FINDING OF NO SIGNIFICANT IMPACT

GLACIER POINT ROAD REHABILITATION

YOSEMITE NATIONAL PARK

OCTOBER 2007

INTRODUCTION

This Finding of No Significant Impact (FONSI) documents the decision of the National Park Service (NPS) to adopt a plan to rehabilitate 5.1 miles of Glacier Point Road and the determination that no significant impacts on the human environment are associated with this decision.

PROJECT BACKGROUND

In April 1991, NPS completed an Environmental Assessment (1991 EA) for redesign and light *reconstruction* (a "4R" project) of the entire length of Glacier Point Road. Public review occurred from May 1 to June 7, 1991, and the FONSI was signed August 29, 1991. However, prior to implementation, the NPS Park Road Program's approach changed service-wide, to widen roads only in select cases. Where park roads have a generally acceptable alignment and width, and the resource is historic, *rehabilitation* (a "3R" project) is now considered more appropriate (and less costly).

PURPOSE AND NEED

The primary purposes of this rehabilitation project are to maintain access to Badger Pass and Glacier Point; improve safety at high accident locations; reduce annual maintenance costs; and protect and preserve natural and cultural resources in the vicinity. Road rehabilitation is necessary to ensure the continued availability of the Glacier Point Road as a major park travel route. The 1989 Yosemite Road System Evaluation/Parkwide Road Engineering Study identified Glacier Point Road as the highest priority for park road improvement. This section of road was last rehabilitated (resurfaced) in 1960. The road has developed potholing, an uneven surface, drainage problems and vegetation encroachment. While the road was originally designed as 22 feet wide with 10-ft travel lanes and 1-ft shoulders, some areas have become narrower, making it difficult for large vehicles, including buses and motor homes, to navigate. Steep road cuts ravel onto the road. Portions of the road, particularly along the outside edges that lack shoulders, are physically disintegrating due to wear from heavy vehicles.

ALTERNATIVES ANALYZED

The NPS has analyzed three alternatives in the *Glacier Point Road Rehabilitation Environmental Assessment* (EA). These include Alternative 1: No Action, and two action alternatives (Alternatives 2 and 3). Based on this analysis, NPS identified Alternative 2 as the *environmentally preferred alternative* and has selected this alternative for implementation. This FONSI does not incorporate any changes in the selected action from what is described in the EA.

SELECTED ALTERNATIVE

Alternative 2

The Selected Alternative will improve driving conditions on the first 5.1 miles of the Glacier Point Road by reconstructing portions of the road, modifying unsafe sections, repaving the road, and improving minor developed areas and overlooks, such as the Chinquapin Intersection, the Badger Pass Ski Area Parking Lot, and the El Portal Overlook. Systematic general improvements will include (where needed) changing the superelevation (angle of the road); adjusting the centerline; modifying turnouts; modifying drainage; paved / unpaved ditch construction and maintenance; trimming vegetation and removing rockfall hazards. Maintenance activities will also continue. There will be no obvious realignment or widening of the Glacier Point Road. Upon completion of the project, the road will continue to be a narrow, steep, winding road with natural vegetation close to the road.

Under the Selected Alternative, the following general improvements will be made:

- Pavement/Topwidth Rehabilitation (uniform two 10-foot travel lanes with 1-foot paved shoulders and one-foot curve-widening at select locations); Repaving,
- Increase Signage/Replace Snowpoles,
- Alignment Modifications,
- Superelevation Corrections,
- Drainage Modifications (including repairing, replacing, lining or removing existing culverts and installing new culverts, installing or replacing paved ditches, and adding rip-rap rundowns),
- Selective Vegetation Removal (selective roadside tree thinning and brush removal),
- Slope Scaling (removal of unstable rock), and
- Turnouts: Retain historic turnouts. Retain endorsed/formal turnouts, including two gravel turnouts. Obliterate/revegetate unendorsed informal turnouts.

In addition, the following areas will undergo specific improvements:

- Chinquapin Intersection: modified with widening and construction of short retaining walls on Wawona Road. Construct formal southbound and northbound (left and right) turn lanes from Wawona Road to Glacier Point Road. Remove select small trees to increase visibility,
- Chinquapin Comfort Station Parking Lot (construction of an accessible path to the comfort station, and modifications to the traffic island to improve turning radius, and vegetation removal to improve sight distance),
- Chinquapin Administrative Vehicle Parking Area (delineated and improved): Designate a formal service area with back-in parking for five large maintenance vehicles behind the proposed Wawona Road chain-down lane,
- Wawona Road Chaining Areas: 1) Construct a formal chain-up lane for southbound vehicles heading toward Glacier Point Road by using the entrance of an existing service road. 2) Delineate a formal chain-down lane for northbound vehicles in front of the Administrative Vehicle Parking Area,
- El Portal Overlook Area (improved visitor use area at lower turnout (A) with addition of a sidewalk, low seating wall, and viewing platform.) Retain historic El Portal Overlook turnouts (A, B and C),

- New Chain-up Lane (constructed just east of El Portal Overlook),
- Badger Pass Access Road Intersection (improved with superelevation correction), and
- Badger Pass Parking Lot (drainage improvements and resurfacing): Oil water separators or other water treatment devices will be added to treat parking lot runoff and improve water quality protection for Grouse Creek.

SUMMARY OF OTHER ALTERNATIVES CONSIDERED

Alternative 1: No Action

The No Action Alternative represents continuing the existing operation, maintenance, and as-needed emergency repairs to sections of Glacier Point Road. The No Action Alternative would maintain the status quo; it provides a baseline from which to compare the Selected Alternative, to evaluate the magnitude of proposed changes, and to measure the environmental effects of those changes.

Alternative 1 would continue to result in routine maintenance actions, including snow removal, spring opening, shaping and repair; asphalt patching, crack sealing, and application of slurry or chip-seal treatments; ditch cleaning; culvert cleaning and repair; vegetation maintenance; traffic control striping; and signage replacement as needed.

Alternative 1 would not result in roadway improvement, except for continuation of emergency repairs and routine and periodic maintenance activities. Because no rehabilitation or comprehensive resurfacing would take place, Alternative 1 would not address improvements to the condition of the road, resource impacts from the existing road, safety issues, or improvements to the visitor experience.

Although numerous areas (including Glacier Point Road from Chinquapin to Badger Pass, the Chinquapin Intersection and the Badger Pass Intersection and Parking Lot have problems, no systematic corrective actions would be taken to address them or other problems stemming from the age and long-term deterioration of the road.

