

Manor Market Complete Streets

On State Route 168 in Inyo County, California

09-INY-168-PM 16.0-16.8

Project ID Number: 0921000049

Initial Study with Proposed Negative Declaration

Volume 1 of 2



Prepared by the
State of California Department of Transportation

August 2025



General Information About This Document

What's in this document:

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

What you should do:

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans District 9 office at 500 South Main Street, Bishop, California 93514, during business hours (Monday through Friday from 8:00 a.m. to 5:00 p.m.) and at Bishop Branch Library at 210 Academy Avenue, Bishop, California 93514, during operating hours (Tuesday through Friday from 10:00 a.m. to 6:00 p.m. and Saturday from 10:00 a.m. to 2:00 p.m.). This document may be downloaded at the following website: <https://publicinput.com/h05804>
- Tell us what you think. If you have any comments regarding the proposed project, send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Amber Stoerp, District 9 Environmental Division, California Department of Transportation, 500 South Main Street, Bishop, California 93514. Submit comments via email to: amber.stoerp@dot.ca.gov.
- Submit comments by the deadline: Sunday, October 5, 2025.

What happens next:

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

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Construct Americans with Disabilities Act-accessible pedestrian facilities on
State Route 168 from post miles 16.0 to 16.8 in Inyo County

**INITIAL STUDY
with Proposed Negative Declaration**

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

THE STATE OF CALIFORNIA
Department of Transportation
and
Responsible Agency: California Transportation Commission

Alexeya Williams

Alexeya Williams

Acting Deputy District Director, Planning and Environmental Analysis

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8/28/25

Date

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DRAFT

Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: Pending

District-County-Route-Post Mile: 09-INY-168-PM 16.0-16.8

EA/Project Number: EA 09-39080 and Project ID Number 0921000049

Project Description

The California Department of Transportation (Caltrans) proposes to construct Americans with Disabilities Act-accessible pedestrian facilities on State Route 168 from post miles 16.0 to 16.8 in Inyo County.

Determination

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

The project would have no effect on aesthetics, agriculture and forestry resources, air quality, cultural resources, energy, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.

The project would have less than significant effects on biological resources, greenhouse gas emissions, and hydrology and water quality.

Alexeya Williams
Acting Deputy District Director, Planning and Environmental Analysis
California Department of Transportation

Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to construct Americans with Disabilities Act-accessible pedestrian facilities on State Route 168 from post miles 16.0 to 16.8 in Inyo County.

1.2 Purpose and Need

The project's "purpose" is a set of objectives the project intends to meet. The project's "need" is the transportation deficiency the project was initiated to address.

1.2.1 Purpose

The purpose of the Manor Market Complete Streets project is to:

- Enhance multimodal connectivity.
- Facilitate accessibility under the Americans with Disabilities Act.

1.2.2 Need

The project addresses the following needs:

- There are sections of non-contiguous sidewalk on the south side of State Route 168 between Meadow Lane and Pa Me Lane.
- There is a gap in the pedestrian infrastructure on both sides of State Route 168 between Pa Me Lane and Barlow Lane.
- There is one existing curb ramp located at the southeast corner of Grandview Drive and State Route 168 that does not meet current Americans with Disabilities Act standards.

1.3 Project Description

There is an Americans with Disabilities Act-compliant sidewalk on State Route 168 from Barlow Lane into the city of Bishop on the north side of the highway. There are continuous Class 2 Bike Lanes from Meadow Lane to the city of Bishop that serve bicyclists. This project proposes to provide pedestrian connectivity from Meadow Lane to Barlow Lane. This section within the project limits of State Route 168 is used by pedestrians and

bicyclists commuting from downtown Bishop to the Bishop Paiute Reservation, Northern Inyo Hospital, businesses, schools, churches, and residences to the west of the city of Bishop. The paved shoulder is used for both parking and non-Americans with Disabilities Act-compliant pedestrian access. These conditions can create barriers for people with disabilities and discourage pedestrian use along State Route 168 within the project limits. Such facilities, such as sidewalks, would provide a separate pedestrian facility, creating a comfortable experience for pedestrians and users of all ability levels while improving visibility of pedestrians to highway users along this stretch of State Route 168.

