

California Department of Transportation

OFFICE OF THE DISTRICT 10 PLANNING
P.O. BOX 2048 | STOCKTON, CA 95201
(209) 948-7325 | FAX (209) 948-7164 TTY 711
www.dot.ca.gov



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Ms. Rachelle Ziegenfuss
Administrative Analyst I
Mariposa County
Planning Department
5100 Buillion Street
Mariposa, CA 95338

MPA-49-PM 19.385
Initial Study
Electric Vehicle (EV)
Transit Yard Public
Works Project
SCH No. 2026060844

Ms. Ziegenfuss,

The California Department of Transportation (Caltrans) appreciates the opportunity to review and comment on the Mariposa County Public Works Department proposal to construct a transit yard featuring a solar canopy consisting of elevated structures designed to support photovoltaic (PV) panels mounted above paved surfaces. The project will include electric vehicle (EV) charging stations with 31 parking stalls on the 1.54-acre project site supporting fleet electrification and the expansion of the local Dial-a-Ride service. The proposed project includes the installation of a solar canopy approximately 14 feet high, configured to provide overhead coverage for vehicles while allowing continued circulation, parking, and operational use of the underlying areas.

The property is located at Frank Wilson Road and Lemee Lane, east of State Route (SR) 49. The associated parcel is Assessor Parcel Number (APN) number 013-011-003 and there is no assigned address.

Caltrans has the following comments:

Environmental

If there are any construction related activities that will encroach into Caltrans Right of Way (ROW) as a result of the project, the project proponent must apply for an Encroachment Permit with the Caltrans District 10 Encroachment Permit Office. All California Environmental Quality Act (CEQA) documentation, including the Mitigated Negative Declaration (MND), with supporting technical studies, must be submitted with the Encroachment Permit Application. These studies may include an analysis of potential impacts to any cultural sites, historic properties, biological resources, hazardous waste/materials, scenic highways, and/or other environmental resources within Caltrans Right of Way, at the project site(s).

CLIMATE RESILIENCY

- The Electric Vehicle (EV) Transit Yard Project is well-positioned to advance local and state climate resiliency objectives. The environmental review has considered site history, contamination risks, and infrastructure needs. The project's design is centered on electrification from renewable energy, and the proposed improvements for stormwater management will help the community adapt to and mitigate the impacts of climate change.
- The inclusion of an on-site solar generation, battery storage, and stormwater improvements demonstrate a strong alignment with climate resiliency and greenhouse gas reduction goals for the county and state.
- The proposed project will support fleet electrification and the expansion of local Dial-a-Ride bus service while including the following key strengths:
 - Reduction of greenhouse gas emissions through electrification of public transit.
 - Increased local renewable energy generation and storage capacity.
 - Enhanced community access to low-carbon transportation options.

To further strengthen the project's climate resiliency, we suggest the following measures be considered:

- Flood and Extreme Weather Preparedness to ensure all electrical infrastructure (charging stations, batteries, conduits) are elevated or otherwise protected from potential flooding, from intense rainstorms.
- Drought and Water Conservation by using drought-tolerant landscaping and the consideration of rainwater harvesting or permeable surfaces where it is feasible to reduce water demand and increase infiltration when constructing stormwater improvements.
- Consider developing Emergency Operations contingency plans for maintaining transit operations during any future power outages, wildfires, or other climate-related disruptions, where the county can leverage the on-site solar and battery systems.

SYSTEM PLANNING

As the EV Transit Yard project is in the environmental phase, the Public Works Department is encouraged to continue coordinating with Caltrans District 10 (D-10) as the project advances.

- If the project is anticipated to generate traffic that could affect the safety or operation of SR 49, it is recommended that a Traffic Impact Study (TIS) be prepared in accordance with the Caltrans Traffic Impact Study (TIS) Guidelines. The study will help assess the project's impact on the State Highway System and identify any necessary operational or safety improvements.
- The Department is also encouraged to evaluate existing and future conditions at intersections and access points, as applicable, that may be affected by the project, including cumulative impacts.
- Any proposed modifications to access, traffic control devices or roadway improvements affecting SR 49, will require future coordination with D-10.
- As the project progresses into the design phase, and if the project is determined to impact the State Highway System, the Department should provide updated traffic forecasts and additional supporting analyses for D-10 review.

"Improving lives and communities through transportation"

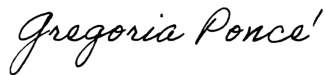
Additional reviews will be required as future project information and submittals become available.

ACTIVE TRANSPORTATION PLANNING

- The proposed Americans with Disability Act (ADA) curb ramp located at the corner of the proposed sidewalk at the corner of Lemee Lane and Frank Wilson Road should be reoriented so that the ramp faces more toward the existing ADA ramp located on the other side of Lemee Lane, rather than the proposed curb ramp facing toward the middle of the intersection.
- A high visibility crosswalk should also be considered for installation on Lemee Lane, as it would connect the future ADA curb ramp to the existing one.

All future development for the project location will require further review by Caltrans. If you have any questions or would like to discuss these comments, please contact Lloyd Clark at (209) 986-9802 (Email: Lloyd.Clark@dot.ca.gov) or me at (209) 948-7325 (email: Gregoria.Ponce@dot.ca.gov).

Sincerely,



Gregoria Ponce'
Chief, Office of Rural Planning

C: State Clearinghouse