Appendix A. Draft Individual Section 4(f) Evaluation

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Oakland Alameda Access Project

ALAMEDA COUNTY, CALIFORNIA
DISTRICT 04 – ALA – 880, (PM 30.47/31.61)
DISTRICT 04 – ALA – 260, (PM R0.78/R1.90)
EA 04-0G360/PROJECT ID# 0400000326A
SCH# 2017092041

Draft Environmental Impact Report/Environmental Assessment and Draft Individual Section 4(f) Evaluation

Prepared by:
State of California, Department of Transportation and the Alameda County Transportation Commission

The environmental review, consultation, and any other actions required by applicable federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016, and executed by the FHWA and Caltrans.

September 2020

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Acronyms and Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
AB	aggregate base
ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
ALA	Alameda
Alameda CTC	Alameda County Transportation Commission
APE	Area of Potential Effect
APN	Assessor's Parcel Number
AS	aggregate subbase
ca.	circa
Caltrans	California Department of Transportation
CFR	Code of Federal Regulations
DOI	Department of Interior
DOT	Department of Transportation
EA	Environmental Assessment
EB	eastbound
EBMUD	East Bay Municipal Utility District
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
FOE	Finding of Effect
HMA	Hot Mix Asphalt
HPSR	Historic Property Survey Report
HRER	Historic Resources Evaluation Report
I	Interstate
LPAB	Landmark Preservation Advisory Board
MOA	Memorandum of Agreement
NB	northbound
NEPA	National Environmental Quality Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OHA	Oakland Heritage Alliance
PA	Caltrans Section 106 Programmatic Agreement
PCC	plain cement concrete
PDS	Project Development Support
PG&E	Pacific Gas and Electric

PHB	Pedestrian Hybrid Beacon
PID	Project Initiation Document
PM	post mile
PR	Project Report
PSR	Project Study Report
R	realignment
ROW	right-of-way
SB	southbound
SHPO	State Historic Preservation Officer
SR	State Route
TBD	to be determined
TDM	Transportation Demand Management
TMP	Transportation Management Plan
TSM	Transportation System Management
U.S.	United States
USC	United States Code
VIA	Visual Impact Assessment
WB	westbound

Chapter 1 - Individual Section 4(f) Evaluation

1.0. Introduction

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law 49 United States Code (USC) 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

Responsibility for compliance with Section 4(f) has been assigned to the California Department of Transportation (Caltrans) pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by the project action.

1.1. Use of a Section 4(f) Property

In general, a Section 4(f) "use" occurs when:

- Section 4(f) land is permanently incorporated into a transportation facility;
- There is a temporary occupancy of Section 4(f) land that is adverse in terms of the Section 4(f) preservationist purposes as determined by specified criteria (23 Code of Federal Regulations [CFR] 774.13[d]); or
- Section 4(f) land is not incorporated into the transportation project, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (constructive use) (23 CFR 774.15[a]).

This Draft Section 4(f) Evaluation has been prepared in compliance with 23 CFR 774. Caltrans is the lead agency, as assigned by the Federal Highway Administration (FHWA) under the National Environmental Policy Act (NEPA) and is the lead agency under the California Environmental Quality Act (CEQA).

1.2. Section 4(f) and Section 106

The consideration of historic properties under Section 4(f) differs from their consideration under Section 106 of the National Historic Preservation Act (NHPA). The results of the Section 106 process produces a list of historic properties determined to be significant (i.e., eligible for inclusion in the National Register of Historic Places [NRHP]), and the potential impacts that the proposed project would have on those properties. The historic properties identified through the Section 106 process are then considered in the Section 4(f) evaluation. One key difference between the two regulations and processes is that Section 106 requires a consultation process between the federal agency and the SHPO in order to identify historic properties, evaluate effects, and then consult on ways to avoid, minimize or mitigate those effects. The Section 4(f) process requires federal agencies to avoid the use of significant historic sites unless there is no prudent or feasible alternative, and if no prudent and feasible exists, then include in the project all possible planning to minimize harm. Thus, the Section 106 process is more consultative, while the Section 4(f) process requires consideration of specific outcomes.

