

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 26-27, 2025

From: TANISHA TAYLOR, Executive Director

Reference Number: 2.2c.(3), Action

Prepared By: Cherry Zamora
Associate Deputy Director

Published Date: June 13, 2025

Subject: Approval of Project for Future Consideration of Funding – Bridgeport Rehabilitation Project, Resolution E-25-40

Recommendation:

Staff recommends the California Transportation Commission (Commission), as a Responsible Agency under the California Environmental Quality Act (CEQA), approve the attached Resolution E-25-40 (Attachment A), which accepts the Final Environmental Impact Report for the Bridgeport Rehabilitation (Rehab) Project (Project) in Mono County; approves the Project for future consideration of funding; makes CEQA Findings (Attachment C); and adopts a Statement of Overriding Considerations (Attachment D).

Issue:

The California Department of Transportation (Caltrans) is the CEQA Lead Agency for the Project. The Project is located on U.S. Route 395 from post mile 76.0 to post mile 80.6 in Mono County. The Project would rehabilitate pavement, replace non-standard highway facilities, and make other improvements. Specifically, it would rehabilitate pavement, bring shoulders to standard widths, upgrade metal beam guardrails, provide flatter grading of a side slope, improve culverts, and upgrade pedestrian facilities.

For all projects that are seeking funding through a program under the purview of the Commission, full compliance with CEQA is required. The Commission will not allocate funds to projects for design, right-of-way, or construction until the environmental document is complete, and the Commission has approved the environmentally cleared project for future consideration of funding.

Background:

On December 30, 2024, Caltrans certified the Final Environmental Impact Report for the Project. Caltrans found that the Project would have significant and unavoidable impacts on riparian habitat and state protected wetlands. These impacts would remain significant and unavoidable. Mitigation for impacts to riparian habitat and state protected wetlands through the

California Department of Fish and Wildlife were not found feasible, due to non-acceptance of in-lieu fees by the California Department of Fish and Wildlife, lack of mitigation banks, infeasibility of on-site planting, and infeasibility of purchasing lands for mitigation.

No other resource areas require mitigation to achieve a less than significant level of impact.

The Commission, in its independent judgment as a CEQA responsible agency, has reviewed and considered the Final Environmental Impact Report prepared by Caltrans. The Commission's Findings and Statement of Overriding Considerations, included in Attachment C and Attachment D respectively, have been prepared pursuant to CEQA.

Attachments:

- Attachment A: Resolution
- Attachment B: Notice of Determination
- Attachment C: California Transportation Commission - Findings
- Attachment D: California Transportation Commission - Statement of Overriding Considerations
- Attachment E: Lead Agency Request for Approval of Project for Future Consideration of Funding Resolution E-25-40
 - Attachment 1: Map
 - Attachment 2: California Department of Transportation -- Findings
 - Attachment 3: California Department of Transportation -- Statement of Overriding Considerations

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
09-MNO-395, PM 76.0/80.6
Resolution E-25-40**

- 1.1 WHEREAS**, the California Department of Transportation (Caltrans) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Rehabilitate pavement, replace nonstandard highway facilities, and make other improvements on US 395 from Post Miles (PM) 76.0 to 80.6 in the community of Bridgeport in Mono County (PPNO 2648)
- 1.2 WHEREAS**, Caltrans has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission (Commission), as a responsible agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.4 WHEREAS**, the project will have a significant effect on the environment; and
- 1.5 WHEREAS**, the Commission has made findings as required by California Code of Regulations, title 14, section 15096, subdivision (h); and
- 1.6 WHEREAS**, the Commission has adopted a Statement of Overriding Considerations pursuant to California Code of Regulations, title 14, section 15093;
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the Commission does hereby approve the above referenced project to allow for consideration of funding.

NOTICE OF DETERMINATION

To: Office of Land Use and Climate Innovation
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Cherry Zamora
1120 N Street, MS 52
Sacramento, CA 95814
(916) 654-4245

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Bridgeport Rehab Project

2023030750	Dennee Alcala	(760) 784-4236
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on United States Route 395 (US 395) from post mile 76.0 to post mile 80.6 in Mono County.