The proposed project would construct Americans with Disabilities Act-accessible pedestrian facilities on State Route 168 from 0.1 mile west of Meadow Lane to the intersection of State Route 168 and Barlow Lane. New pedestrian facilities being considered include sidewalks, curb ramps, bulb-outs, and an enhanced pedestrian crossing east of Pa Me Lane. The enhanced pedestrian crossing would include curb extensions, a median pedestrian refuge area, pedestrian warning signs, and pedestrian-activated rectangular rapid flashing beacons.

Temporary construction easements would be required for the reconstruction of multiple driveways and for the construction of new sidewalks and curb ramps. Removal of existing landscaping and vegetation trimming at spot locations may be necessary to construct the sidewalks. New drainage improvements in the vicinity of Barlow Lane are proposed to handle the increase in water from the new curb and gutter. An existing storm drain system near Grandview Drive and Pa Me Lane will be evaluated and replaced if warranted.

The proposed staging area is a large, disturbed bare dirt area within Caltrans' right-of-way on the north side of State Route 168 at post mile 15.1, east of Red Hill Road. Figure 1-1 shows the project vicinity map for the project, and Figure 1-2 shows the project location map for the project.

Figure 1-1 Project Vicinity Map

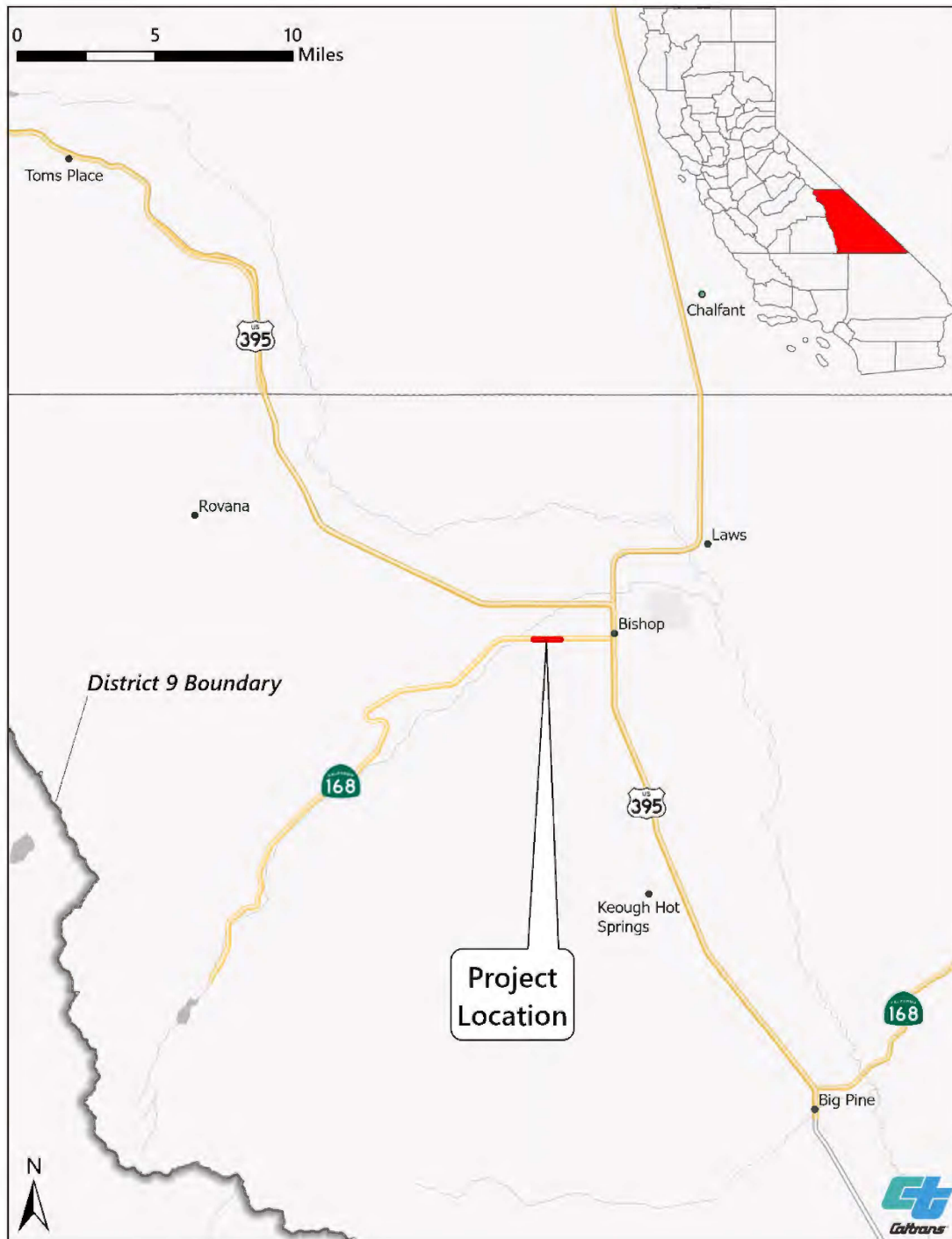


Figure 1-2 Project Location Map



1.4 Project Alternatives

One build alternative with a design option and a no-build alternative are under consideration for the project.

1.4.1 Build Alternative

The build alternative would construct a 6-foot-wide sidewalk on the south side of State Route 168, from Meadow Lane (post mile 16.0) to Pa Me Lane (post mile 16.3), and on the north side of State Route 168 from Pa Me Lane to Barlow Lane (post mile 16.8).

In addition to the build alternative, the proposed design option would construct a continuous 6-foot-wide sidewalk on the north side of State Route 168 from Desiderata Lane (post mile 16.0) to Barlow Lane (post mile 16.8).

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 not meet the project's purpose and need of closing existing gaps in pedestrian infrastructure and providing a continuous accessible pathway from the Manor Market area and the Bishop Paiute Reservation to the existing sidewalk at Barlow Lane. Identified pedestrian access barriers and existing pedestrian facilities that are not Americans with Disabilities Act compliant would remain as they are.

1.5 Identification of a Preferred Alternative

Currently, Caltrans has not identified a preferred alternative. After the public circulation and comment period of the draft environmental document, all comments will be considered. Caltrans will select a preferred alternative and make the final determination of the project's effects on the environment. This section will be updated in the final environmental document once a preferred alternative has been selected.

1.6 Alternatives Considered but Eliminated from Further Discussion