Section 4(f) applies only to programs and projects undertaken by the United States (U.S.) Department of Transportation (DOT) and only to publicly owned parks, recreation areas, and wildlife refuges, and to historic sites, whether publicly or privately owned. Historic sites are generally those listed on or eligible for the NRHP. For protected historic sites, Section 4(f) is triggered when:

- Land from a historic site is permanently incorporated into a transportation facility;
- The project temporarily occupies land from the historic site in a manner that results in adverse impacts to the qualities that made the historic site eligible for the NRHP; or
- No land from a historic site is permanently incorporated into the project, but “proximity impacts” to the historic site are so severe that the qualities that made the historic site eligible for the NRHP are substantially impaired. This is referred to as a “constructive use.”

Section 106 is an element of a separate federal statute, the NHPA, that requires any federal agency undertaking a federal project (either by funding or approval) to consider the effects of their project on cultural resources on or eligible for the NRHP, thus making them “historic properties.” Section 106 addresses direct and indirect “effects” of a project on historic properties. Section 106 evaluates “effects” on a historic property, while Section 4(f) protects a historic site from “use” by a project. Therefore, even though there may be an adverse effect under Section 106 because of the effects upon the historic property, the provisions of Section 4(f) are not triggered unless the project results in an “actual use” (permanent or certain temporary occupancies of land) or a “constructive use” (substantial impairment of the features or attributes that qualified the site for the NRHP) on the historic site.

Most importantly, except in the case of *de minimis* uses,[1] Section 4(f) requires avoidance of a historic site unless there is no feasible and prudent alternative, and, if avoidance is not feasible and prudent, requires “all possible planning” to minimize harm to the historic site. This means that all reasonable measures identified to minimize harm or mitigate for adverse effects must be

1 A de minimis impact is one that, after taking into account avoidance, minimization, mitigation and enhancement measures, results in no adverse effect to the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

included in the project (23 CFR 774.117). Section 106 does not include a specific requirement for avoidance or minimization of harm, but a Section 106 consultation agreement — a Memorandum of Agreement (MOA) — often involves extensive mitigation activities when adverse effects to historic properties cannot be avoided or minimized. The mitigation measures identified in the MOA are typically those used as the Section 4(f) measures to minimize harm.

Finally, Section 4(f) requires that when there are no "prudent and feasible" avoidance alternatives to the "use" of Section 4(f) properties, the lead federal agency must choose the alternative that causes the "least overall harm" based on the criteria listed in 23 CFR 774.3(c), which requires a balancing of seven factors to determine which alternative causes the "least overall harm." The least overall harm is determined by balancing the following factors:

- Ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property).
- Relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection.
- Relative significance of each Section 4(f) property.
- Views of the official(s) with jurisdiction over each Section 4(f) property.
- Degree to which each alternative meets the Purpose and Need for the proposed project.
- After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f).
- Substantial differences in costs among the alternatives.

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Chapter 2 - Project Description

2.0. Background

This section summarizes the project history that led to the development of the Build Alternative considered in the Section 4(f) evaluation.

Caltrans, in partnership with the Alameda County Transportation Commission (Alameda CTC), proposes to improve mobility and accessibility, traffic operations, and bicycle and pedestrian facilities through the Oakland Alameda Access Project (proposed project) on State Route 260 (SR-260) (post mile [PM] realignment [R] 0.78 to PM R1.90) and on Interstate 880 (I-880) (PM 30.47 to PM 31.61) in the cities of Oakland and Alameda in Alameda County, California.