Alternative 3

Under this alternative, driving conditions on the first 5.1 miles of the Glacier Point Road would be improved in the same way as in the Selected Alternative, including reconstructing portions of the road, modifying unsafe sections, and improving minor developed areas and overlooks, such as the Chinquapin Intersection, the Badger Pass Ski Area Parking Lot and the El Portal Overlook, and repaving the road.

However, under this alternative, in addition to these general improvements, there would be the following specific improvements:

- Chinquapin Intersection: Changes would be the same as those described in the Selected Alternative above, except for the following: a) no formal turn lanes would be added, although the intersection would be widened and would include the rock retaining walls on either side of the Ranger Residence; and b) a deceleration turn lane would be constructed to improve access from Wawona Road northbound into the Chinquapin Comfort Station Parking Lot,

- Chinquapin Administrative Parking Area: A formal service area with pull-through parking for five large maintenance vehicles would be constructed,
- Wawona Road Chaining Lane: A formal chain-down lane for northbound vehicles heading toward Yosemite Valley would be constructed just north of the Administrative Vehicle Parking Area. No formal southbound chain-up lane would be constructed on Wawona Road; the chain-up lane near the service road proposed in the Selected Alternative would not be constructed. Chaining up below El Portal Overlook would continue to be in informal turnouts currently used for that purpose,
- El Portal Area Turnouts: El Portal Overlook (A) would be retained and improved; Turnout B (historic) would be lost as a rock-faced concrete core guardwall would be constructed between the two historic rock walls. Turnout C would be retained by modifying the cut slope across the road.
- Other Turnouts: All formal turnouts would be re-paved or re-graveled. More gravel turnouts would be retained in this Alternative. As in the Selected Alternative, informal and unendorsed turnouts would be restored or lost as part of road rehabilitation.

PRELIMINARY ALTERNATIVES CONSIDERED BUT DISMISSED

The NPS considered but rejected two additional alternatives and eight options to the proposed action during the design phase of the project. The following sections describe additional alternatives and options considered but dismissed [40 CFR 1504.14 (a)].

National Park Service Standards or American Association of State Highway and Transportation Officials (AASHTO) Standards Alternatives

NPS road standards as articulated in Park Road Standards (NPS 1984) called for new, non-historic roads with a proposed traffic volume similar to the Glacier Point Road to be designed with 11-12 foot lane widths and three-foot shoulders. AASHTO standards for Glacier Point Road traffic volumes would call for 11-12 foot lane widths with two - four foot shoulders for Recreational Roads. Walls and hillside cuts would be needed to redesign horizontal curves, provide improved sight distances and provide a minimum 10 foot clear zone.

This alternative was dismissed because the road footprint that would result by including three foot or two to four foot shoulders, or major changes to the road alignment would have greater resource impacts and would therefore not be consistent with preserving the natural, cultural, scenic, and recreational values that characterize this section of roadway.

Alternatives Evaluated in the 1991 Glacier Point Road Rehabilitation Environmental Assessment / Finding of No Significant Impact

Some of the elements of these alternatives were incorporated into the action alternatives in the EA, but others were dismissed because they would have greater environmental/resource impacts than the proposed alternatives or because they were outside the scope of the current proposal as was the option of including the three proposed phases of Glacier Point Road rehabilitation into one environmental assessment.

Other Modifications to Create a Deceleration Turn Lane into the Chinquapin Comfort Station Parking Area

These options were considered but dismissed because they would have greater resource impacts than the Selected Alternative:

- Construct a concrete wall faced with granite rock (preferred option to minimize tree loss but may be the most expensive option),
- Build a rockery wall (tiered),
- Stabilize the steep cut slope with soil nails and provide a rockery wall facing,
- Stabilize the steep cut slope with soil nails and provide a sculpted granite shotcrete treatment, and
- A shorter deceleration turn lane.

Adding a Bike Lane to the Glacier Point Road

This option was dismissed because of the desire to maintain the historic character and width of the Glacier Point Road with two 10-foot travel lanes and one foot paved shoulders.

Adding Speed Bumps or Stop Signs near Congested Areas, such as Popular Trailheads, to Prevent Visitors from Driving the Road too Fast

Modifications to stop signs are part of the project under Alternatives 2 and 3; however, speed bumps and other physical modifications to the road would not conform to the historic characteristics of the road. There are no trailheads along this portion of the road.

Chinquapin 30-Car Parking Area

The park's General Management Plan (1980) calls for the Chinquapin Parking Area to accommodate 30 vehicles. At its current size and configuration, this lot cannot accommodate that many vehicles. This option did not meet other needs identified for the project, including allowing vehicle stacking while the road is being plowed.

Widening the Chinquapin Intersection without Constructing Rock Retaining Walls on Either Side of the Ranger Station

This alternative was rejected because it would have much greater impacts than constructing rock retaining walls, which would require large quantities of fill and construction of new fill- slopes, and the loss of many more large trees.

Creating a Chain-up Lane approximately 0.25 miles North of the Chinquapin Intersection by Removing Trees and Adding Fill

This alternative was rejected because of it would have much greater impacts than either the proposal in Alternative 2 or 3. Use of previously disturbed areas would require much less tree removal and slope fill.

Creating a Chain-up Area on a West-facing Slope Adjacent to El Portal Overlook

This option was dismissed because it would require extensive slope cutting to accommodate a lane which would have an adverse effect on cultural resources.

Constructing a Berm between the Two Rock Walls at El Portal Overlook

Although this action was considered more historically appropriate than a new wall, it was not considered to be a safe solution since it might allow cars to go up and over the edge.

ENVIRONMENTALLY PREFERRED ALTERNATIVE

In accordance with Director's Order-12, *Conservation Planning, Environmental Impact Analysis, and Decision-making* and the Council on Environmental Quality (CEQ) requirements, NPS is required to identify the "environmentally preferred alternative" (NEPA Sec. 101(b)). This alternative meets the following criteria:

- Fulfills the responsibilities of each generation as trustee of the environment for succeeding generations,
- Assures for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings,
- Attains the widest range of beneficial uses of the environment without degradation, risk of health or safety, or other undesirable and unintended consequences,
- Preserves important historic, cultural and natural aspects of our national heritage and maintain, wherever possible, an environment that supports diversity and variety of individual choice,
- Achieves a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities, and
- Enhances the quality of renewable resources and approach the maximum attainable recycling of depletable resources.

This is the alternative that generally causes the least damage to the biological and physical environment and that best protects, preserves, and enhances historic, cultural, and natural resources (46 FR 18026 – 46 FR 18038).

