

# Bridgeport Rehab

Mono County, California

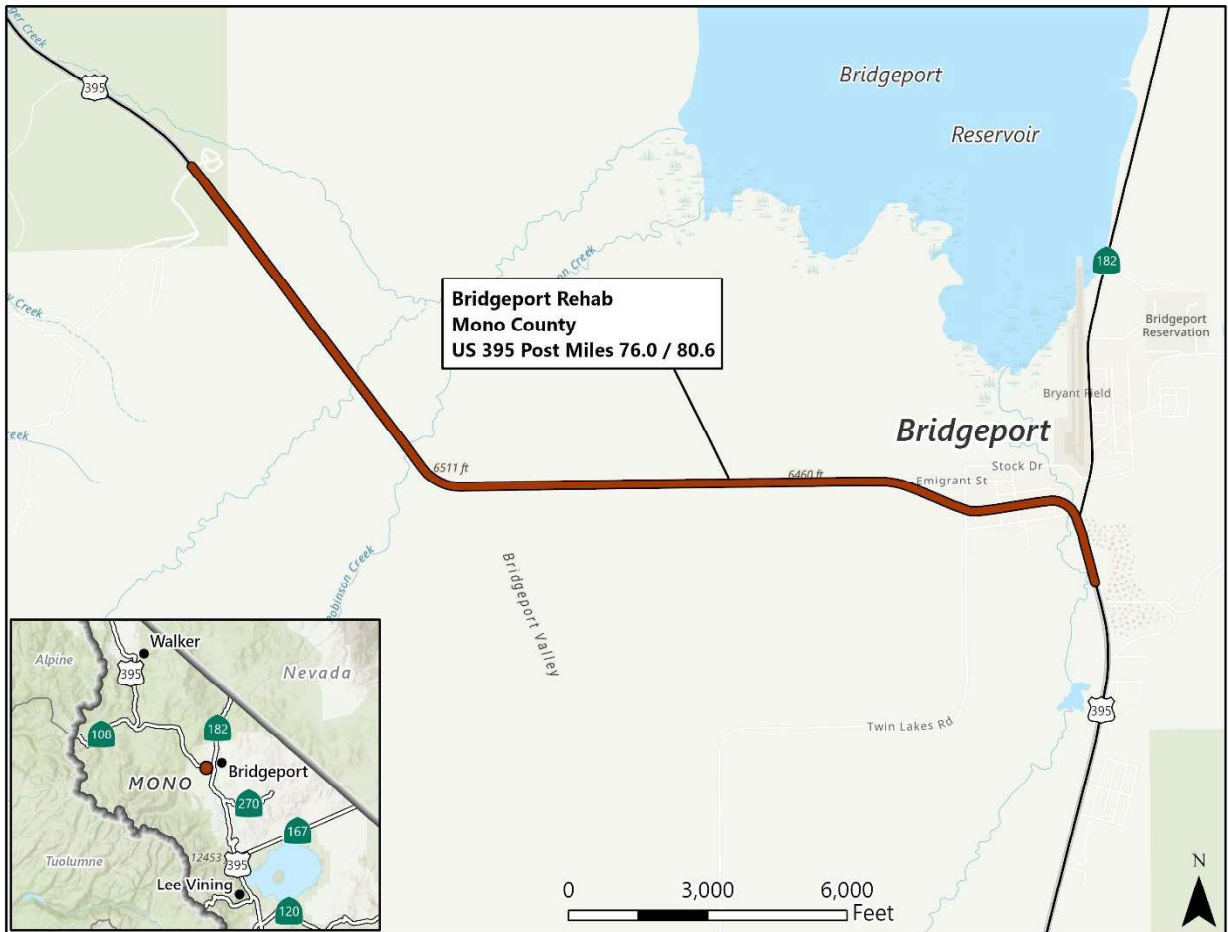
District 09-MNO-395-post miles 76.00 to 80.60

EA 09-37460/Project ID 0918000018

State Clearinghouse Number: 2023030750

## Initial Study with Mitigated Negative Declaration

Volume 1 of 2



Prepared by the  
State of California Department of Transportation

May 2023



## General Information About This Document

Document prepared by: Ryan Spaulding, Senior Environmental Scientist

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

The following appendix has been added to the document since the Initial Study with Proposed Mitigated Negative Declaration was circulated for public review and comment: **Appendix B** Comment Letters and Responses.

The Initial Study circulated to the public for 30 days between April 3, 2023, and May 2, 2023. Comments received during this period are included in Appendix B. Elsewhere, language has been added throughout the document to indicate where a change has been made since the circulation of the draft environmental document. Minor editorial changes and clarifications have not been so indicated.