The Oakland Alameda Access Project, formerly known as the Broadway/Jackson Interchange Project and then the Broadway/Jackson Street Interchange Improvements Project, has been studied for over 20 years. To date, three Project Study Reports (PSR), a Project Report (PR), and a Feasibility Study evaluated numerous alternatives to address the Purpose and Need. A Draft PSR was prepared in 1997, a subsequent PSR was completed in 2000, and a PR was completed in 2002 for the Broadway/Jackson Street Interchange Improvements Project. However, the recommended alternative did not have the support of the local community, particularly key stakeholders in Chinatown, so it did not proceed. In 2006, the City of Alameda revisited the project by completing a *Feasibility Study* for the I-880/Broadway-Jackson Interchange Improvements Project. The *Feasibility Study* recommended several new alternatives and a PSR-Project Development Support (PDS)-Project Initiation Document (PID) for the I-880/Broadway-Jackson Interchange Improvements Project. This study was approved by Caltrans in March 2011.

2.1. Purpose and Need

2.1.1. PURPOSE

The purpose of the proposed project is to:

- Improve multimodal safety and reduce conflicts between regional and local traffic.
- Enhance bicycle and pedestrian accessibility and connectivity within the project study area.
- Improve mobility and accessibility between the I-880, SR-260 (Tubes), City of Oakland downtown neighborhoods, and City of Alameda.
- Reduce freeway-bound regional traffic and congestion on local roadways and in area neighborhoods.

2.1.2. NEED

Access between the freeway and the roadway networks between I-880 and the Tubes is limited and indirect, and access to/from the cities of Oakland and Alameda is circuitous. Existing access to I-880 from Alameda and the Jack London District requires loops through several local streets and intersections, routing vehicles through the downtown Oakland Chinatown neighborhood.

This has the following operational impacts on local streets:

- Streets in and around the downtown Oakland Chinatown area have a high volume of pedestrian activity and experience substantial vehicle-pedestrian conflicts, and the I-880 viaduct limits bicycle and pedestrian connectivity between downtown Oakland and the Jack London District.
- Southbound (SB) I-880 traffic heading to Alameda must exit at the Broadway/Alameda off-ramp, then travel south along 5th Street for more than a mile — through nine signalized and unsignalized intersections — before reaching the Webster Tube at 5th Street/Broadway.
- Westbound (WB) I-980 traffic heading to Alameda must exit at the Jackson Street off-ramp and circle back through Chinatown through seven signalized and unsignalized intersections to reach the Webster Tube.
- Northbound (NB) I-880 traffic heading to Alameda must exit at the Broadway off-ramp and form a queue at Broadway/between 5th and 6th streets, which backs up onto the ramp. Alternatively, drivers can loop through Chinatown to access the Webster Tube.

2.2. Project Alternatives

No-Build (No-Action) Alternative

Under the No-Build Alternative, there would be no improvements to bicycle or pedestrian connectivity or safety. Freeway traffic to/from the cities of Oakland and Alameda would continue to use city streets through Oakland and Chinatown, which are areas with a high volume of pedestrian activity. Vehicle-pedestrian or -bicycle conflicts from traffic traveling through city streets would continue. The I-880 viaduct would continue to impede connectivity between downtown Oakland and the Jack London District, and access would not be improved for bicyclists and pedestrians traveling between Oakland and Alameda.