The Selected Alternative will improve the quality of the roadway, including adding and replacing culverts, replacement of its sub-base and alterations to its banking (superelevation) where necessary, and recreating a uniform top-width/paved surface and would do so with limited effects on adjacent resources, retaining the historic integrity of the road. Upon implementation the Selected Alternative, visitors will find a well-maintained road, with upgraded safety features.

By creating formal chain-up areas, the Selected Alternative, and to a lesser degree Alternative 3, would also improve safety and operations for visitors stopping to put on chains before ascending the Glacier Point Road to Badger Pass. The Selected Alternative, however, will have fewer resource impacts (less tree removal) associated with the creation of the chain-down lane near Chinquapin.

The Selected Alternative will improve turning safety for southbound large vehicles turning into the Chinquapin Comfort Station Parking Lot; it will include minor clearing to improve safety for northbound vehicles turning into the lot. It will also add turn lanes from Wawona Road, for both north and southbound traffic turning onto the Glacier Point Road. Alternative 3 would include a safer turn into the Chinquapin Comfort Station Parking Lot for northbound vehicles but would require laying back a cutslope and tree removal to accomplish it.

Alternative 1 would result in ongoing deterioration of the roadway, including its culverts and other features. Over time, visitors would find deteriorating driving conditions and road features, with the road periodically subject to closure with the need for emergency repairs.

The alternative that best meets the environmentally preferable criteria is the Selected Alternative. Analysis of resource and visitor impacts and mitigation strategies as noted above has shown that the Selected Alternative achieves the greatest balance between the need for repairing the road and the need for preserving natural and cultural resources and improving the visitor experience in the park. This alternative was selected as the best alternative when taking into account

enhancement and upgrades to the road. The Selected Alternative minimizes loss of natural and cultural resources; protects public health, safety and welfare; improves operations efficiency and stability; and protects visitor and employee safety and welfare. The Selected Alternative meets the project purpose and need.

Because Alternative 1 could continue to result in adverse effects on public safety, most notably in the vicinity of the Chinquapin Intersection; because it could also continue to result in adverse impacts to wetlands in the vicinity of Badger Pass; and because it would likely result in a greater potential for road failure, it does not best meet the criteria for the environmentally preferable alternative.

Because Alternative 3 would have greater impacts to retain a historic turnout near El Portal Overlook and because it would have greater resource impacts near the Chinquapin Intersection to create a chain-down lane and a deceleration turn lane, it was not selected as the alternative that would best meet the intent of the environmentally preferable alternative.

AMERICANS WITH DISABILITIES ACT

Historically, buildings and landscapes were not designed to be readily accessible to people with disabilities. With passage of the Americans with Disabilities Act (ADA) in 1990, federal agencies are required to provide accessible routes to public facilities (42 USC 12101). The Selected Alternative includes some accessibility improvements to the Chinquapin Comfort Station (restrooms) with designated convenient parking and construction of an accessible path. Improvements to the visitor use area at El Portal Overlook include an accessible sidewalk and appropriate placement of interpretive panels.

ENDANGERED SPECIES ACT

Federal agencies must consult with the U.S. Fish and Wildlife Service (USFWS) to ensure its actions will not jeopardize the continued existence of any federally listed or proposed threatened or endangered species, or designated or proposed critical habitat [ESA, Sec. 7 (a)(2), 16 USC 1531 et seq.]. If listed species are present, the Federal agency must determine if the action will have "no effect," "may effect, [but is] not likely to adversely affect," or "may effect, [but is] likely to adversely affect" those species. The NPS made the determination of effect for the Selected Alternative following guidance outlined in the *Endangered Species Act Consultation Handbook: Procedures for Conducting Section 7 Consultations and Conferences* (1998 USFWS and National Marine Fisheries Service). NPS has determined, and USFWS has concurred, that the Selected Alternative will have "no effect" on any federally listed, candidate or proposed species or their designated critical habitat.

Recent surveys of the project area have indicated, however, that the proposed project could have the potential to affect state-and park-listed sensitive owl species that may be breeding, nesting, or foraging within the vicinity. Therefore, with input from the California Department of Fish and Game, additional specific mitigation measures have been developed to ensure protection of these species (see Measures to Minimize Environmental Harm). Based on information obtained from other recent biological surveys, and staff expert knowledge of the project area, NPS determined the action will have "no effect" on any other state- or park-listed sensitive species.

NATIONAL HISTORIC PRESERVATION ACT

The NPS made the determination of effect of the Selected Alternative on historic properties pursuant to Section 106 of the National Historic Preservation Act (NHPA) in accordance with the *1999 Park Programmatic Agreement among the National Park Service at Yosemite, the California State Historic Preservation Officer and the Advisory Council on Historic Preservation regarding Planning, Design, Construction, Operations and Maintenance in Yosemite National Park, California* (1999 PA). For the purpose of NEPA and NPS policy, an impact to a historic property that is eligible or listed under the National Register of Historic Places would be considered significant if an adverse affect could not be resolved in agreement with the State Historic Preservation Officer (SHPO), Advisory Council on Historic Preservation (ACHP), American Indian tribal governments, or other consulting and interested parties and the public. NPS has determined that implementation of the Selected Alternative will have ""no adverse effect" on historic properties (36 CFR Part 800.5). Therefore, the Selected Alternative will not have a significant effect on historic properties.

WHY THE SELECTED ALTERNATIVE WILL NOT HAVE A SIGNIFICANT EFFECT

The NPS has determined that the Selected Alternative can be implemented with no significant adverse effects on soils, water quality, vegetation, wildlife, special status species, prehistoric and historical archeology, ethnographic resources, historic structures and cultural landscapes, visitor experience, or park operations. NEPA requires that decision-making regarding the analysis of significance be based on analysis of the proposed action with respect to the following factors:

- The Selected Alternative has a wide range of beneficial and adverse effects (see Measures to Minimize Environmental Harm below),
- The Selected Alternative will not adversely affect public health or safety,
- The Selected Alternative will not impact the unique characteristics of the area, including prime farmlands, wetlands, wild and scenic rivers or ecologically critical areas,
- The effects on the human environment are known, and there were no controversial impacts or aspects of the proposed project that surfaced during the environmental analysis process,
- The Selected Alternative neither establishes an NPS precedent for future actions with significant effects, nor represents a decision in principle about a future consideration,
- The Selected Alternative will have no adverse effect on contributing features to these historic properties,
- The proposed project would have no effect on species listed or proposed for listing,
- No significant cumulative effects and no highly uncertain, unique or unknown risks were identified during preparation of the EA or during the public review period, and
- The Selected Alternative will not violate any federal, state or local environmental protection laws.