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State Clearinghouse Number: 2023030750  
09-MNO-395-76.00/80.60  
09-37460/0918000018

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

**INITIAL STUDY  
with Mitigated Negative Declaration**

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

THE STATE OF CALIFORNIA  
Department of Transportation

and

Cooperating Agency: U.S. Army Corps of Engineers

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

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

05/23/2023

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Date

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## Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

**District-County-Route-Post Mile:** 09-MNO-395-76.00 to 80.60

**EA/Project Number:** 09-37460/0918000018

**State Clearinghouse Number:** 2023030750

### Project Description

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.

### Determination

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

- The project would have no impacts to Agriculture, Air Quality, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Tribal Cultural Resources, Utilities and Service Systems.
- Also, the project would have less than significant impacts to Aesthetics, Greenhouse Gas Emissions, Hydrology and Water Quality, Noise, Transportation, and Wildfire.
- Incorporation of the following mitigation measures would reduce impacts to Biological Resources (riparian vegetation, aquatic resources and wetlands) to a less than significant impact:
  - 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.
  - 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.

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

05/23/2023

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Date

*Negative Declaration*



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# Chapter 1 Proposed Project

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## 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).

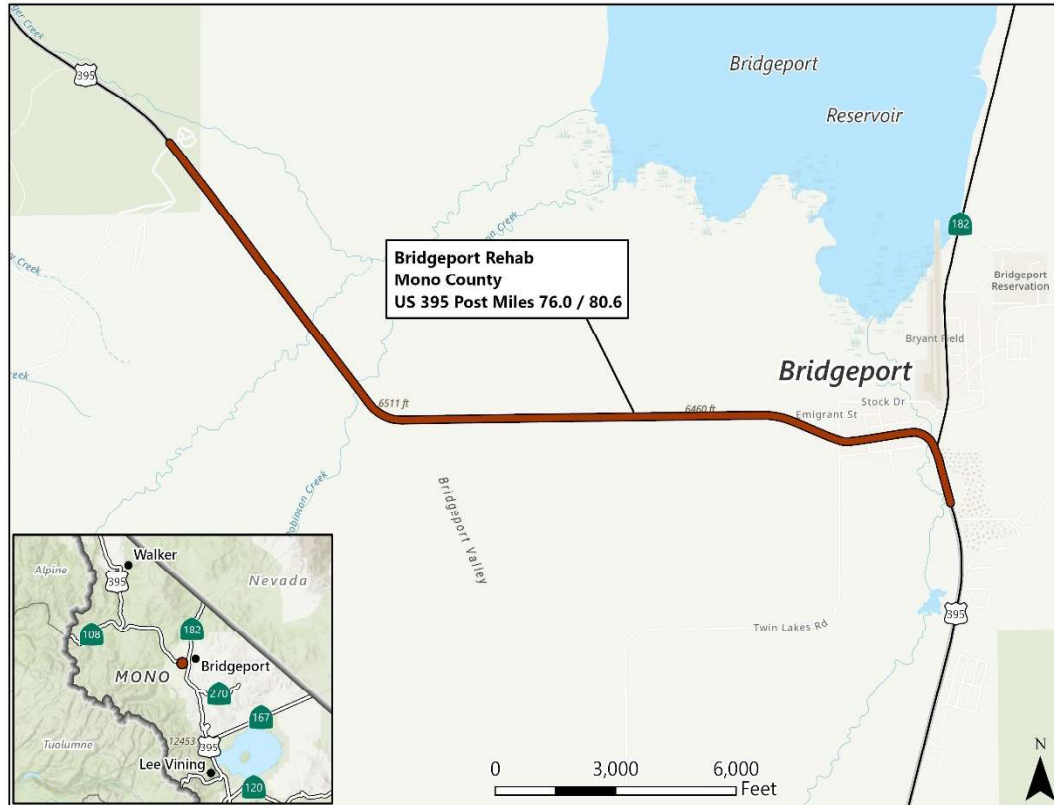
The project will also remove and replace five existing drainage culverts on U.S. Route 395. Culverts at post miles 76.76, 76.05, and 80.03 will be replaced in-kind. In addition, the existing culvert and connecting drop inlets at post mile 76.38 will be replaced in-kind. Lastly, two culverts (post miles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

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 listed later in this chapter under “Standard Measures and Best Management Practices Included in All Build Alternatives.”

#### **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 Identification of a Preferred Alternative**

After public circulation of the Initial Study with Proposed Mitigated Negative Declaration, the project development team has chosen the build alternative for the Bridgeport Rehab project as the preferred alternative. The selection of this alternative occurred on May 2, 2023. The build alternative was chosen because it will address the purpose and need of the project. 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. The above statement regarding the identification of a preferred build alternative is new to this document since the Initial Study with Proposed Mitigated Negative Declaration circulated for 30 days for public review and comment between April 3, 2023, and May 2, 2023.