Two alternatives were eliminated during the project initiation phase. One alternative (Alternative Three) is now considered a design option (see Section 1.4.1).

Alternative Two consisted of the work described in the build alternative (see Section 1.4.1); it also included the construction of a 6-foot-wide sidewalk on the south side of State Route 168 from Pa Me Lane to Barlow Lane. The additional sidewalk construction would have required relocating an active irrigation ditch onto Tribal land and would have required additional right-of-way needs on Bishop Paiute Tribal land. Due to environmental and right-of-way concerns and the additional costs required to relocate the irrigation ditch, the Project Development Team elected to remove this alternative from consideration.

Alternative Four consisted of the work described in the build alternative from Meadow Lane to Pa Me Lane (see Section 1.4.1). Instead of a 6-foot-wide sidewalk on the north side of State Route 168 from Pa Me Lane to Barlow Lane, a 10-foot-wide Class 1 Multi-Use Path would have been constructed. Due to the right-of-way concerns, utility relocation, and corridor context concerns associated with this alternative, the Project Development Team elected to remove this alternative from consideration.

1.7 Standard Measures and Best Management Practices Included in All Build Alternatives

This project will include a list of 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' 2024 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
- 13-3 Stormwater Pollution Prevention Plan
- 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

1.8 Discussion of the NEPA Categorical Exclusion

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

1.9 Permits and Approvals Needed

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

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	1602 Lake and Streambed Alteration Agreement	Notification to be submitted before construction starts.
California State Water Resources Control Board, Lahontan Regional Water Quality Control Board	Section 401 Water Quality Certification	Application to be submitted before construction starts.
U.S. Army Corps of Engineers	Section 404 Permit	Application to be submitted before construction starts.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

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

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

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

2.1.1 Aesthetics

Considering the information in the Visual Impact Assessment Memorandum dated May 15, 2025, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

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

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

2.1.2 Agriculture and Forestry 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.

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

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forestry Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	No Impact