NON-IMPAIRMENT OF PARK RESOURCES

Pursuant to the 1916 Organic Act, the National Park Service has a management responsibility "to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of future generations." Therefore, the National Park Service cannot take an action that would "impair" park resources or values.

Based on the analysis provided in the *Glacier Point Road Rehabilitation Environmental Assessment*, the National Park Service concludes that implementation of Alternative 2 would have no major adverse impacts to a resource or value whose conservation is (1) necessary to fulfill specific purposes identified in the establishing legislation or proclamation of Yosemite National Park; (2) key to the natural or cultural integrity of Yosemite National Park or to

opportunities for enjoyment of the park; or (3) identified as a goal in the park's General Management Plan or other relevant National Park Service planning documents. Consequently, implementation of the proposed action will not violate the National Park Service Organic Act.

MEASURES TO MINIMIZE ENVIRONMENTAL HARM

The following summary identifies the impacts and mitigation measures required for satisfactory implementation of the selected alternative. This summary assigns responsibility for ensuring the measures which minimize, eliminate, or avoid these impacts are implemented. All mitigation measures described in this section will be implemented. Further mitigation measures may be developed in response to ongoing informal consultation on this project and may also augment the measures described below. The measures identified below are designed to ensure that impacts to park natural and cultural resources, visitor use/experience and park operations are avoided, minimized or mitigated.

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Measures to Minimize Environmental Harm

Resource	Impact	Measures to Avoid, Minimize or Mitigate Impacts	Responsibility
Air Quality	Impacts from dust and construction equipment emissions would be short term and negligible to minor along the project corridor. There would be an undetectable effect on regional air quality. Negligible long-term beneficial effects associated with existing public / regional transportation programs would continue.	Dispose of excess plant materials offsite (rather than burning onsite). Spray water over exposed soil, particularly during dry conditions to minimize fugitive dust. Cover trucks transporting cut or fill material to reduce or eliminate particle release during transport. Encourage contractor and NPS employees to travel together to and from the project site to the extent possible (rather than in multiple separate vehicles). Revegetate disturbed staging areas as soon as possible following construction activities. Limit vegetation removal within the project area.	Project Manager Chief, Resources
Soils	There would be a series of negligible to moderate, localized long-term adverse effects (excavation, movement, grading, compaction, construction of impervious surfaces) as well as some localized long-term minor beneficial effects (vegetation restoration, decreased potential for erosion).	Locate staging areas to minimize new disturbance of area soils and vegetation. Minimize ground disturbance to the extent possible. Minimize driving over or compacting root-zones. Use mats or plywood to minimize soil compaction impacts in sensitive areas identified by the park. Salvage topsoil from excavated areas for use in re-covering source area or other project areas. For trees to remain – provide protection for them and do not pile excavated soil alongside them. Minimize trenching around trees to remain to preserve dripline soils. For roots two inches or larger in diameter, hand excavation would be used as appropriate to prevent damage. Hand excavate the drainage ditch behind the Administrative Parking Area at Chinquapin Intersection (which is within the dripline of numerous trees).	Project Manager Vegetation Resources Specialist

Resource	Impact	Measures to Avoid, Minimize or Mitigate Impacts	Responsibility
		Store conserved topsoil separately from subsoils. Windrow stored topsoil at a height less than three feet to help preserve soil microorganisms. Reuse (rather than remove from the project area) excavated soils for use in constructing berms or to level areas of impact. Revegetate project areas according to the restoration plan, through native seeding or planting of appropriate areas along the road and in obliterated turnouts. Create a natural, undulating appearance for berms using excavated fill (first) and then clean fill as specified by the park. Any imported fill or topsoil must be weed-free.	
Water Resources	<u>Hydrology</u> Proposed actions would contribute to modifying and redirecting the overland flow of water through developed areas, a minor long-term adverse effect. This would be coupled with moderate beneficial effects where redirection of overland flow would result in decreased water flow through developed areas, particularly at Badger Pass, where overland flow would go around or under the lot instead of percolating up through the lot. Increases in the number and changes in the location of culverts would result in a minor long-term beneficial effect in facilitating the passage of water across the road, mimicking the former natural flows. <u>Water Quantity</u> The additional incremental use of water would be difficult to distinguish from the much greater use of water for administrative and park operations and would therefore result in a negligible short-term localized effect. <u>Water Quality</u> A series of proposed project actions would have the potential to affect water quality, including excavation; stockpiling of topsoil and other materials; vegetation modifications; and drainage improvements. Combined, these would be minor to moderate short-term localized adverse effects. Negligible to minor beneficial effects would be realized from the formal delineation of turnouts and road-side parking. Long-term minor to moderate beneficial effects would result from the installation of	Prepare a Storm Water Pollution Prevention Plan, as required by the Calif. Regional Water Quality Control Board, to control surface run-off, reduce erosion, and prevent sedimentation from entering water bodies during construction. Submit plan to park for review and approval prior to construction. Develop and implement a comprehensive Hazardous Materials Storage and Handling, Spill Prevention, & Response Plan to comply with federal and state regulations that address all aspects of spill prevention, notification, emergency response strategies for spills on land and water, monitoring and reporting requirements, personnel responsibilities, response procedures, equipment type and location, and drills and training requirements. Maintain Material Safety Data Sheets on site, for all materials. Submit plan to park for review and approval. Use temporary sediment control devices such as filter fabric fences, sediment traps, or check dams as needed during culvert replacement. Minimize soil disturbance and reseed or revegetate disturbed areas as soon as practical. Retain silt fencing or biodegradable sediment logs in disturbed areas until stabilization (by reseeding or revegetation). Use swales, trenches or drains to divert storm water runoff	Project Manager Chief, Resources