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

This project includes Caltrans standard measures that are typically used on all Caltrans projects. Caltrans standard measures are considered features of the project and are evaluated as part of the project. Caltrans standard measures are not implemented to address any specific effects, impacts or circumstances associated with the project, but are instead implemented as part of the project’s design to address common issues encountered on projects.

The measures listed below are those related to environmental resources and are applicable to the project. These measures can be found in Caltrans 2022 Standard Specifications.



- 7-1 Legal Relations and Responsibility to the Public
- 10-4 Water Usage
- 10-5 Dust Control
- 10-6 Watering
- 12-1 Temporary Traffic Control
- 12-3 Temporary Traffic Control Devices
- 12-4 Traffic Control Systems
- 13-1 Water Pollution Control
- 13-2 Water Pollution Control Program
- 13-4 Job Site Management
- 13-6 Temporary Sediment Control
- 13-7 Temporary Tracking Control
- 13-10 Temporary Linear Sediment Barriers
- 14-1 Environmental Stewardship
- 14-2 Cultural Resources
- 14-6 Biological Resources
- 14-7 Paleontological Resources
- 14-8 Noise and Vibration
- 14-9 Air Quality
- 14-10 Solid Waste Disposal and Recycling
- 14-11 Hazardous Waste and Contamination
- 14-12 Other Agency Regulatory Requirements
- 17-2 Clearing and Grubbing
- 18-1 Dust Palliatives
- 20-1 Landscape
- 20-3 Planting
- 20-4 Plant Establishment Work
- 21-2 Erosion Control Work

Additional standard measures will be added to the project as necessary or appropriate.

## **1.7 Discussion of the NEPA Categorical Exclusion**

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, has been prepared in accordance with the National Environmental Policy Act (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).

## 1.8 Permits and Approvals Needed

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

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	1602 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.
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 CEQA Evaluation

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## 2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the 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:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Aesthetics</b>
a) Have a substantial adverse effect on a scenic vista?	<b>No Impact</b>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<b>Less Than Significant Impact</b>

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?	<b>No Impact</b>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<b>Less Than Significant Impact</b>

***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?	<b>No Impact</b>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<b>No Impact</b>

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))?	<b>No Impact</b>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<b>No Impact</b>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	<b>No Impact</b>

### 2.1.3 Air Quality

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

Considering the information 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?	<b>No Impact</b>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<b>No Impact</b>
c) Expose sensitive receptors to substantial pollutant concentrations?	<b>No Impact</b>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<b>No Impact</b>



### 2.1.4 Biological Resources

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

#### ***Affected Environment***

**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 gravelly 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**

<b>Resource Type</b>	<b>Impact Area (Acres)</b>	<b>Regulatory Jurisdiction</b>
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 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. This measure has been updated since the draft Initial Study circulated for public review. The measure was also updated on page iii of this document under "Determinations."

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. This measure has been updated since the draft Initial Study circulated for public review. The measure was also updated on page iii of this document under "Determinations."

### 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?	<b>No Impact</b>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<b>No Impact</b>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<b>No Impact</b>

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?	<b>No Impact</b>



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?	<b>No Impact</b>

### 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"> <li>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.</li> </ul>	<b>No Impact</b>
ii) Strong seismic ground shaking?	<b>No Impact</b>
iii) Seismic-related ground failure, including liquefaction?	<b>No Impact</b>
iv) Landslides?	<b>No Impact</b>
b) Result in substantial soil erosion or the loss of topsoil?	<b>No Impact</b>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	<b>No Impact</b>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<b>No Impact</b>

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?	<b>No Impact</b>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<b>No Impact</b>

### 2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change Analysis dated 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?	<b>Less Than Significant Impact</b>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<b>No Impact</b>

### ***Affected Environment***

The 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:

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

**2.1.10 Hydrology and Water Quality**

Considering the information in the Air, Noise, Hazardous Waste, Water 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?	<b>Less Than Significant Impact</b>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<b>No Impact</b>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:  (i) result in substantial erosion or siltation onsite or offsite;	<b>Less Than Significant Impact</b>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	<b>No Impact</b>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<b>No Impact</b>
(iv) impede or redirect flood flows?	<b>No Impact</b>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<b>No Impact</b>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<b>No Impact</b>

**Affected Environment**

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?	<b>No Impact</b>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<b>No Impact</b>