Build Alternative

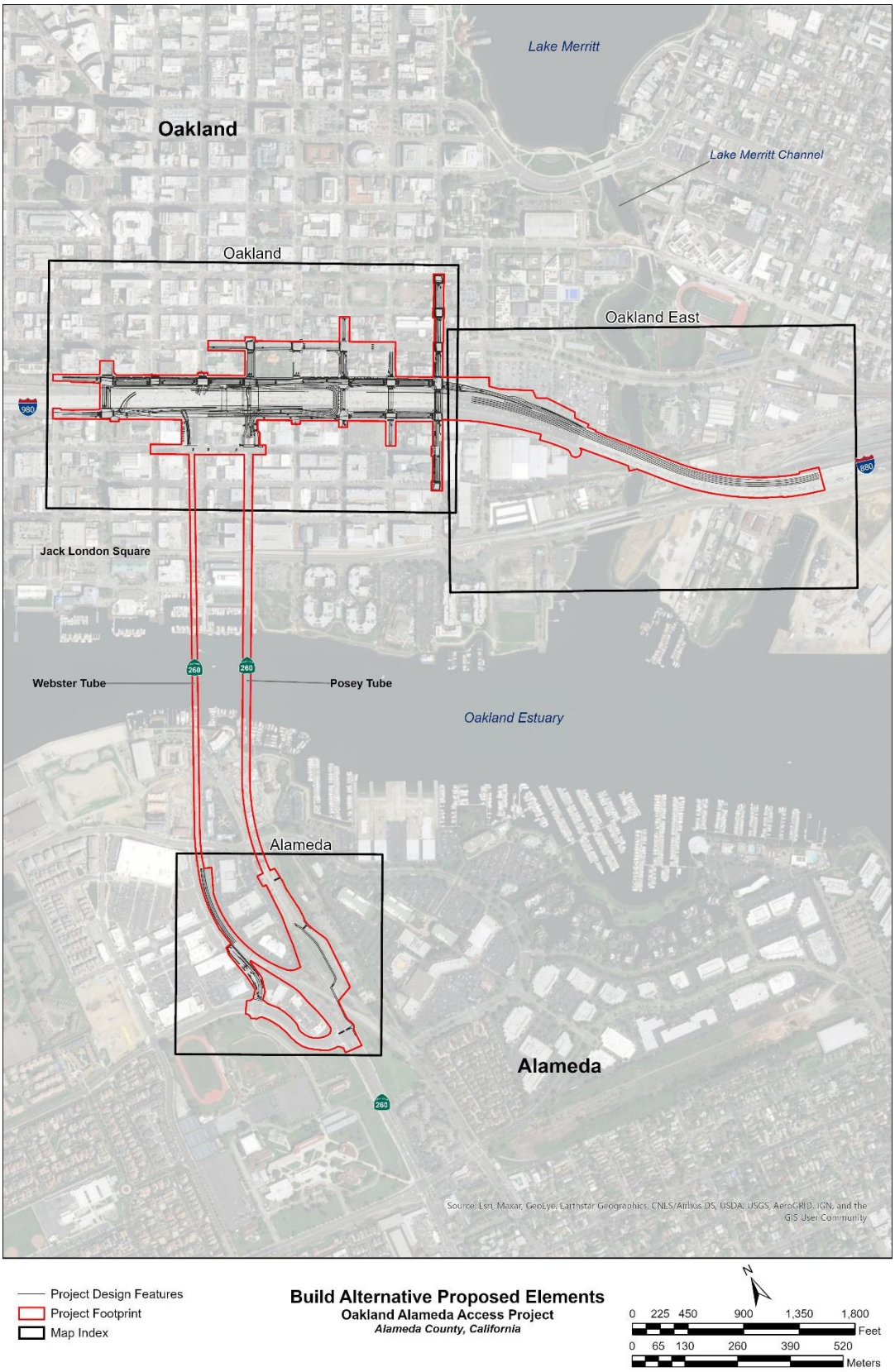
The Build Alternative proposes to remove and modify the existing freeway ramps and to modify the Posey Tube exit in Oakland. The Build Alternative would improve access to NB and SB I-880 from the Posey Tube via a right-turn-only lane from the Posey Tube to 5th Street, and a new horseshoe connector at Jackson Street below the I-880 viaduct that would connect to the existing NB I-880/Jackson Street on-ramp. The proposed project would also reconstruct and shift the existing WB I-980/Jackson Street off-ramp to the south.

The Webster Tube entrance at 5th Street and Broadway would be shifted to the east to create more space for trucks to make the turn from Broadway into the Webster Tube. A bulb-out would be constructed to extend the sidewalk, reducing the crossing distance and allowing improved visibility of pedestrians on the southeast corner.

The proposed project would remove the NB I-880/Broadway off-ramp and widen the NB I-880/ Oak Street off-ramp to 6th Street, which would become the main NB I-880 off-ramp to downtown Oakland and to Alameda. 6th Street would become a one-way through street from Oak Street to Harrison Street and a two-way street from Harrison Street to Broadway.