Resource	Impact	Measures to Avoid, Minimize or Mitigate Impacts	Responsibility
	stormwater runoff treatment in the Badger Pass Parking Lot. Ongoing impacts related to the application of sand would continue. <u>Wetlands</u> Approximately 2,600 square feet or 0.06 acres of wetlands would be affected, with both short- and long-term localized minor to moderate adverse effects.	away from disturbed areas. Locate staging areas away from areas where water would runoff to adjacent rivers and streams. Use tackifier / paper mulch for erosion control in revegetated areas and/or silt fences and seed-free sediment barriers for erosion control. Prior to construction, install protective fencing or flagging around, adjacent to, or near wetland and riparian areas to be protected or use other erosion control measures to protect water resources (including near Grouse Creek) in the project area. Access routes for culvert work will be approved by the CO in coordination with park staff.	
Vegetation	Impacts to vegetation, including those associated with road rehabilitation, new construction and overdue vegetation maintenance activities would include removal, trimming and flush cutting and would result in negligible to moderate short-, moderate-, and long-term adverse impacts. There would also be beneficial effects associated with the rehabilitation of areas disturbed during construction and from the restoration of selected turnouts. Approximately 12 trees (15 -26 in. diam. pines, fir, and cedar), and one black oak (less than 15" diam.) around Chinquapin Intersection; approx. 50 trees (8 to 15 in. in diameter); and approx. 200 shrubs and trees (less than 8 inches in diameter), and one 58" red fir (for new El Portal Overlook chain-up lane) would be removed during construction. No specimen trees (trees significant to the cultural landscape) would be removed and no snags greater than 6 inches in diameter have been identified for removal. All trees beyond the construction limits will be protected. Additionally, a few select trees (less than 28" diam.) may be removed by park staff at El Portal Overlook (scenic viewshed restoration), for superelevation corrections at Badger Pass intersection, and incidental removal of trees along the road during selective cutting and as needed to facilitate culvert lining, replacement or construction.	Protect meadows, riparian areas, and wetlands from damage caused by construction equipment, erosion, siltation and other ground-disturbing activities. Map, flag, and/or fence construction limits to protect sensitive areas, as informed by the park biologists. This includes installing temporary barriers to protect natural surroundings (such as trees, herbaceous vegetation, root zones, creeks, creek edges, and wetlands) from unnecessary disturbance or damage. Avoid fastening ropes, cables or fences to trees and install signs as needed to direct use to more appropriate areas. Implement an Invasive Species prevention plan: Ensure construction-related equipment arrives on site free of mud or seed-bearing material, all seeds and straw material will be certified as weed-free. Identify and treat areas of noxious weeds prior to construction. Revegetate according to the Revegetation Plan, with appropriate native species and monitor the restored site annually for three years to ensure absence of noxious weeds, successful revegetation, plant maintenance, and replacement of unsuccessful plant materials. Steam-clean heavy equipment prior to entry into the park to prevent importation of non-native plant species, tighten hydraulic fittings, ensure hydraulic hoses are in good condition and replace if damaged, and repair all petroleum leaks.	Project Manager Vegetation Resources Specialist

Resource	Impact	Measures to Avoid, Minimize or Mitigate Impacts	Responsibility
		Inspect the project area to ensure that impacts stay within the project area and do not escalate beyond the scope of the EA. Additionally, ensure that the project conforms to all applicable permits or project conditions. Store all construction equipment within the delineated work limits. Confine work areas within creek channels to the smallest area necessary. Flush cut (do not grub) trees to be removed in selective vegetation removal. Flush cut shrubs unless pre-identified for grubbing (such as those that root-crown sprout like ceanothus). Remove select vegetation so as to prevent damage to surrounding vegetation. Contract will include a damage clause for impacts to trees / vegetation not scheduled for removal. Materials sources for topsoil and other construction materials will be submitted to the park for approval. Specific locations and type of vegetation work will be identified on project plans and submitted for approval by the Contracting Officer based on consultation with the park vegetation ecologist and forester. Retain established vegetation where possible, to aid in slope stability on cut- or fill-slopes. Only native species appropriate to the site will be used in revegetation (seeding or planting), according to the revegetation plan prepared by the park botanist. Topsoil and duff will be salvaged in and adjacent to the rehabilitated shoulders and turnouts as appropriate, as directed by park staff. Vegetation will be salvaged, staff time and need permitting. Propagate most plants, however, from seed collected in plant communities where revegetation is needed. Treat all conifer stumps with a basal diameter greater than eight inches with borax within 30 minutes of cutting, In consultation with park staff, where Annosus root disease may be a problem, as directed by the park forester	

Resource	Impact	Measures to Avoid, Minimize or Mitigate Impacts	Responsibility
Wildlife	The proposed project would result in short-term negligible to moderate adverse impacts from noise and disturbance associated with the rehabilitation project and the loss of associated habitat and long-term negligible to minor beneficial impacts from increasing plant cover associated with changing the condition of road shoulders and turnouts.	Install (replace) stream culverts during low flow conditions to the extent possible. Minimize disturbance from construction activities in riparian areas during nesting and breeding season (spring and early summer) in consultation with park resources staff. Maintain routes of escape (such as sticks or logs) for animals that might fall into excavated pits and trenches and check routinely (each morning) for trapped animals, and release them. Limit light and construction noises where possible to avoid disturbance to nesting and breeding wildlife, especially when conducting night work. Upon locating any nesting species within the project area, alert park staff to make a determination as to whether work can proceed safely to prevent harm or nest abandonment, and implement appropriate mitigation or avoidance strategies. Store food in the manner prescribed by the Yosemite Bear Management Plan to protect the park's bears: Place all food, toiletries and scented items (e.g. bug spray) in bear boxes at the construction site. Bear boxes must remain closed and latched at all times, unless items are being retrieved. No storage of the above materials may occur in vehicles or outside of bear boxes. Dispose of all food waste and food-related waste promptly in a bear-proof receptacle. Check all vehicles daily to ensure that no items that may attract bears remain inside an unattended vehicle. Items that would not be left in vehicles include canned food, drinks, soap, cosmetics, toiletries, domestic trash, recyclable food containers, ice chests, grocery bags, and unwashed items used for preparing or eating meals. Close and latch all windows and doors in recreational vehicles used for lodging or office space when unoccupied. Check the job site at the end of each day for trash, food, and food-related items remaining at the site.	Project Manager Wildlife Biologist

Resource	Impact	Measures to Avoid, Minimize or Mitigate Impacts	Responsibility
Special Status Species	Plants There would be no effects on special status plants. Vegetation surveys indicate that no sensitive plant species occur within the specific area of the project. Wildlife The Selected Alternative will not jeopardize any federally listed threatened or endangered species or critical habitat and will not result in harm to other sensitive species.	Addition of new culverts will provide beneficial effects by improving hydrologic flows, reducing erosion, reducing and restricting areas of disturbance, and through implementation of the Restoration Plan. For special status wildlife, pre-project surveying has identified distinct areas for avoidance of sensitive wildlife species (within .25 mi of nesting / roosting / foraging areas). The area of avoidance will be mapped and flagged by park staff prior to staging or construction. To avoid noise and light disturbance, work will be conducted in phases: Work along Glacier Point Road will begin in the vicinity of Chinquapin Intersection, and proceed uphill, stopping midway between Chinquapin and Badger Pass (west of station 160+00). When the majority of work is completed in the lower portion, work will then shift to Badger Pass. Work will be conducted to the extent possible at Badger Pass before proceeding downhill (to postpone noise disturbance in the area of avoidance during the most critical time period for the species). Commencement of work within the area of avoidance (Sta. 220+00 - 160+00) will proceed based on consultation with the Wildlife Biologist. (Follow-up surveys will establish whether work can begin any earlier in these areas). Pulverizing and paving Glacier Point Road will be the final phase of the project (so that it does not coincide with the critical nesting and fledging period). No night work will occur prior to August 1st.	Project Manager Vegetation Resources Specialist, Wildlife Biologist
Archeology	There would be no adverse effect on archeological resources. Based on studies conducted in association with this project, there is potential that historic archeological deposits could be exposed. No evidence for potential prehistoric archeological deposits has been found or indicated in the project area.	Notify the park archeologist of specific work scheduled at Chinquapin prior to staging and construction. Focus monitoring on the Chinquapin Intersection vicinity where buried historical deposits might be present beneath existing development. Monitor ground-disturbance during construction. Prepare a monitoring plan prior to construction, detailing the final construction plans, the cultural material that might be encountered, important archeological questions that could be addressed (following the park's archeological research design [Hull and Moratto 1999]), and a range of	Project Manager Cultural Resources Specialist Archeologist

