Mitigation Measures

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

GREENHOUSE-1: The Contractor will be instructed to use material source and borrow sites close to the project location to the extent feasible. This will reduce the number of haul trips and distance traveled per trip.

GREENHOUSE-2: Construction personnel will comply with Caltrans Standard Specification Section 14-9.02, Air Pollution Control. Certain measures restrict how long construction vehicles may idle, reducing exhaust emissions.

The proposed project will enhance pedestrian facilities within the community of Lee Vining with the introduction of upgraded sidewalks, curb ramps, and potentially new bike lanes on both sides of U.S. Route 395 through town. Upon completion, the project has the potential to lower greenhouse gas

emissions within the community over time if more travelers choose to use the new and upgraded facilities in lieu of motorized travel.

2.1.9 Hazards and Hazardous Materials

Considering the information included in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo, dated November 23, 2021, 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?	**Less Than Significant 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**

Affected Environment

There are two schools located in the community of Lee Vining and adjacent to the project limits: Lee Vining High School and Lee Vining Elementary School. Lee Vining High School is located at the northern end of Lee Vining on U.S. Route 395, and Lee Vining Elementary School is located approximately less than a tenth of a mile west of U.S. Route 395 on Lee Vining Avenue.

Environmental Consequences

A portion of this project includes abandoning an existing underground culvert which travels through the basement of the Lakeview Lodge Hotel (postmile 51.25) on the east side of U.S. Route 395. It has been determined that this culvert will be dismantled and removed from the basement. It is also possible that some building materials (walls, floors, insulation, ceiling floors, paint, et cetera) may be needed to be disturbed to complete this work. There exists the possibility that the above stated materials may include lead and/or asbestos.

The location of this culvert, and Lake View Lodge, is approximately a tenth of a mile from Lee Vining Elementary School and less than half of a mile from Lee Vining High School.

Avoidance, Minimization, and/or Mitigation Measures

HAZ WASTE-1: Building alterations to abandon the culvert running through the basement of the Lake View Lodge will require lead paint and asbestos testing prior to construction. These tests will occur during the project's design phase to determine actual lead and asbestos levels of the materials to be removed. If lead or asbestos levels are found in concentrations that trigger special handling and disposal, specifications will be added into the project contract mandating the creation of a lead/asbestos compliance plan by the contractor, and that all work with these materials will be performed by a licensed lead/asbestos removal contractor. The compliance plan will outline procedures for public and worker health and safety during the removal, transportation, and disposal of lead/asbestos materials. There will be no public access to the work area. Although this work is to occur within one quarter mile of Lee Vining Elementary School, the implementation of the above stated measures will result in less than significant impacts.

2.1.10 Hydrology and Water Quality

Considering the information included in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo (dated November 23, 2021) and the Natural Environment Study (dated November 22, 2021), 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 or ground water 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 on- or off-site;	**Less Than Significant Impact**
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	**Less Than Significant 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	**Less Than Significant Impact**
(iv) impede or redirect flood flows?	**Less Than Significant Impact**
d) In flood hazard, tsunami, 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

The proposed project will rehabilitate existing pavement, base, and sub-base and introduce new impervious surfaces. In addition, a new drainage ditch and one to two drainage infiltration basins are proposed within and directly east of the community of Lee Vining. Also, a bioswale strip is being considered within existing Caltrans right of way.

An Aquatic Resources Delineation Report was prepared for this project in September 2021. Multiple jurisdictional water resources were identified within the disturbance area for the project.

Environmental Consequences

Replacement of existing culverts and the creation of one detention basin will require a 401 Certification from the Lahontan Regional Water Quality Control Board and a Section 404 Permit from the U.S. Army Corps of Engineers for impacts to Waters of the State and Waters of the U.S., respectively. No wetlands were identified within the town of Lee Vining.

Avoidance, Minimization, and/or Mitigation Measures

HYDROLOGY-1: The project will pulverize pavement into the subbase material, which will increase the disturbed soil area calculations for the project. Due to this it is likely the disturbed soil area will exceed one acre and require a Stormwater Pollution Prevention Plan under the Construction General Permit. New impervious surface area will increase, necessitating additional runoff infiltration areas. A bioswale strip, drainage ditch and stormwater detention basin are currently included in the project impact area and will be better defined as the project design progresses.

HYDROLOGY-2: The 401 and 404 permits, which will be obtained during the Plans, Specifications and Estimates phase, will outline permit conditions once project design has been finalized. The permit conditions are likely to include onsite erosion control work and implementation of best management practices.

2.1.11 Land Use and Planning

Considering the information included in the Community Impacts: Memo to file dated November 15, 2021, 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 included in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo dated November 23, 2021, 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 included in the Air/Noise/Hazardous Waste/Water/Paleontology Study Memo dated November 23, 2021, 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?	**Less Than Significant Impact**
b) Generation of excessive ground borne vibration or ground borne 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 is in and throughout the community of Lee Vining, CA. U.S. Route 395 serves as the main route through Lee Vining, and construction

activities will produce elevated noise levels at various times throughout the project.