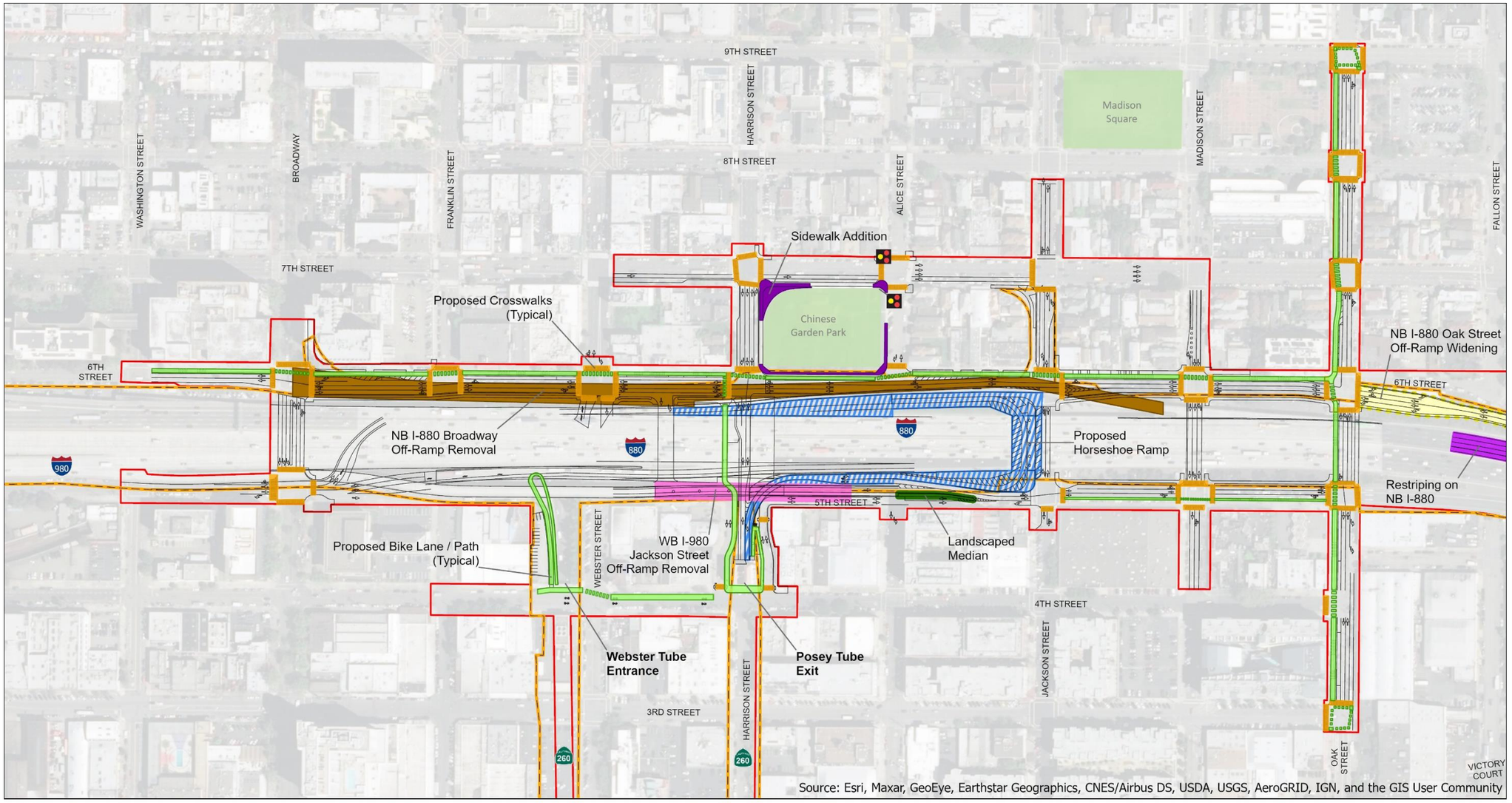
The proposed project would add a Class IV two-way cycle track on 6th Street between Oak and Washington streets and on Oak Street between 3rd and 9th streets. It would implement bicycle and pedestrian improvements at the Tubes' approaches in Oakland and Alameda, and it would open the Webster Tube's westside walkway. This would improve connectivity to existing and future planned bicycle paths in the City of Oakland, and it would implement various "complete

streets" improvements to create additional opportunities for non-motorized vehicles and pedestrians to cross under I-880 between downtown Oakland and the Jack London District. See Figure 2-1, Figure 2-2, Figure 2-3, and Figure 2-4 for the Build Alternative's proposed elements.