**2.1.12 Mineral Resources**

Considering the information in the Air, Noise, Hazardous Waste, Water 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?	<b>No Impact</b>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<b>No Impact</b>

**2.1.13 Noise**

Considering the information in the Air, Noise, Hazardous Waste, Water 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?	<b>No Impact</b>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<b>Less Than Significant Impact</b>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<b>No Impact</b>

***Affected Environment***

The project area 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)?	<b>No Impact</b>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<b>No Impact</b>



### 2.1.15 Public Services

Considering the information in the Community Impacts: Memo to File dated 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?	<b>No Impact</b>
Police protection?	<b>No Impact</b>
Schools?	<b>No Impact</b>
Parks?	<b>No Impact</b>
Other public facilities?	<b>No Impact</b>

### 2.1.16 Recreation

Considering the information in the Community Impacts: Memo to File dated 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?	<b>No Impact</b>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<b>No Impact</b>

### 2.1.17 Transportation

Considering the information in the Community Impacts: Memo to File dated 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?	<b>No Impact</b>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<b>No Impact</b>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<b>No Impact</b>
d) Result in inadequate emergency access?	<b>Less Than Significant Impact</b>

#### ***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	<b>No Impact</b>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<b>No Impact</b>

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?	<b>No Impact</b>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<b>No Impact</b>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<b>No Impact</b>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<b>No Impact</b>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<b>No Impact</b>

**2.1.20 Wildfire**

Considering the information in the 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?	<b>Less Than Significant Impact</b>

Question—Would the project:	CEQA Significance Determinations for Wildfire
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<b>No Impact</b>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<b>No Impact</b>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<b>No Impact</b>

**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**

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

Based on the analyses contained in this document, through implementation of mitigation measures BIO-14 and BIO-15 under Section 2.1.4, this project will have a less than significant impact on jurisdictional streambed and wetland habitat.





# Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

## California Department of Transportation

OFFICE OF THE DIRECTOR  
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September 2022

### 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](mailto:Title.VI@dot.ca.gov).

A handwritten signature in black ink, appearing to read 'Tony Tavares', is written over a thin horizontal line.

TONY TAVARES  
Director

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



## **Appendix B** Comment Letters and Responses

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This appendix contains the comments received during the public circulation and comment period from April 3, 2023, to May 2, 2023, retyped for readability. The comment letters are stated verbatim as submitted, with acronyms, abbreviations, and any original grammatical or typographical errors included. A Caltrans response follows each comment presented. The entirety of this appendix (Appendix B) is new to this document since the Initial Study with Proposed Mitigated Negative Declaration circulated for 30 days for public comment starting April 3, 2023.

The Initial Study with Proposed Mitigated Negative Declaration was posted to the State Clearinghouse for the 30-day public comment period, from April 3, 2023, to May 2, 2023. In addition to public availability of the document via the State Clearinghouse online portal, the Initial Study with Proposed Mitigated Negative Declaration was available for download from the Caltrans District 9 website and available to view in printed format at the Mono County Library (Bridgeport Branch) and the Caltrans District 9 office (Bishop) during hours open to the public.

The Caltrans project development team hosted a virtual public information meeting during the 30-day public comment period. The meeting was held on April 20, 2023, from 5:30 p.m. to 6:30 p.m. Several members of the project development team provided information on the project's scope, cost, schedule and the comment period for the environmental document. Following the presentation, members of the public participated in a question-and-answer session.

Caltrans received multiple comments during the 30-day comment and circulation period. All comments on the following pages have been retyped verbatim for readability. Caltrans District 9 would like to thank the Mono County Regional Planning Advisory Committee, the Mono County Community Development Department, the Mono County Public Works Department, Mono County District 4 Supervisor John Peters, and all members of the public for providing input on the Bridgeport Rehab project. The Caltrans project development team will continue with public outreach efforts throughout the life of the project.

**Written comments that specifically requested that the existing reverse angle-in parking spaces on U.S. Route 395 (in Bridgeport) be removed:**

Multiple individuals submitted written comments (via email or the public website) that specifically requested that the existing reverse angle-in parking spaces on U.S. Route 395 (in Bridgeport) be removed. The following individuals submitted comments regarding parking in Bridgeport (via e-mail or the project website): Jeff Simpson, Jessica Simpson, Jim Reid, Lynda Pemberton, Nick Way, Ray Robles, Richard Burbine, Richard Gieser, and Jeff Beard.

Caltrans' response on this issue is below, followed by the individual comments received from the nine members of the public specifically related to reverse angle-in parking.

**Caltrans' Response to:** Jeff Simpson, Jessica Simpson, Jim Reid, Lynda Pemberton, Nick Way, Ray Robles, Richard Burbine, Richard Gieser, and Jeff Beard.