Environmental Consequences

Short term limited impacts during construction will occur as noise levels will be elevated. The project would not generate excessive ground borne vibration or ground borne noise levels; however, the degree of construction noise impacts may vary for different areas of the project site and depending on the construction activities. Construction activities will increase ambient noise levels from heavy and handheld equipment, however no long-term changes to noise levels will occur due to this project. These short-term impacts are to be expected throughout the life of the project, which is currently estimated to take six months to complete.

Avoidance, Minimization, and/or Mitigation Measures

NOISE-1: While local businesses and residents will be temporarily impacted by construction noise, work is only expected to occur during normal weekday working hours (daylight), and the Caltrans Planning and Public Information Office staff have coordinated with the local community throughout the project process thus far. Additional outreach efforts will occur prior to construction so residents, business owners, hotel operators, et cetera will be aware of the upcoming construction activities. Through implementation of Caltrans standard specifications for noise levels and advanced community notification, impacts are anticipated to be less than significant.

2.1.14 Population and Housing

Considering the information included in the Community Impacts: Memo to file dated November 15, 2021, 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**
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 included in the Community Impacts: Memo to file dated November 15, 2021 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 included in the Community Impacts: Memo to file dated November 15, 2021 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**

Question—Would the project:	CEQA Significance Determinations for Recreation
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 included in the Community Impacts: Memo to file dated March 10, 2021, 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?	**No Impact**

2.1.18 Tribal Cultural Resources

Considering the information included in the Historic Properties Survey Report dated December 10, 2021, with State Historic Preservation Officer concurrence on eligibility received on January 10, 2022, the following significance determinations have been made:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 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**
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	**No Impact**

2.1.19 Utilities and Service Systems

Considering the information in the Right of Way Data Sheet Request and the Draft Project Report, 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**

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
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**
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 included in the Community Impacts: Memo to file dated November 15, 2021, 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?	**No 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**

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?	**Less Than Significant Impact**
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**

As stated in the “Biological Resources” section (page 11, Section 2.1.4) of this document, the proposed project may result in temporary impacts to waters of the U.S. and State related to the proposed culverts, detention basin and drainage ditch throughout and adjacent to the community of Lee Vining. This work will occur within jurisdictional resources and permits will be required (refer to page 6, Section 1.7, Permits and Approvals Needed).

Based on the information found in this document, the proposed project will have less than significant impacts to Aesthetics, Biological Resources, Hazards and Hazardous Materials, Greenhouse Gas Emissions, Hydrology and Water Quality, and Noise.

Appendix A Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

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

Making Conservation a California Way of Life.

August 2020

NON-DISCRIMINATION POLICY STATEMENT

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

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

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

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

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

Original signed by
Toks Omishakin
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
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Agosto de 2020

DECLARACIÓN DE POLÍTICA DE NO DISCRIMINACIÓN

El Departamento de Transporte de California, bajo el Título VI de la Ley de Derechos Civiles de 1964, asegura que "*Ninguna persona en los Estados Unidos, debido a su raza, color u origen nacional, será excluída de participar, ni se le negarán los beneficios, o será objeto de discriminación, en ningún programa o actividad que reciba ayuda financiera federal.*"

Caltrans hará todos los esfuerzos para asegurar que no exista discriminación en ninguno de sus servicios, programas y actividades, ya sea que reciban fondos del gobierno federal o no, y que los servicios y beneficios sean justamente distribuidos a todas las personas sin importar su raza, color, u origen nacional. Adicionalmente, Caltrans facilitará la participación significativa en el proceso de planeación de los programas de transporte de manera no discriminatoria.

Los estatutos federales relacionados, los remedios, y la ley estatal refuerzan estas protecciones para incluir el sexo, la discapacidad, la religión, la orientación sexual y la edad.

Para información u orientación sobre cómo presentar una queja o para obtener más información relacionada con el Título VI, por favor comuníquese con el Gerente del Título VI al teléfono (916) 324-8379 o visite la siguiente página de Internet: https://dot.ca.gov/programs/civil-rights/title-vi.

Para obtener esta información en un formato alternativo como el Braille o en un lenguaje diferente al inglés, por favor póngase en contacto con la Oficina de Derechos Civiles del Departamento de Transporte de California, al 1823 14th Street, MS-79, Sacramento, CA 95811; al teléfono (916) 324-8379 (Teléfono de Texto TTY: 711); o al email: Title.VI@dot.ca.gov

Original signed by
Toks Omishakin
Director

List of Technical Studies (bound separately and available upon request)

Air, Noise, Hazardous Waste, Water Quality and Paleontology Study Memo. Caltrans. November 23, 2021.

Climate Change Analysis: Lee Vining Rehab. December 2021.

Community Impacts: Memo to file. Caltrans. November 15 2021.

Historic Properties Survey Report. Caltrans. December 10, 2021.

Natural Environment Study (Minimal Impacts). Caltrans. November 22, 2021.

Visual Impact Assessment Questionnaire and Memo. Caltrans. November 18, 2021.

Lee Vining US 395 Rehab Project Public Engagement Summary. Prepared by MIG, Inc. August 2018

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

Ryan Spaulding
Associate Environmental Planner, California Department of Transportation
500 S. Main St, Bishop, CA 93514

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

Please provide the following information in your request:

Lee Vining Rehab

On US 395, in the community of Lee Vining, CA.

09-MNO-395-50.60/53.10

0918000015