2.1.3 Air Quality

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

Considering the information in the Air, Noise, Hazardous Waste, Paleontology, and Stormwater Memorandum dated May 15, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact

Question—Would the project:	CEQA Significance Determinations for Air Quality
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

2.1.4 Biological Resources

Considering the information in the Natural Environment Study dated May 20, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	Less Than Significant Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less Than Significant Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact

Question—Would the project:	CEQA Significance Determinations for Biological Resources
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

Affected Environment

The Natural Environment Study established a biological study area, defined as the area that may be directly, indirectly, temporarily, or permanently impacted by construction and construction-related activities. This area is equivalent to the Caltrans right-of-way along State Route 168. The biological study area was delineated to ensure all potentially sensitive species and habitats present within the project impact area, access routes, and staging areas were properly surveyed to assess potential impacts from project activities. Most of the project area is considered developed, being in the community of West Bishop.

Question a): Special-Status Animal and Plant Species

Owens speckled dace

The Owens speckled dace is a California Department of Fish and Wildlife Species of Special Concern. Owens speckled dace are characterized by small scales, a pointed snout, a small subterminal mouth, and dark blotches on their sides. This species is only found in three small populations in Inyo County. Owens speckled dace have been found in various habitat types, such as small cold-water streams, irrigation ditches, and hot spring systems. This species forages on algae and small invertebrates found at the bottom of the water. Owens speckled dace have declined over time due to predation by non-native species, altered habitats that create isolation between populations, and a reduction in springs.

Visual surveys for Owens speckled dace were performed, and no individuals were seen. However, communication with the California Department of Fish and Wildlife confirmed that Owens speckled dace may be present in the biological study area.

Owens sucker

The Owens sucker is a California Department of Fish and Wildlife Species of Special Concern. This species is found only in Inyo and Mono counties within the Owens River, Bishop Creek, Crowley Lake, Convict Lake, and Lake Sabrina. They have also been found in tributaries to the Owens River and off-channel habitats. The habitat types this species is found in include streams with long runs and few riffles with fine substrate. They are characterized by having large, stout heads and mouths, long snouts, and coarse scales, and can be dark in coloration. This species forages on aquatic insects, algae, detritus, and inorganic material from stream substrates. Spawning occurs from early May to early July. Owens sucker population abundance may be limited due to habitat degradation and non-native fish species.

Visual surveys for Owens sucker were performed, and no individuals were seen. However, communication with the California Department of Fish and Wildlife confirmed that the Owens sucker may be present in the biological study area.

Monarch butterfly

The monarch butterfly is listed as a candidate species under the Federal Endangered Species Act. The black and orange monarch butterfly is known for its astonishing long-distance annual migration and reliance on milkweed as its larval host plant. Though genetically similar, there are two subpopulations of monarchs in North America, with the eastern population overwintering in Mexico and breeding in the midwestern states, and the western population overwintering in coastal California and fanning out across the west from Arizona to Idaho to breed. There is potential for monarch butterfly presence in the biological study area during migration season (mid-February to mid-October) due to the common occurrence of milkweed within the Owens River Valley.

No life stage of the monarch butterfly was seen during field surveys in June 2024; however, milkweed was present within the biological study area.

Question b): Jurisdictional Water Resources

Waters, wetlands, and riparian habitats have various protections and permit requirements under state and federal agencies, including the California Department of Fish and Wildlife, the U.S. Army Corps of Engineers, and the Regional Water Quality Control Board. An aquatic resource delineation was conducted on January 22, 2025, within the biological study area. The drainage system between Grandview Drive and Pa Me Lane is considered a Water of the State under the jurisdiction of the Lahontan Regional Water Quality Control Board. A roadside irrigation ditch running along the eastbound side of State Route 168 was identified and determined to be a Water of the State, Water of the U.S., and a section 1602 jurisdictional resource. The irrigation ditch is controlled and managed by the Los Angeles Department of

Water and Power and flows year-round. While they are designed for agricultural purposes, irrigation ditches may also provide important aquatic habitat, food, and water for various species.

Environmental Consequences

Response to a) Less Than Significant Impact: Special-Status Animal and Plant Species

Owens speckled dace and Owens sucker

The proposed project will permanently impact 0.004 acre of potential habitat of Owens speckled dace and Owens sucker from the extension of an existing culvert. The water diversion activities required for this work may temporarily impact fish species. With the implementation of avoidance and minimization measures during construction, the project will have a less than significant impact on both species.