Resource	Impact	Measures to Avoid, Minimize or Mitigate Impacts	Responsibility
		treatment options (e.g., avoidance, data recovery) for any findings. If monitoring results in the discovery of important materials, then evaluating the eligibility of the site as a whole under the National Register of Historic Places criteria would be undertaken. Implement the 1999 Yosemite Implement the Programmatic Agreement to ensure that the project has a determination of "no adverse effect" to archeological resources. Pending discovery of archeological resources, cease all activities in the area of discovery; allow the archeologist to complete investigations; and take measures to protect the resources as directed by the park. In the unlikely event that human remains or any objects protected under NAGPRA are exposed, follow procedures outlined in NAGPRA regulations (including the potential need to stop work for 30 calendar days). Work may be resumed in non-sensitive areas during this time.	
Historic Structures / Cultural Landscapes Chinquapin Glacier Point Road	Proposed actions have been designed to retain character-defining features. There would be a series of minor alterations to topography (retaining walls, turn lane, turnout changes), vegetation, small scale features (including islands, culverts, turnouts and rockwalls), buildings and structures (setting of the Comfort Station) associated with the proposed project. Because these impacts would be carried out in accordance with the Secretary of the Interior's Standards for Rehabilitation, they would have no adverse effect on historic properties eligible for the National Register of Historic Places. In addition, following recommendations noted in the Cultural Landscape Inventories would minimize the effect of proposed actions.	Work will be conducted in consultation with the parks Historic Landscape Architect to ensure that these mitigations measures are implemented according the Secretary of Interior's Standards, so that road rehabilitation does not adversely affect historic features and that no features incompatible with the historic character of the district are added. Future park actions at the comfort station will include stabilization and improvement of current conditions by the removal or burial of the utility box, with the appropriate design of pathways or terraces and landscaped vegetation that complement the style of the water fountain and remnants of stonework surrounding it. New infrastructure within this area would not compromise the ability to restore or enhance this landscaped area. Modern features such as garbage cans and display boards will be placed so as not to compete with the historic features of the area. Maintain remnant contributing vegetation in the area. Use the historic plant palette and other appropriate native plant species in revegetation. Preserve the traffic island and associated vegetation outside the ranger station. Revegetate historic and new islands with low-growing native shrubs (preferred) or low-growing	Project Manager, Cultural Resources Specialist, Historic Landscape Architect

Resource	Impact	Measures to Avoid, Minimize or Mitigate Impacts	Responsibility
		native herbaceous perennials. Guardwalls at the Chinquapin Intersection would be compatible with other historic granite guardwalls along Wawona Road. Maintain the road's existing 10 foot travel lanes and vertical and horizontal alignment. Use photographs of each culvert headwall to verify reconstruction patterning. Maintain historic culvert headwalls if possible or reconstruct in kind if necessary. If additional stone is necessary for these headwalls, it should match the size, texture, color and masonry pattern of the pre-existing stone. Reconstruction and/or addition of new stone would replicate the character of the joints, including mortar if present. Drop inlets will be placed where needed to accommodate drainage, and designed in consultation with park staff to blend with the local site. Where granite is used, it should be of a color, texture and weathering pattern similar to existing local historic headwalls. New concrete and other construction should stand alone, without the support of the existing headwall. Ensure riprap at culvert outlets is as unobtrusive as possible. Select stone to match the existing riprap along the road; using the riprap below the El Portal Overlook as a model. Retain and repair the historic guardwalls and retaining walls at the El Portal Overlook. Retain the three historic turnouts at the El Portal Overlook. Select tree removal to restore the historic viewshed at El Portal Overlook will be conducted by park staff, as recommended by the park Historic Landscape Architect. Match the existing visual character of the guardwalls and retaining walls for the new proposed guardwall and retaining wall at the El Portal Overlook. Replace asphalt curbing along the Glacier Point Road sparingly with granite or concrete curb.	

Resource	Impact	Measures to Avoid, Minimize or Mitigate Impacts	Responsibility
		Use naturalistic design principles for new cut sections or fill sections along the road to minimize road scarring and any unnatural engineered forms. All contributing features will be documented within the Chinquapin Historic District following Stipulation VIII A2 of the 1999 Programmatic Agreement, with black and white 5 x 7 photographic prints before and after construction. Copies of documentation will be deposited at the Yosemite archives and with SHPO. Guided by Stipulation VIII A 3 of the 1999 Programmatic Agreement, an interpretive panel would be placed at the El Portal Overlook, under a future park project, to ensure that the story of human interaction with nature and changes in that interaction is told. This interpretive panel would include a history of the anthropogenic alterations to the Glacier Point Road landscape and reasons for those changes.	
Visitor Experience	Access / Opportunities There would be no adverse effects on visitor access and opportunities. Beneficial effects would be realized from visitor use improvements at El Portal Overlook, Chinquapin Intersection and other areas. Visitor and Employee Safety Proposed actions would result in a series of negligible to moderate beneficial impacts on visitor and employee safety associated with traveling a portion of the Glacier Point Road. Scenic Resources The scenic driving experience on the Glacier Point Road would not change from proposed actions. During construction, there would be short-term effects on views due to the presence of construction equipment. Afterwards, there would be both short- and long-term adverse and beneficial impacts from vegetation removal and enhancement of overlooks.	Construction delays and one-lane closures would be enacted but would be no longer than 30 minutes per passage through the project. Evening, weekend and holiday work / construction delays or total road closures outside of that planned at the beginning of the construction season may require additional approval from the superintendent. Materials deliveries would (to the degree possible) take place in the early morning and late evening hours and would proceed along the shortest route possible. Press releases to local media, signs in the park and state highway information recordings would inform visitors about road conditions in the park during the project. Efforts will be made to schedule work around high visitor use days and times, such as holidays and weekends. Selective vegetation removal would be the minimum amount necessary to achieve road warming and increased sight distances or desired views.	Project Manager Chief Ranger
Wilderness	Short-term effects would include noise and activity near wilderness associated with the proposed road construction	Project would not occur in wilderness; there are no wilderness trailheads or trails adjacent to or near the project	Project Manager Wilderness Manager