Caltrans District 9 would like to thank all members of the public for their input on the existing reverse angle-in parking spaces in the community of Bridgeport. After consideration of the input received, Caltrans will evaluate the feasibility of changing the configuration of parking spaces on U.S. Route 395. Different parking space configurations will be assessed during the project's design phase. Continued public outreach efforts will occur during the design phase to determine the parking space configuration and bike lane placement preferred by the community.

**Comments from:** Jeff Simpson (submitted via email)

I'm happy with everything and anything you guys want to do to improve main street in Bridgeport. My only request is that we move back to front-end parking. It's been very difficult for the traveling tourists/public to grasp the back-end concept. We've had several accidents that may or may not have been reported to Caltrans. The biggest was a car backing into Ken's Sporting Goods that has taken more than a year to fix. I think you'll find the Bridgeport community is united with moving back to front-end parking as well. Just want to get it out there before we get too far down the line. Sorry, and I am supporting the "build alternative!"

**Comments from:** Jessica Simpson (submitted via email)

Please, no back in parking. Everything else looks great

**Comments from:** Jim Reid (submitted via email)

Ryan, I understand you are the one to send comments to in regard to the Bridgeport Re-Hab project, I just wanted to pass along a few thought on the back in parking we have here in Bridgeport now.

I have a storefront on Main St., It's the one that a customer backed into in 2019 causing over \$400,000 in damages. I have large windows in the front of my building and am able to see people trying to back in all day long, as well as trying to get around other cars all times of the year. I don't know if this parking style was just an experiment when it was done or what but in my opinion it really is a mess. Not only was my building nearly destroyed in 2019, taking about 3 years to get the repairs done, but the awnings over the sidewalk that have been there for many decades have also been hit by high profile vehicles 3 times since the back in parking was implemented.

I have lived in Bridgeport since 1973 and I do not even remember having any problems when the parking was parallel. I've heard that one of the reasons for the change was to try to slow down traffic through town, I can tell you from being here on Main St. every day that this is not how really how it worked out. It may have slowed the overall traffic down but it has also left no extra lane for vehicles to pass other vehicles within town, this has caused an interesting situation where people will pass in the parking lanes if there are no cars there, as well as passing in the turn lane. I have seen this happen many, many times, especially in the Summer when there is a lot of traffic. I can't believe there hasn't been more accidents and that there haven't been any pedestrians hit within town.

I know this particular subject is probably not really about the rehab but I thought in light of all the work that is probably going to take place it might be a good time to rethink the parking here.

**Comments from:** Lynda Pemberton (submitted via email)

Get rid of back in parking in Bridgeport, either put it back to parallel or front In parking. Thank you

**Comment from:** Nick Way (submitted via email)

Please get rid of back-in parking on Bridgeport main Street. Pull in, nose in parking is much safer and easier for citizens. Back in parking is too confusing for visitors to figure out and creates a traffic hazard as they try to navigate it.

**Comment from:** Ray Robles (submitted via email)

Remove all the back in parking

**Comment from:** Richard J. Burbine (submitted via email)

Good Morning, Now that Hwy 395 is going to be rehabbed in Bridgeport, Please get rid of the Back-in parking on Main St. I have seen numerous close calls with people not expecting someone to stop in front of them to back up into a parking slot. And almost everyday, you see people who don't understand the concept of Back-in parking, drive across Main St. against

traffic and drive straight into slot on the opposite side of the road. At least one building in town has been severely damaged by someone trying to back into a slot. That driver climbed the curb and went into the front of a business. He misjudged the distance while backing up. BACK - IN PARKING HAS TO GO ! Thank you for your time

**Comment from:** Richard Gieser (submitted via email)

Hi my name is Richard gieser I live in Bridgeport ca.. As too said project in Bridgeport Please reverse the back in parking to the old style parking this back in stuff is to dangerous. I can't count how many times I've almost have hit people while trying to back in to park. Thank you

**Comments from:** Jeff Beard (submitted via email)

Good Afternoon to All,

I am submitting input regarding the Bridgeport Rehab Project on U.S. Highway 395.

The first thought that comes to mind is "Back-In Parking". This ill conceive [sic] concept has not been a benefit to Bridgeport, Local Businesses, residents or visitors in the slightest of notions. If anything, "Back-In Parking" has been a deterrent for businesses and visitors patronizing the businesses.

Apparently, little thought went into the tourism and economic generators in Bridgeport when "Back-In Parking" was implemented. Bridgeport's primary economic generator is tourism.