Monarch butterfly

While no direct impacts to monarch butterfly individuals are anticipated, indirect impacts may occur through the potential removal of milkweed individuals. With the implementation of avoidance and minimization measures during construction, the project will have a less than significant impact on the monarch butterfly.

Response to b) Less Than Significant Impact: Jurisdictional Water Resources

Jurisdictional water resources will be impacted by the replacement of the existing drainage system on the south side of State Route 168 that runs between Grandview Drive and the culvert outlet east of Pa Me Lane. Approximately 0.047 acre of Waters of the State (under Lahontan Regional Water Quality Control Board jurisdiction) will be temporarily impacted by the replacement of the existing drainage system. In addition, there will be approximately 0.004 acre of permanent impacts to Waters of the U.S., Waters of the State, and the California Department of Fish and Wildlife Section 1602 resources due to lengthening the culvert, installing a slightly larger diameter culvert, and adding a flared end section at the outlet. These impacts will require both a 401 and 404 non-reporting permit as well as a Lake and Streambed Alteration Agreement. There is no riparian habitat near the location of the drainage system being replaced; therefore, no temporary or permanent impacts to riparian habitat will occur.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures are proposed for the project:

Question (a): Owens speckled dace and Owens sucker

BIO-1: A Dewatering and Diversion Plan will be prepared and submitted to the California Department of Fish and Wildlife for approval (Caltrans Standard Special Provisions Section 14-6.03C Fish Protection).

BIO-2: A biological monitor will be on-site for all construction activities occurring in aquatic resources and ensure installation and enforcement of the environmentally sensitive areas (Caltrans Standard Special Provisions Section 14-6.03D General Species Protection).

BIO-3: A biological monitor will be present on-site before and during all temporary water diversion activities (Caltrans Standard Special Provisions Section 14-6.03C Fish Protection).

BIO-4: A biological monitor will ensure appropriate water intake and output velocities and will monitor water quality downstream of the project site to minimize siltation (Caltrans Standard Special Provisions Section 14-6.03C Fish Protection).

BIO-5: Pump screens will be used during clear water diversion and will comply with Caltrans Standard Special Provisions Sections 14-6.02 and 14-6.03C Fish Protection.

BIO-6: A biological monitor will conduct a Biological Resource Information Program training session for all construction personnel about the environmentally sensitive area boundaries, permits, and the resources present on-site (Caltrans Standard Special Provisions Section 14-6.03D(3) Biological Resource Information Program).

BIO-7: A preconstruction survey will be conducted by dip-netting to determine if Owens speckled dace or Owens sucker are present within the project impact area. If dace or sucker are present, then the qualified biological monitor will rescue, document, and inventory the number and type of fish in the ditch during dewatering activities. The rescued fish will immediately be relocated downstream and out of the project area (Caltrans Standard Special Provisions Section 14-6.03C Fish Protection).

Question (a): Monarch butterfly

BIO-8: Preconstruction surveys for monarch butterfly individuals will be conducted during the blooming period for milkweed (Caltrans Standard Special Provisions Section 14-6.03A General Species Protection). If monarch butterfly individuals are found within the project impact area, the Caltrans biologist will determine the best course of action to reduce impacts to the particular life stage.

BIO-9: Preconstruction surveys for milkweed will be conducted before construction starts. All milkweed individuals within the project impact area will be flagged and avoided if feasible (Caltrans Standard Special Provisions Section 14-6.03A General Species Protection).

Question (b): Jurisdictional water resources

BIO-10: To minimize the potential for the degradation of water quality, aquatic features, and vegetation, Caltrans will not allow work in any drainage when water is present. Caltrans will implement construction site best management practices, such as the use of temporary silt fences or fiber rolls, to prevent runoff from leaving the project site (Caltrans Standard Special Provisions Section 13-3 Water Quality).

BIO-11: Environmentally sensitive area fencing will be placed to ensure that no impacts occur to nearby riparian habitats during construction (Caltrans Standard Special Provisions Section 14-1.02 Environmentally Sensitive Area).