Resource	Impact	Measures to Avoid, Minimize or Mitigate Impacts	Responsibility
	project. There would be no long-term adverse impacts to wilderness lands, wilderness values or wilderness solitude.	area.	
Park Operations	There would be a number of long-term beneficial negligible to minor impacts, benefiting park cultural and natural resources, and therefore park operations, by enhancing their preservation and enhancing visitor safety and visitor enjoyment while reducing the need for day-to-day maintenance.	N/A	Project Manager Chief Ranger

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PUBLIC INVOLVEMENT

Public scoping was conducted through the following means: 1) a press release describing the intent to begin the public involvement through comments on the proposed project was issued on August 5, 2005; 2) an electronic newsletter was sent out to the park's e-mail list on August 17, 2005, to announce the opening of public scoping; 3) a Gateway Partners Update sent out via e-mail; 4) announced in the park's Daily Report; and 5) it was announced via the park's website. Invitations to Open Houses were extended through press releases on August 17, 2005, (regarding the August 31, 2005, Open House), and September 15, 2005, (regarding the September 28, 2005 Open House), as well as advertised on the park website. The electronic newsletter was emailed to a list of 5,388 people, agencies and organizations. The Open Houses included exhibits about existing road conditions, the proposed action and alternatives, environmental considerations, transportation issues and construction and design procedures. Professional staff was available to introduce the project, give a presentation, answer questions, and to accept comments.

During the public scoping process for this Environmental Assessment, which occurred from August 17 to September 16, 2005, seven comment letters were received, including six from individuals and one organization. These comments were analyzed to identify issues and concerns, and incorporated into the project design or communicated to the project team as appropriate. The following comments and concerns were raised in public scoping:

- Add a chain-up lane in the vicinity of El Portal Overlook. This area is commonly used by private cars and buses for chain-up instead of Chinquapin because the road is generally snow free until that point,
- Consider adding a drop off area for families at the Badger Pass Parking Area,
- Consider adding a bike lane to the Glacier Point Road,
- Increase the safety of the Chinquapin intersection,
- Consider speed bumps or stop signs near congested areas, such as popular trailheads, to prevent visitors from driving the road too fast,
- Concern about potential for clear-cutting an eight foot swath of vegetation along the road corridor [not part of road rehabilitation proposal],
- Concern about cutting black oaks, dogwoods and other small woody trees,
- Request to remove small trees and leave the large ones (see note below),
- Request to consider Great Gray Owls and their habitat,
- Concern over increasing impacts from continued winter operations at Badger Pass [not part of road rehabilitation proposal],
- Concern that roadside turnouts would be lost,
- Request to improve the remaining turnout at El Portal View (including vista clearing) if two adjacent ones are to be obliterated,
- Concern about needing turnouts to accommodate safety issues imposed by stalled / inoperable vehicles on the road,
- Consider identifying turnouts to be obliterated as "emergency parking only."
- Concern about barrier treatment of road edges where turnouts are obliterated (asphalt / concrete / granite curbs or boulders mentioned),

- Request to identify the pros and cons of each type of barrier treatment noted above,
- Request to evaluate turnouts on merit (views, location, etc.) before deciding to retain or obliterate them,
- Concurrence regarding eliminating curbing along road to facilitate snow removal coupled with concern about treatment (asphalt, concrete or large boulders) if it is to be retained,
- Request to retain large diameter trees, including pine, fir and oaks as well as flowering small woody trees (dogwood) for aesthetics,
- Request to remove only small diameter fir, pine and other non-sensitive vegetation, and
- Request for judicious selective cutting of trees (to facilitate snow removal) modeled after the fuels reduction program along Wawona Road.

All of the above issues and concerns were considered in the planning process and/or are addressed in the EA.

The following comments and concerns, however, were dismissed, either because they were outside the scope of the project, were not reasonable or feasible, and/or did not meet the project purpose and need.

Outside the Scope of the Project:

- Concern that the project would include "clear cutting" eight-foot corridors of vegetation along both sides of the road,
- Concern that the project would include blasting and laying back steep road cuts eight feet,
- Consider adding a bike lane to the Glacier Point Road. (This action would be inconsistent with the goal of maintaining the historic character and width of the road), and
- Consider speed bumps or stop signs near congested areas, such as popular trailheads, to prevent visitors from driving the road too fast. (Modifications to stop signs are part of the project under Alternatives 2 and 3; however, speed bumps and other physical modifications to the road would not conform to the historic characteristics of the road. There are no trailheads along this portion of the road.)

The ideas generated in public scoping were incorporated with those generated from internal scoping, which included analysis from specialists such as historic landscape architects, wildlife biologists, botanists, hydrologists, engineers and other staff from Yosemite National Park, the Denver Service Center, and the Pacific West Region, as well as expert staff from Federal Highways Administration. The park continued to welcome input from the public at open houses that occurred monthly throughout the planning process from fall 2005 to 2007.

Summary of Public Comments received on the EA

The *Glacier Point Road Rehabilitation EA* formal public review period occurred from June 26, 2007, through July 29, 2007. Availability of the EA for public review was announced in the local

paper of record, the *Mariposa Gazette*, and also through Yosemite Planning Update Newsletters (circulation of over 5000 individuals, organizations, and agencies), and in a national press release. Copies of the EA were sent to at least 635 interested public, agencies, libraries, and organizations. An electronic copy of the EA was posted on the park's planning webpage. Hardcopies of the EA were also available at libraries such as the Oakhurst Public Library, the City of San Francisco Library, the Los Angeles City Public Library, and at various university libraries across the country.

Comments received during the formal public review period consisted of 12 letters, e-mails, and faxes from 10 individuals (mostly local) and two groups (Sierra Club: Yosemite Chapter and Friends of Yosemite Valley). No substantive issues were raised during the public review period.