Tourists bring trailers, Recreational Vehicle Trailers (RVs), Boats with Trailers, Horse Trailers and UTV/ATV Trailers. There is nowhere to accommodate these trailers for parking. Many times, we watch frustrated visitors slow down, look for parking and continue on without thought due to no parking to accommodate trailers and tow vehicles.

As a full-time resident, I watch motorists pull in forward due to poor signage, language barriers, just out of frustration due to this being an ill conceived [sic] design or a design that is so foreign to the average traveler.

Accidents, [sic] yes there have been accidents due to this parking design, Vehicle vs. Vehicle, Vehicle vs. Ken's Sporting Goods causing extensive damage and Vehicle (Tall RVs) vs. Ken's Sporting Goods awning over the sidewalk.

In short, ELIMINATE "Back-In Parking" and return to Parallel Parking. We, the residents that have to live with "Back-In Parking", DO NOT want it.

HANDICAP Parking in front of the courthouse is a disservice to handicap individuals due to the "remote location" from primary businesses. The courthouse has handicap parking in two locations on School Street and Bryant Street in the parking lot. The courthouse is no longer used for formal proceedings due to the use of the Mammoth Lakes courthouse. Consider having four handicap parallel parking at the intersection of US HWY 395 & Sinclair Street for ease and convenience of accessing the local businesses.

Wider Bicycle Lanes, by going to parallel parking wider bicycle lanes could be possible to ensure enough travel width to safely be seen by motorists on US HWY 395 and motorists merging on to US HWY 395 from surface streets.

The single traffic lane should remain through town to contain speed and to ensure pedestrians, bicyclists and merging traffic can travel with a certain amount of safety- due to reduced speeds and no perceived passing lane.

Thanks, Jeff

### **Caltrans' Responses to Other Issues Raised by the Commenters:**

#### **Caltrans' Response to: Jeff Beard**

Thank you for your input on the Bridgeport Rehab project. For Caltrans' response regarding reverse angle-in parking spaces in Bridgeport, please see group response at the beginning of this appendix. In response to your comment regarding the existing accessible parking space on U.S. Route 395 (at the Mono County Courthouse), Caltrans will coordinate with the community to determine where there is a need for designated parking spaces for persons with disabilities during the design phase of the project. The determination of new locations of such spaces will need to meet the requirements and guidance set forth by the California Vehicle Code, Americans with Disabilities Act and the California Manual for Uniform Traffic Control Devices.

#### **Comments from: Lynda Pemberton**

Forgot one thing [*sic*], get rid of so many red curbs. There's no where for people to park with all those red curbs.

#### **Caltrans' Response to: Lynda Pemberton**

Thank you for your input on the Bridgeport Rehab project. The placement of red curb markings is designed to provide for proper sight lines required for vehicles and pedestrians wishing to enter or traverse across U.S. Route 395 from an intersecting side street. The placement of red curb markings is completed per the guidance in the Caltrans Highway Design Manual and per the requirements in the California Vehicle Code. It is not anticipated that the number of designated red curb locations will be reduced as part of this project.

**Comments from:** Aaron Holmberg (submitted via email)

Thank you for looking into pedestrian safety in Bridgeport. I drive through Bridgeport and stop for dinner every other month between BISHOP CA and Folsom, CA, for work. A flashing pedex [sic] blinker and additional street lights would really help in the dark of commercial bridgeport.

**Caltrans' Response to:** Aaron Holmberg

Thank you for your input on the Bridgeport Rehab project. The project development team appreciates your support. The team has decided to move forward with the selection of the build alternative for this project. This project proposes to construct new pedestrian lighting and flashing pedestrian crosswalk beacons in multiple locations in Bridgeport as you note. More information regarding these new features can be found at the following website: <https://deavpm.wixsite.com/bridgeport-rehab>.

**Comments from:** Brianna Brown (submitted via project website)

I want to thank you for the time you spent listening to the community's requests. I think the plan is excellent and think most of the needed additions to the community are listed for increased pedestrian safety. I believe the curb outs, sidewalk extensions, and crossing lights allow our community to increase its foot traffic safety. The only thing I would ask to be addressed is for a speed analysis to be done to consider the decrease of vehicle speed to 25 like other communities along the 395 corridor along with these speed reductions happening a little further outside of the community eg. from the north before the bridge entering town would be the final slower speed and the beginning of the northbound speed increase and the south would be similar with the final speed slow down happening before the 187 road and the slow down for the northbound lane would happen around the forest service office due to the increasing amount of people turning there and jack sawyer rd. But overall I like the plan and am in agreement.

**Caltrans' Response to:** Brianna Brown

Thank you for your input on the Bridgeport Rehab project. After the project is constructed, Caltrans will be required to conduct an engineering and traffic survey of the project limits due to the proposed changes to the highway's geometry. The primary objective of the survey is to identify appropriate speed limits using the established tools and procedures set forth in the California Vehicle Code and the California Manual of Uniform Traffic Control Devices.