BIO-12: To limit the importation of invasive species to the project area, Caltrans Standard Special Provisions Section 14-6.05 will be implemented. This includes specifications for preventing the introduction and spread of invasive species to and from the job site.

2.1.5 Cultural Resources

Considering the information in the Archaeological Survey Report dated May 2025, the Historic Property Survey Report dated May 2025, and the Historical Resources Evaluation Report dated May 2025, 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 an historical resource pursuant to Section 15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

For the purposes of CEQA, Charles Palmer, Caltrans Professionally Qualified Staff Principal Architectural Historian, determined there are seven built environment historical resources within the project area that meet the criteria for listing in the California Register of Historical Resources either individually or as contributors to a potential historic district. The seven eligible historical resources are presented in the table below. The CEQA significance determination of No Impact was found to be appropriate because the proposed construction activities consist of installing complete streets

elements and will not alter any aspects of the historical resources that make them eligible for listing in the California Register of Historical Resources.

Address	Description	State-Owned	Eligibility
3096 West Line Street (APN: 011-151-08)	Single-family residence	No	Contributor, Criteria A and C
3082 West Line Street (APN: 011-151-09)	Single-family residence	No	Contributor, Criteria A and C
3070 West Line Street (APN: 011-151-10)	Single-family residence	No	Contributor, Criteria A and C
3062 West Line Street (APN: 011-151-11)	Single-family residence	No	Contributor, Criteria A and C
3054 West Line Street (APN: 011-151-12)	Single-family residence	No	Contributor, Criteria A and C
3040 West Line Street (APN: 011-151-15)	Single-family residence	No	Contributor, Criteria A and C
2912 West Line Street (P-14-004814) (APNs: 011-160-03 and 011-160-37)	Church (former school)	No	Individually, Criteria A and C

2.1.6 Energy

Considering the information in the Climate Change Analysis dated April 21, 2025, and the Air, Noise, Hazardous Waste, Paleontology, and Stormwater Memorandum dated May 15, 2025, the following significance determinations have been made:

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

2.1.7 Geology and Soils

Considering the information in the Air, Noise, Hazardous Waste, Paleontology, and Stormwater Memorandum dated May 15, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change Analysis dated April 21, 2025, and the Air, Noise, Hazardous Waste, Paleontology, and Stormwater Memorandum dated May 15, 2025, the following significance determinations have been made:

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

Affected Environment

The project is in Inyo County within the community of West Bishop, located just west of the incorporated city limits of Bishop. The project is in a rural area with a primarily natural resource-based agricultural and tourism economy. State Route 168 is the primary thoroughfare between the city of Bishop and West Bishop for both passenger and commercial vehicles. The project area consists of residential communities, the Bishop Paiute Reservation, businesses, a school, and a hospital.

Environmental Consequences

Response to a) Less Than Significant Impact

Construction emissions cannot be avoided with any construction process, and construction activities will generate some level of emissions. The project will take an estimated 60 to 70 working days to complete, with a potential start date in the year 2028. Construction-related greenhouse gas emissions were calculated using the Caltrans Construction Emissions Tool (CAL-CET2021 V1.0). 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. During construction, the project is estimated to emit 0.46 ton of carbon dioxide per day and 13.9 tons of carbon dioxide in total.

While some greenhouse gas emissions during construction are unavoidable, the project will not result in any increase in operational greenhouse gas emissions after construction is complete. There is a possibility that the project area could see a reduction in operational greenhouse gas emissions should there be an increase in the use of alternative modes of transportation, such as walking or biking, due to the construction of new pedestrian facilities. Because the project will not increase the number of travel lanes on State Route 168, no increase in vehicle miles traveled will occur.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures are proposed for the project:

GHG-1: Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment.

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

GHG-3: Use recycled water or reduce consumption of potable water for construction.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Air, Noise, Hazardous Waste, Paleontology, and Stormwater Memorandum dated May 15, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

2.1.10 Hydrology and Water Quality

Considering the information in the Natural Environment Study dated May 20, 2025, and the Air, Noise, Hazardous Waste, Paleontology, and Stormwater Memorandum dated May 15, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	Less Than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on-site or off-site;	Less Than Significant Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site;	No Impact

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

Affected Environment

See the Biological Resources section (Section 2.1.4) for a discussion of the Affected Environment for Jurisdictional Water Resources.