Project Description: Rehabilitate pavement, replace nonstandard highway facilities, and make other improvements. Specifically, the project would rehabilitate pavement, bring shoulders to standard widths, upgrade metal beam guardrails, provide flatter grading of a side slope, improve culverts, and upgrade pedestrian facilities.

This is to advise that the California Transportation Commission has approved the above-described (Lead Agency/ Responsible Agency) project on June 26-27, 2025, and has made the following determinations regarding the above-described project:

1. The project (will/ will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / was not) adopted for this project.
6. Findings (were/ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans District 9, 500 South Main Street, Bishop, CA 93514.

TANISHA TAYLOR		Executive Director
<i>Signature (Public Agency)</i>	<i>Date</i>	California Transportation Commission
		<i>Title</i>

Date received for filing at OPR:



Project Name: Bridgeport Rehabilitation (Rehab) Project
DIST-CO-RTE-PM: 09-MNO-395-76.0/80.6
EA: 09-37460
EFIS ID: 0918000018
SCH#: 2023030750

CALIFORNIA TRANSPORTATION COMMISSION FINDINGS OF FACT

FOR

THE BRIDGEPORT REHAB PROJECT 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.

The following information is presented to comply with California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations, title 14, sections 15091 and 15096, and also title 21, section 1501 et seq. Reference is made to the Final Environmental Impact Report (EIR) for the project, which is the basic source for the information.

The following effects have been identified in the Final EIR as resulting from the project. Effects found not to be significant have not been included.

Riparian Habitat and State Protected Wetlands

Adverse Environmental Effects:

The project will impact approximately 0.334 acre of California Department of Fish and Wildlife jurisdictional waters. The California Department of Transportation (Caltrans) has reviewed various design options and has found none that avoid or further reduce impacts to riparian habitat and state protected wetlands.

Findings:

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.



Statement of Facts:

Mitigation for CEQA impacts to riparian habitat and state protected wetlands through the California Department of Fish and Wildlife are not feasible for the following reasons:

- The California Department of Fish and Wildlife does not accept in-lieu fees as an acceptable form of mitigation, although in-lieu fees will be paid to the Lahontan Regional Water Quality Control Board and to the Army Corp of Engineers to mitigate for these same impacts.
- In Mono County, no mitigation bank with a service area that covers the project's location is available, and no approved entities in the County have been self-certified by the California Department of Fish and Wildlife to hold lands and/or endowment/enhancement fees.
- On-site planting within the Caltrans operational right-of-way is not possible due to driver safety constraints, specifically clear recovery zone and sight distance requirements. In addition, increasing special-species habitat within Caltrans operational right-of-way may attract more wildlife and result in a greater number of vehicle strikes.
- Future Caltrans projects and maintenance activities may impact potential on-site planting mitigation sites. Recent Executive Orders (Executive Order [E.O.] B-52-18, E.O. N-05-19, and E.O. N-82-20), as outlined in the 2021 California Wildfire and Forest Resilience Action Plan, have directed the Caltrans Vegetation Management Program to reduce fuels and increase wildfire resiliency along the State Highway System.
- "Permittee-responsible" mitigation, which occurs when Caltrans purchases property with the goal of establishing habitat and conservation easements, is not feasible in this area. Only 6 percent of the land in Mono County is privately owned. Lands classified as mitigation lands must be removed from the local tax base, which is unattractive to local government. Caltrans cannot legally go through the condemnation process to acquire mitigation lands and is required to purchase from willing sellers of which there are few in the area. Per the Mono County General Plan, "the majority of private land within the county is concentrated in community areas, with the remainder dispersed throughout the county in isolated parcels. Within existing community boundaries, some communities have limited land available for additional development; expansion of some communities beyond existing boundaries is limited by the public ownership of surrounding lands." These challenges apply to the purchase of mitigation parcels as well as to development. Caltrans District 9 did attempt to purchase land in Mono County to establish opportunities for future mitigation from 2015-2024, but was unsuccessful in meeting resource agency requirements for creation of a mitigation parcel.



For this reason, this Environmental Impact Report has been prepared along with a Statement of Overriding Considerations based on the determination that although there is potential for significant impacts to aquatic resources as a result of this project, no feasible mitigation exists to reduce those impacts to less than significant under CEQA.