Comments approving, recommending, or disapproving of an alternative or element of an alternative included:

- Prohibit uphill lane cross-over to Overlook C. It is a serious traffic hazard,
- Provide chain-down opportunities at Overlook A to minimize congestion at Chinquapin,
- Incorporating a turning lane will greatly improve the safety of the [Chinquapin] junction,
- The additional chaining areas to the north will make the process less congested around the comfort station, and
- Use curve widening only where absolutely necessary.

Other suggestions for traffic safety improvements included:

- Slow down traffic on Glacier Pt. Road (using stop signs, speed bumps, etc.), and
- Increase signage and entrance station information that notifies drivers to allow faster moving traffic to pass at pullouts.

Concerns regarding resource impacts and resource protection included:

- Limit northbound chain-down lane on Wawona Road to the existing footprint and avoid cutting down specimen trees in the extension area. (This project does not include removal of any specimen trees), and
- Consider impacts to Pacific fishers and wolverines.

The following concern suggests an option or technique that was not considered in the document:

- Consider a grooved centerline on the road to keep drivers on their own side. (Although this particular technique was not considered, this topic was addressed and other options for improving safety and eliminating this hazard are included.)

The concerns listed below were eliminated from further consideration because they were either outside the scope of the project, proposed actions that are not reasonable or feasible, and/or did not meet the purpose and need:

<u>Alternatives Considered But Dismissed</u>

- Impacts from the proposed additional phases of Glacier Point Road rehabilitation should be considered in one environmental document,

Outside the Scope of the Project

- Increase enforcement of regulations that slower traffic must use turnouts,
- Provide for sledding in the upper end of the Badger Pass parking lot,
- What portion of the Yosemite Valley Plan (YVP) does the Glacier Point Road Rehabilitation project implement? (This project neither implements nor prevents implementation of YVP projected actions), and
  There should be some discussion of how this EA includes the Badger Pass staging area plans detailed in the YVP. (This project does not add or change capacity for parking at Badger Pass Parking lot.)

AGENCY CONSULTATION

U.S. Army Corps of Engineers

The NPS will consult with the U.S. Army Corps of Engineers (ACOE) prior to project implementation regarding wetland permitting for the Glacier Point Road Rehabilitation Project, under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899. Upon approval of this FONSI, the NPS will submit a preconstruction notification package seeking concurrence with the park's ability to perform activities associated with this project under the Nationwide permit program. The park will obtain the necessary permits prior to any ground -breaking activities.

Central Valley Regional Water Quality Control Board

The Central Valley Regional Water Quality Control Boards (RWQCB) is one of nine regulatory boards within California's Environmental Protection Agency which derive their authority from Section 401 of the Clean Water Act. The NPS will consult with the Central Valley Regional Water Quality Control Board (RWQCB) to obtain permits for Glacier Point Road Rehabilitation. Upon approval of the FONSI, the NPS will submit a Storm Water Pollution Prevention Plan to the RWQCB and obtain the appropriate state permits (including Section 401 Water Quality Certification, and the National Pollutant Discharge Elimination System for Stormwater Discharge, NPDES) prior to construction.

State Water Resources Control Board

The NPS will consult with the State Water Resource Control Board (SWRCB) to obtain an NPDES general permit under Section 402(p) of the Clean Water Act. The general permit stipulates requirements for water quality protection during construction activities, including the development of and adherence to a Storm Water Pollution Prevention Plan which incorporates Best Management Practices (BMPs) to control and abate the discharge of pollutants in storm water discharge. The NPS will prepare and submit the Storm Water Pollution Prevention Plan prior to construction.

U.S. Fish and Wildlife Service (USFWS)

Yosemite National Park is located within the jurisdiction of the Sacramento Fish and Wildlife Office and consults with this office to obtain lists of federally listed endangered and threatened

species that may be present in the project area. The NPS generated a project-area species list from the USFWS website on September 6, 2006. This list was used as the basis for the special status species analysis in this EA. Informal consultation phone calls were made to the Sacramento Fish and Wildlife Service office on November 13, 2006, and on July 3, 2007, to ensure compliance with current procedures (50 CFR 402.13). A complete copy of the Environmental Assessment was sent to the agency along with a letter requesting concurrence with these determinations. On July 27th, NPS received a letter from the USFWS concurring with the NPS determination that the proposed project will have no effects on any federally listed threatened or endangered species or critical habitat and will not result in harm to other sensitive species.

California State Historic Preservation Officer/Advisory Council of Historic Preservation

In accordance with Stipulation VII of the 1999 PA, professional staff from Yosemite National Park identified and evaluated historic properties in the area of potential effect. The staff determined that implementation of the Selected Alternative will have "no adverse effect" on historic properties identified as eligible for listing on the NRHP (36 CFR 800). Pursuant to Stipulation VII. C.2 of the 1999 PA, consultation with SHPO and the Advisory Council on Historic Preservation (ACHP) is not required for actions having no adverse effect. Pursuant to Stipulation VII B 1 of the 1999 PA, Glacier Point Road Historic District has been determined eligible for listing on the National Register of Historic Properties.

American Indian Consultation

National Park Service consultation with culturally associated American Indian groups occurred throughout the development of the Glacier Point Road Rehabilitation EA, through information sharing and planning updates by written and verbal correspondence and at monthly and quarterly tribal consultation meetings. Yosemite National Park consulted with American Indian tribes having cultural association with Chinquapin and Glacier Point, including the American Indian Council of Mariposa County, aka Southern Sierra Miwuk; the Tuolumne Band of Me-Wuk Indians; the North Fork Mono Rancheria of Mono Indians of California; and the Picayune Rancheria of Chukchansi Indians. Information sharing and project planning will continue with the American Indian tribes throughout implementation of the project.

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FINDING

On the basis of the information contained in the Environmental Assessment as summarized above, it is the determination of the National Park Service that the proposed project is not a major federal action significantly affecting the quality of the human environment. Nor is it an action without precedent or similar to an action that normally requires an Environmental Impact Statement. The conclusions of non- significance are supported by the conservation planning and environmental impact analysis completed and the capability of listed mitigation measures to reduce or eliminate impacts, and input from other agencies and the public. No adverse effects to cultural or historical resources will occur; there are no unacceptable impacts, nor will any impairment of cultural or natural resources or park values occur. This determination also included due consideration of the minor nature of public comments. Therefore, in compliance with the National Environmental Policy Act, an Environmental Impact Statement will not be prepared, and portions of the selected project may be implemented immediately, while others will be implemented as soon as practicable, pending other requirements, funding and staffing.

Recommended:

Michael J. Tollefson, Superintendent — Date 10/10/07
Yosemite National Park

Approved:

Jonathan B. Jarvis, Regional Director — Date 10/18/07
Pacific West Region