Environmental Consequences

Response to a) and c)(i): Less Than Significant Impact

Preliminary analysis has determined that the waters within the project vicinity are jurisdictional to both the U.S. Army Corps of Engineers and the Lahontan Regional Water Quality Control Board. The project scope includes replacing the existing drainage system on the south side of State Route 168 that runs between Grandview Drive and the culvert outlet east of Pa Me Lane. The replacement of the drainage system includes lengthening the culvert, installing a slightly larger diameter culvert, and adding a flared end section at the outlet. Sections 401 and 404 of the Clean Water Act are applicable to the proposed work, and permit applications will be submitted for the project.

It has been estimated that project activities may permanently impact 0.004 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

BIO-1 through BIO-6 and BIO-10 through BIO-12: These measures, found in the Biological Resources section (Section 2.1.4), will also serve to minimize impacts to surface water quality.

2.1.11 Land Use and Planning

Considering the information in the Community Impacts Memorandum dated July 12, 2024, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

2.1.12 Mineral Resources

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

2.1.13 Noise

Considering the information in the Air, Noise, Hazardous Waste, Paleontology, and Stormwater Memorandum dated May 15, 2025, the following significance determinations have been made:

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

Question—Would the project result in:	CEQA Significance Determinations for Noise
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 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

2.1.14 Population and Housing

Considering the information in the Community Impacts Memorandum dated July 12, 2024, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

2.1.15 Public Services

Considering the information in the Community Impacts Memorandum dated July 12, 2024, the following significance determinations have been made:

Question:	CEQA Significance Determinations for Public Services
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	No Impact
Police protection?	No Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

2.1.16 Recreation

Considering the information in the Community Impacts Memorandum dated July 12, 2024, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

2.1.17 Transportation

Considering the information in the Community Impacts Memorandum dated July 12, 2024, the following significance determinations have been made:

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

2.1.18 Tribal Cultural Resources

Considering the information in the Archaeological Survey Report dated May 2025, the Historic Property Survey Report dated May 2025, and the Historical Resources Evaluation Report dated May 2025, the following significance determinations have been made:

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

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	No Impact

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

2.1.19 Utilities and Service Systems

After review and consideration of the project's scope, in conjunction with the nearby 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 stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact

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

2.1.20 Wildfire

Considering the information in the Climate Change Analysis dated April 21, 2025, the following significance determinations have been made:

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

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

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

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 2024

TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Related non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. 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 (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

The overall responsibility for this policy is assigned to the Caltrans Director. The Caltrans Title VI Coordinator is assigned to the Caltrans Office of Civil Rights Deputy Director, who then delegates sufficient responsibility and authority to the Office of Civil Rights' managers, including the Title VI Branch Manager, to effectively implement the Caltrans Title VI Program. Individuals with questions or requiring additional information relating to the policy or the implementation of the Caltrans Title VI Program should contact the Title VI Branch Manager at title.vi@dot.ca.gov or at (916) 639-6392, or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

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

TONY TAVARES
Director

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

List of Technical Studies Bound Separately (Volume 2)

Air, Noise, Hazardous Waste, Paleontology, and Stormwater Memorandum. Caltrans, May 15, 2025.

Climate Change Analysis. Caltrans, April 21, 2025.

Community Impacts Memorandum. Caltrans, July 12, 2024.

Historic Property Survey Report. Caltrans, May 2025.

- Historical Resources Evaluation Report. Caltrans, May 2025.
- Archaeological Survey Report. Caltrans, May 2025.

Natural Environment Study Minimal Impacts. Caltrans, May 20, 2025.

Visual Impact Assessment Memorandum and Visual Impact Assessment Questionnaire. Caltrans, May 15, 2025.

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

Amber Stoerp
District 9 Environmental Division
California Department of Transportation
500 South Main Street, Bishop, California 93514

Or send your request via email to: amber.stoerp@dot.ca.gov
Or call: 760-937-4666

Please provide the following information in your request:

Project title: Manor Market Complete Streets

General location information: On State Route 168 near Manor Market

District number-county code-route-post mile: 09-INY-168-PM 16.0-16.8

Project ID number: 0921000049