DOCUMENT AVAILABILITY

Documents or other material which constitute the record of the proceedings upon which the California Transportation Commission's decision is based are available at: Caltrans District 9, 500 South Main Street, Bishop, CA 93514

Tanisha Taylor

Executive Director

Signature

Date



Project Name: Bridgeport Rehabilitation (Rehab) Project
DIST-CO-RTE-PM: 09-MNO-395-76.0/80.6
EA: 09-37460
EFIS ID: 0918000018
SCH #: 2023030750

**CALIFORNIA TRANSPORTATION COMMISSION
STATEMENT OF OVERRIDING CONSIDERATIONS**

FOR

**THE BRIDGEPORT REHAB PROJECT 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.**

The following information is presented to comply with California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations, title 14, sections 15091 and 15096, and also title 21, section 1501 et seq. Reference is made to the Final Environmental Impact Report (EIR) for the project, which is the basic source for the information.

The California Transportation Commission (Commission), in its independent judgment as a CEQA responsible agency, reviewed and considered the Final EIR prepared by the California Department of Transportation (Caltrans) and finds that the Final EIR contains a complete, objective, and substantiated reporting of the project's potential impacts.

The following impacts have been identified as significant and not fully mitigable:

- **Riparian habitat and state protected wetlands.** The project will impact approximately 0.334 acre of California Department of Fish and Wildlife jurisdictional waters

Overriding considerations that support approval of this recommended project are as follows:

Caltrans has reviewed various design options and has found none that avoid or further reduce impacts to riparian habitat and state protected wetlands.



Mitigation for CEQA impacts to riparian habitat and state protected wetlands through the California Department of Fish and Wildlife are not feasible for the following reasons:

- The California Department of Fish and Wildlife does not accept in-lieu fees as an acceptable form of mitigation, although in-lieu fees will be paid to the Lahontan Regional Water Quality Control Board and to the Army Corp of Engineers to mitigate for these same impacts.
- In Mono County, no mitigation bank with a service area that covers the project's location is available, and no approved entities in the County have been self-certified by the California Department of Fish and Wildlife to hold lands and/or endowment/enhancement fees.
- On-site planting within the Caltrans operational right-of-way is not possible due to driver safety constraints, specifically clear recovery zone and sight distance requirements. In addition, increasing special-species habitat within Caltrans operational right-of-way may attract more wildlife and result in a greater number of vehicle strikes.
- Future Caltrans projects and maintenance activities may impact potential on-site planting mitigation sites. Recent Executive Orders (Executive Order [E.O.] B-52-18, E.O. N-05-19, and E.O. N-82-20), as outlined in the 2021 California Wildfire and Forest Resilience Action Plan, have directed the Caltrans Vegetation Management Program to reduce fuels and increase wildfire resiliency along the State Highway System.
- "Permittee-responsible" mitigation, which occurs when Caltrans purchases property with the goal of establishing habitat and conservation easements, is not feasible in this area. Only 6 percent of the land in Mono County is privately owned. Lands classified as mitigation lands must be removed from the local tax base, which is unattractive to local government. Caltrans cannot legally go through the condemnation process to acquire mitigation lands and is required to purchase from willing sellers of which there are few in the area. Per the Mono County General Plan, "the majority of private land within the county is concentrated in community areas, with the remainder dispersed throughout the county in isolated parcels. Within existing community boundaries, some communities have limited land available for additional development; expansion of some communities beyond existing boundaries is limited by the public ownership of surrounding lands." These challenges apply to the purchase of mitigation parcels as well as to development. Caltrans District 9 did attempt to purchase land in Mono County to establish opportunities for future mitigation from 2015-2024, but was unsuccessful in meeting resource agency requirements for creation of a mitigation parcel.



Selection of the “no-build” alternative would avoid impacts to riparian habitat and state protected wetlands within the project area. This alternative would maintain the existing facilities within the project limits on U.S. Route 395 as is and 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. The no-build alternative was determined not to be feasible as pavement and related infrastructure would continue to deteriorate without completion of the project.