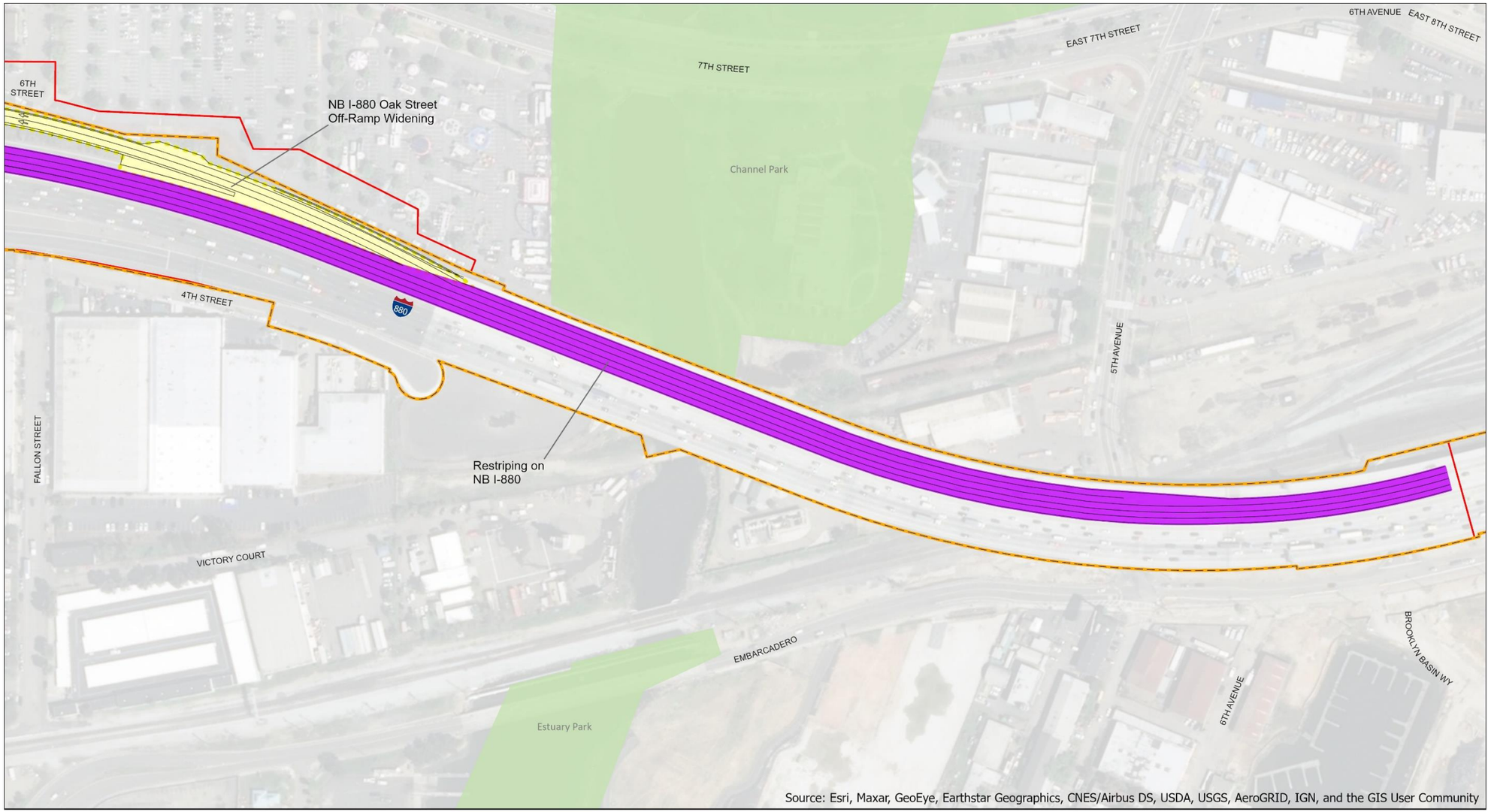
Source: HNTB (2020)