The current posted speed limits within and near Bridgeport are supported by an engineering and traffic survey completed in 2019 and are enforceable by the California Highway Patrol at 30 miles per hour. The speed limit transition zones into the community will be reviewed during the design phase to ensure they meet the current policy and guidance stated above.



**Comments from:** Deborah Lurie (submitted via project website)

It all sounds great, especially good bike lanes and cross walk lights. We need more cross walks in town.

**Caltrans' Response to:** Deborah Lurie

Thank you for your input on the Bridgeport Rehab project. The project development team appreciates your support. The team has decided to move forward with the selection of the build alternative for this project. One new pedestrian crossing on U.S. Route 395 is proposed at the intersection with Twin Lakes Road/Kirkwood Street.

**Comments from:** Erinn Wells (submitted via project website)

Finish the sidewalks on the south side of town! From the bank to the walker River Lodge.

**Caltrans' Response to:** Erinn Wells

Thank you for your input on the Bridgeport Rehab project. This project will construct new sidewalk along the northbound shoulder of U.S. Route 395 at the southern end of Bridgeport as you note. New sidewalk is proposed from the Pembar Garage to the Jolly Kone and from The Barn to the eastern edge of the Walker River Lodge.

**Comments from:** Wendy Sugimura (Director, Mono County Community Development Department) [Submitted via signed electronic letter]

Mr. Spaulding,

Mono County Community Development would like to thank you for the opportunity to review the Caltrans District 9 Bridgeport Rehabilitation Project. Residents of Bridgeport and the surrounding communities, and representatives from Mono County, were invited to review the project overview and scope, along with existing conditions and opportunities for participation, in a webinar format held on April 20, 2023. We are excited by the State's continued commitment to complete streets, particularly when they are Main Streets for our rural Eastern Sierra communities.

Improvements to the Bridgeport Main Street area are vitally important to pedestrians, bicyclists, and motorists seeking to enjoy the town and its surrounding areas. Thus, Mono County is very excited to see the many elements of this Caltrans proposal taking shape, as it addresses many of the needs communicated in the 2013 "Main Street Revitalization Plan for U.S. 395 Through Bridgeport." We are grateful for the proposed bridge improvements and shoulder widening, as well as the other improvements to sidewalks, driveways, roads, and drainage areas. The modernized

crosswalks, pedestrian refuge at the Jolly Kone crosswalk, bulb-outs and rapid rectangular flashing beacons at School Street, and bicycle facilities are great strides towards creating a more inviting downtown area; one which makes pedestrian and bicycle activity more attractive and improves the flow and safety of vehicular traffic.

With regards to the proposed lighting in front of the historic courthouse, Mono County would like to remind Caltrans that the courthouse has been listed on the National Register of Historic Places since 1974 and, as such, it is important to preserve the historical character of the property. Light fixtures should blend in with the Italianate architecture style of the courthouse itself, and care should be taken to select light bulbs of an appropriate brightness and warmth, so as to avoid an aesthetic impact under CEQA and comply with the intention of the County's dark sky ordinance. The County recommends a temperature rating of 2300 Kelvin (K), not to exceed 3000K.

Lastly, we would just like to thank Caltrans for their ongoing commitment to the revitalization of Bridgeport's Main Street area. On behalf of our residents, business owners, community leaders, and visitors, thank you for doing a great deal to improve the lives of all who inhabit or visit the Eastern Sierra region.

Please feel free to contact Rob Makoske at 760-924-1813 or [rmakoske@mono.ca.gov](mailto:rmakoske@mono.ca.gov) with any questions.

Sincerely,

Wendy Sugimura  
Director

**Caltrans' Response to:** Wendy Sugimura, Mono County Community Development Department

Caltrans District 9 thanks Director Sugimura and the Mono County Development Department for providing input on the Bridgeport Rehab project. The project development team looks forward to providing upgraded and new facilities that will help benefit the community of Bridgeport.