To the extent the significant effects of the project are not avoided or substantially lessened to a level of insignificance under CEQA but have been substantially lessened under the National Environmental Policy Act (NEPA), Regional Water Quality Control Board, and Army Corps of Engineer standards, the Commission, having reviewed and considered the information contained in the Final EIR for the Bridgeport Rehab project, and having reviewed and considered the information contained in the public record, and having balanced the benefits of the project against the unavoidable effects which remain, finds such unmitigated effects to be acceptable in consideration of the overriding considerations discussed herein.

Tanisha Taylor

Executive Director

Signature

Date

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 26-27, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.2c.(3), Action Item

Prepared By: Jeremy Ketchum, Chief
Division of Environmental Analysis

Subject: **APPROVAL OF A PROJECT FOR FUTURE CONSIDERATION OF FUNDING
RESOLUTION E-25-40**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-25-40?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolution E-25-40.

BACKGROUND:

09-Mno-395, PM 76.00/80.60 Resolution E-25-40

The attached resolution proposes to approve for future consideration of funding the following project for which a Final Environmental Impact Report (FEIR) has been completed:

- Bridgeport Rehab. United States Highway (US) 395 in Mono County. Rehabilitate pavement, replace nonstandard highway facilities, and make other improvements in the community of Bridgeport. Specifically, it would rehabilitate pavement, bring shoulders to standard widths, upgrade metal beam guardrails, provide flatter grading of a side slope, improve culverts, and upgrade pedestrian facilities. (PPNO 2648)

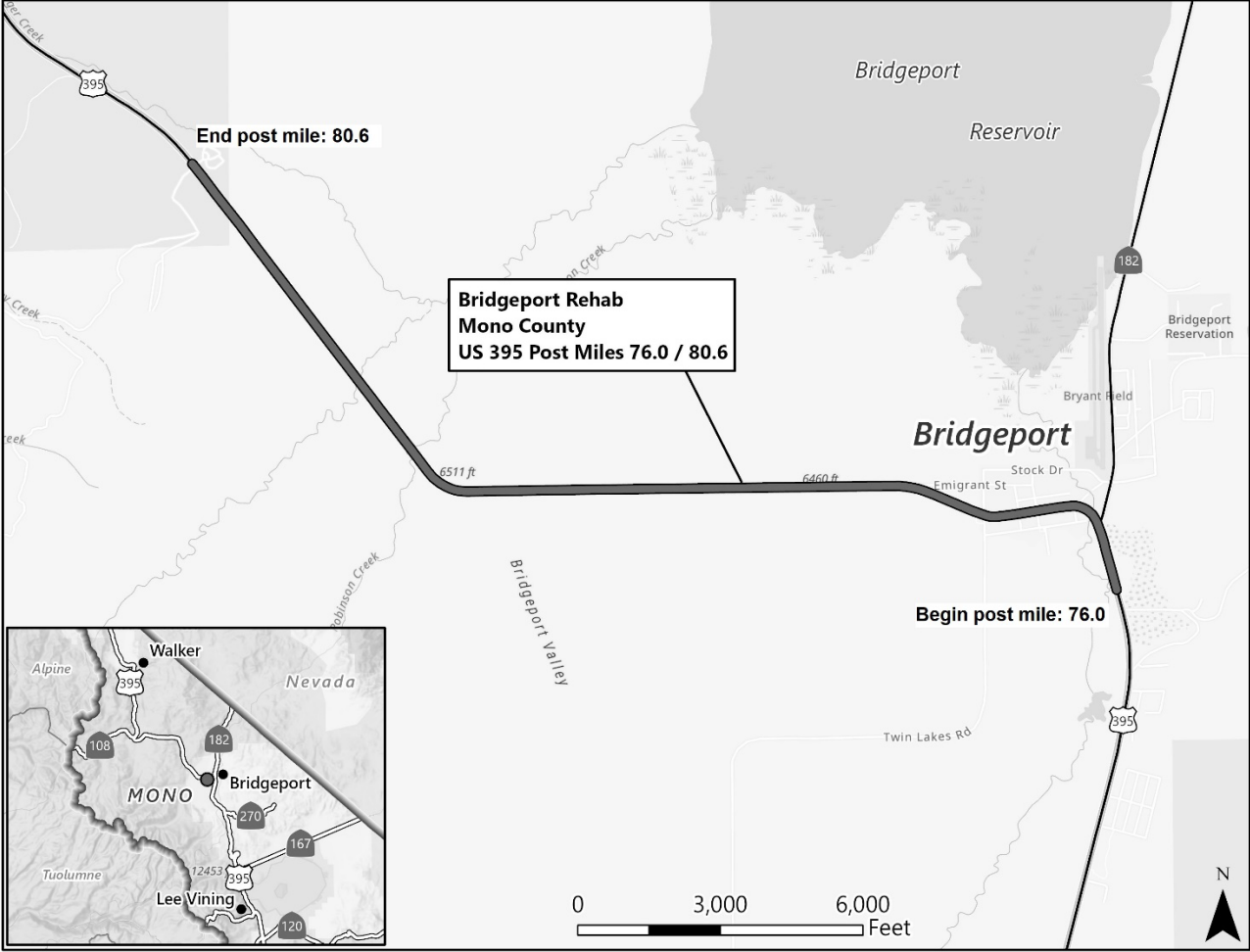
The project is located on US 395 from Post Miles (PM) 76.00 to 80.60 in Mono County. The Department proposes to rehabilitate pavement, replace nonstandard highway facilities, and make other improvements in the community of Bridgeport. Specifically, it would rehabilitate pavement, bring shoulders to standard widths, upgrade metal beam guardrails, provide flatter grading of a side slope, improve culverts, and upgrade pedestrian facilities. The project is