Figure 2-1. Build Alternative Proposed Elements, Project Overview



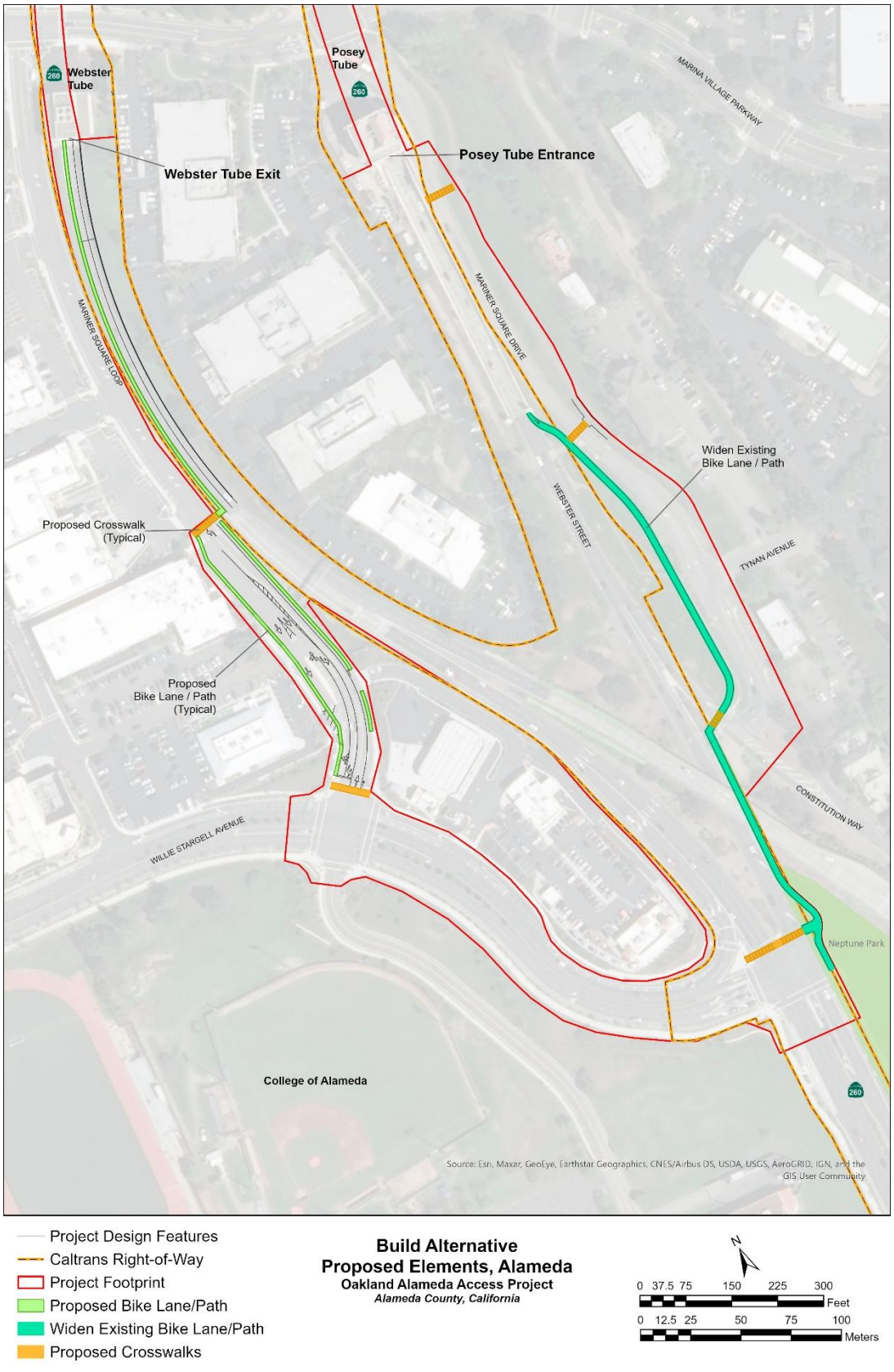
Source: HNTB (2020)