In response to Director Sugimura's comment on proposed lighting in front of the Mono County Courthouse, Caltrans District 9 is committed to ensuring that new light fixtures will be of a similar quality, character, and design style to existing lighting adjacent to the courthouse (on School Street) within the project limits and will complement Bridgeport's historic design aesthetic. The proposed lighting was evaluated by a Caltrans Landscape Associate for the production of this environmental document, and the Landscape Associate determined that while new lighting will be more noticeable overall, it will comply with Mono County's Dark Sky regulations, will be placed strategically so as not to block any views and minimize the numbers of lights needed, and will be of a similar character and style to the existing courthouse lighting along

School Street. 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. These commitments are captured in this document as minimization measures (found under Aesthetics "Avoidance, Minimization, and/or Mitigation Measures" as VIS-1 and VIS-7) to ensure that all new sources of lighting result in less than significant impacts to aesthetic resources under CEQA. The Community Development Department's recommendation of the selection of light bulbs with a temperature rating of 2300 Kelvin, not to exceed 3000 Kelvin, is noted. Caltrans will explore the feasibility of selecting light bulbs within this temperature range while ensuring compliance with Caltrans design standards.

**Comments from: Robert Makoske**

Good afternoon Mr. Spaulding,

Rob Makoske here again with Mono County Community Development, I sent you a comment letter earlier today for the Caltrans Bridgeport project. I wanted to pass on an additional comment for the Caltrans Bridgeport project from an engineer in Mono County Public Works. Their concern is that the realignment of the sidewalk on the north side of the street (at Rinos) due to the Banner installation makes the existing painted crosswalk skewed. This issue should be resolved by further coordination between Caltrans and the County. Thank you kindly.

**Caltrans' Response to: Robert Makoske**

Caltrans District 9 thanks Mr. Makoske for submitting input from engineering staff from the Mono County Public Works Department. Caltrans staff are aware of the County's concerns regarding the effect that the installation of a new banner would cause to the existing pedestrian crossing's alignment at U.S. Route 395. The installation of a welcome banner at this location is proposed as a separate Caltrans project (Bridgeport Main Street Banner – Clean California). Caltrans staff will coordinate with Mono County staff to resolve this concern prior to the construction of that project.

**Additional Comments Received (Mono County District 4 Supervisor John Peters):**

In addition to the above written comments received, Mono County District 4 Supervisor John Peters spoke and made comments during a Caltrans-hosted public information meeting for the project held on April 20, 2023. Supervisor Peters had requested that his comments be noted for the record in this

document. The following paragraphs provide a narrative of Supervisor Peters' comments and Caltrans' responses.

Supervisor Peters asked when the project would be constructed and how long construction would last. Caltrans staff noted that the project would likely start in May 2026, with an estimated 110 working days. Supervisor Peters followed up by suggesting that Caltrans hold public meetings and work with the community to keep everyone informed of detours, delays, and any access issues that may arise, given that construction will occur during peak tourism season for the community. Supervisor Peters also suggested that Caltrans reach out to the business owners on U.S. Route 395 where driveway access could be impacted during construction. Caltrans staff responded by stating that outreach would occur during the project's design phase, as well as before construction. Direct communication with businesses on U.S. Route 395 where work may impact access is also planned.

Supervisor Peters went on to note that the community sentiment of Bridgeport is that parallel parking would be preferred on U.S. Route 395 in town instead of the existing reverse angle-in parking spaces. He was not certain on what would make the most sense for the placement of a bike lane with a parallel parking configuration. He also asked if this new bike lane and parking space configuration would lead to reduced speed limits in town.

Caltrans staff responded by noting that new features on U.S. Route 395, including bike lane configuration and bulb-outs, would assist in providing for a traffic-calming effect in town. The new features should help to discourage speeding and passing. Caltrans staff also noted that an engineering and traffic survey would be conducted in the project limits once construction is complete. The survey would assess the new geometric changes to the highway and the effects on vehicle speeds. The results of the survey could indicate a need to change or lower the existing posted speed limits. Caltrans staff would also continue engagement efforts with the community to determine the ideal bike lane configuration in combination with parallel parking spaces.

Supervisor Peters also requested that new guardrail installed as part of this project be treated with a specific Natina stain. Caltrans staff stated that all new guardrail to be installed will receive this treatment.

Lastly, Supervisor Peters noted that he would be willing to offer his time to help facilitate public engagement efforts throughout the life of this project. Caltrans District 9 will continue to coordinate and engage with the community and Supervisor Peters. Caltrans District 9 staff thanks Supervisor Peters for his input on the Bridgeport Rehab project.

## **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

All of the technical studies listed above are available to view and download from the following website: <https://deavpm.wixsite.com/bridgeportrehab>. Navigate to the “Environmental Document” tab to find Volume 2.

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

Ryan Spaulding  
California Department of Transportation  
500 South Main Street, Bishop, California 93514

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

Please provide the following information in your request:

Bridgeport Rehab

On U.S. Route 395, near Bridgeport (Mono County)

09-MNO-395-76.0/80.6

EA: 09-37460/Project ID: 0918000018

# 09-37460\_final CEQA Initial Study

Final Audit Report

2023-05-23

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