currently programmed in the 2024 State Highway Operation and Protection Program. The total programmed amount which includes Right of Way (Support and Capital), and Construction (Support and Capital) is \$18,325,000. Construction will begin in Fiscal Year 2025-26. The scope, as described for the preferred alternative, is consistent with the project scope as programmed by the Commission in the 2024 SHOPP.

A copy of the FEIR has been provided to Commission staff. Previously, an MND was produced for the project dated May 23, 2023, that received a Future Consideration of Funding under Resolution E-23-113 on August 16, 2023. However, upon further evaluation, the following impacts have been identified as significant and not fully mitigatable: impacts to riparian habitat and state protected wetlands. As a result, the FEIR with a Statement of Overriding Considerations has been prepared pursuant to the California Environmental Quality Act (CEQA). Mitigation for CEQA impacts to riparian habitat and state protected wetlands through the California Department of Fish and Wildlife were not found feasible, due to non-acceptance of in-lieu fees, lack of mitigation banks, infeasibility of on-site planting, and infeasibility of purchasing lands for mitigation.

Attachments

Attachment 1



Bridgeport Rehab



Project Name: Bridgeport Rehab Project
DIST-CO-RTE-PM: 09-MNO-395-76.0/80.6
EA: 09-37460
EFIS ID: 0918000018

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDINGS**

FOR

THE BRIDGEPORT REHAB PROJECT 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.

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following effects have been identified in the EIR as resulting from the project. Effects found not to be significant have not been included.

Riparian Habitat and State Protected Wetlands

Adverse Environmental Effects:

The project will impact approximately 0.334 acre of California Department of Fish and Wildlife jurisdictional waters. Caltrans has reviewed various design options and has found none that avoid or further reduce impacts to riparian habitat and state protected wetlands.

Findings:

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Statement of Facts:


Mitigation for CEQA impacts to riparian habitat and state protected wetlands through the California Department of Fish and Wildlife are not feasible for the following reasons:

- The California Department of Fish and Wildlife does not accept in-lieu fees as an acceptable form of mitigation, although in-lieu fees will be paid to the Lahontan Regional Water Quality Control Board and to the Army Corp of Engineers to mitigate for these same impacts.
- In Mono County, no mitigation bank with a service area that covers the project's location is available, and no approved entities in the County have been self-certified by the California Department of Fish and Wildlife to hold lands and/or endowment/enhancement fees.
- On-site planting within the Caltrans operational right-of-way is not possible due to driver safety constraints, specifically clear recovery zone and sight distance requirements. In addition, increasing special-species habitat within Caltrans operational right-of-way may attract more wildlife and result in a greater number of vehicle strikes.
- Future Caltrans projects and maintenance activities may impact potential on-site planting mitigation sites. Recent Executive Orders (E.O. B-52-18, E.O. N-05-19, and E.O. N-82-20), as outlined in the California Wildfire and Forest Resilience Action Plan (2021), have directed the Caltrans Vegetation Management Program to reduce fuels and increase wildfire resiliency along the State Highway System.
- "Permittee-reponsible" mitigation, which occurs when Caltrans purchases property with the goal of establishing habitat and conservation easements is not feasible in this area. Only 6% of the land in Mono County is privately owned. Lands classified as mitigation lands must be removed from the local tax base, which is unattractive to local government. Caltrans cannot legally go through the condemnation process to acquire mitigation lands, and is required to purchase from willing sellers of which there are few in the area. Per the Mono County General Plan, "the majority of private land within the county is concentrated in community areas, with the remainder dispersed throughout the county in isolated parcels. Within existing community boundaries, some communities have limited land available for additional development; expansion of some communities beyond existing boundaries is limited by the public ownership of surrounding lands." These challenges apply to the purchase of mitigation parcels as well as to development. Caltrans District 9 did attempt to purchase land in Mono County to establish opportunities for future mitigation from 2015-2024, but was unsuccessful in meeting resource agency requirements for creation of a mitigation parcel.

For this reason, this Environmental Impact Report has been prepared along with a Statement of Overriding Considerations based on the determination that although there is potential for significant impacts to aquatic resources as a result of this project, no feasible mitigation exists to reduce those impacts to less than significant under CEQA.

Kirsten Helton

Deputy District 9 Director,
Planning and Environmental
Analysis



Signature

12/30/2024



Project Name: Bridgeport Rehab Project
DIST-CO-RTE-PM: 09-MNO-395-76.0/80.6
EA: 09-37460
EFIS ID: 0918000018

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
STATEMENT OF OVERRIDING CONSIDERATIONS**

FOR

THE BRIDGEPORT REHAB PROJECT 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.

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15093), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following impacts have been identified as significant and not fully mitigable:

- Riparian habitat and state protected wetlands.
The project will impact approximately 0.334 acre of California Department of Fish and Wildlife jurisdictional waters

Overriding considerations that support approval of this recommended project are as follows:

Caltrans has reviewed various design options and has found none that avoid or further reduce impacts to riparian habitat and state protected wetlands.

Mitigation for CEQA impacts to riparian habitat and state protected wetlands through the California Department of Fish and Wildlife are not feasible for the following reasons:

- The California Department of Fish and Wildlife does not accept in-lieu fees as an acceptable form of mitigation, although in-lieu fees will be paid to the Lahontan Regional Water Quality Control Board and to the Army Corp of Engineers to mitigate for these same impacts.
- In Mono County, no mitigation bank with a service area that covers the project's location is available, and no approved entities in the County have been self-certified



by the California Department of Fish and Wildlife to hold lands and/or endowment/enhancement fees.

- On-site planting within the Caltrans operational right-of-way is not possible due to driver safety constraints, specifically clear recovery zone and sight distance requirements. In addition, increasing special-species habitat within Caltrans operational right-of-way may attract more wildlife and result in a greater number of vehicle strikes.
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Selection of the “no-build” alternative would avoid impacts to riparian habitat and state protected wetlands within the project area. This alternative would maintain the existing facilities within the project limits on U.S. Route 395 as is and 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. The no-build alternative was determined not to be feasible as pavement and related infrastructure would continue to deteriorate without completion of the project.

To the extent the significant effects of the project are not avoided or substantially lessened to a level of insignificance under CEQA but have been substantially lessened under NEPA, Regional Water Quality Control Board and Army Corps of Engineer standards, Caltrans, having reviewed and considered the information contained in the Final EIR for the Bridgeport Rehab project, and having reviewed and considered the information contained in the public record, and having balanced the benefits of the project against the unavoidable effects which remain, finds such unmitigated effects to be acceptable in consideration of the overriding considerations discussed herein.



Kirsten Helton

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12/30/2024

Deputy District 9 Director,
Planning & Environmental
Analysis

Signature

Date