Figure 2-2. Build Alternative Proposed Elements, Oakland



Source: HNTB (2020)

Figure 2-3. Build Alternative Proposed Elements, Oakland East



Source: HNTB (2020)

Figure 2-4. Build Alternative Elements, Alameda

Additional detail on the Build Alternative improvements include the following:

1. **Construction of a new horseshoe connector under I-880 at Jackson Street.**
   Vehicles exiting the Posey Tube would have direct access to NB I-880 via the proposed horseshoe connector. Vehicles heading to NB and SB I-880 would use the right-turn-only lane at the Posey Tube exit to turn onto eastbound 5th Street. Access to a new horseshoe connector would be provided from the left side of 5th Street, and it would loop below the I-880 viaduct to connect to the existing NB I-880/Jackson Street on-ramp. Traffic heading to SB I-880 would continue eastbound on 5th Street to the SB I-880/Oak Street on-ramp. Figure 2-2 shows the new horseshoe connector under I-880 at Jackson Street.

   Construction of the new right-turn-only lane onto 5th Street would require new retaining walls along the right side of the Posey Tube exit replacing the historic Posey Tube wall. The horseshoe connector would provide a direct route between the Posey Tube and NB I-880/ eastbound (EB) I-980 and SB I-880, substantially improving connectivity and minimizing the need for freeway-bound vehicles to travel through Chinatown to access the ramps. This configuration would also reduce intersection and bicycle-pedestrian conflicts.

   Posey Tube traffic heading to Chinatown and downtown Oakland would remain in the left lane and continue onto Harrison Street or turn left onto 6th Street to reach downtown via Broadway. A new left-turn pocket to accommodate the turn onto 6th Street would be constructed requiring removal of a section of the historic Posey Tube western exit wall.

2. **Reconstruction of the existing WB I-980/Jackson Street off-ramp.**
   To provide space for unimpeded movement from the Posey Tube to the new horseshoe connector, the WB I-980/Jackson Street off-ramp would be realigned to the south. Figure 2-2 shows the relocated Jackson Street off-ramp. The realigned off-ramp would touch down at-grade on 5th Street at the Alice Street intersection. Off-ramp and 5th Street traffic would continue to be separated by a landscaped median past the condominium building at 428 Alice Street. 5th Street would be converted to a two-way street to accommodate condominium residents, allowing vehicles to turn left or right onto 5th Street.

3. **Removal of the existing NB I-880/Broadway off-ramp viaduct structure including the bridge deck and supporting columns.**
   Removing the NB I-880/Broadway off-ramp structure would provide the space for complete streets improvements on 6th Street. It would also restore an element of the City of Oakland's street grid system by providing a continuous 6th Street between Oak Street and Broadway. Figure 2-2 shows where the existing NB I-880/Broadway off-ramp would be removed. This would provide for a more efficient street network, and it would allow traffic to be more evenly distributed on Oakland city streets. Also, it would improve traffic operations at the Broadway/6th Street and Broadway/5th Street intersections by eliminating the stream of traffic exiting the Broadway off-ramp and heading to the Webster Tube entrance. Instead, this traffic would use 6th Street and turn left at Webster Street to access the Webster Tube.

4. **Widening of the NB I-880/Oak Street off-ramp.**
   The existing Oak Street off-ramp would be widened from a one- to a two-lane exit by restriping the NB I-880 mainline and reconfiguring the ramp terminus. Figure 2-3 shows the proposed widening at the NB I-880/Oak Street off-ramp and restriping on NB I-880. At the Oak Street intersection, the ramp would be further widened from one left-turn-only pocket lane, one through and left-turn lane, and one through and right-turn lane to provide one left-turn-only (SB) pocket lane, one through (WB) lane, one through (WB) and right-turn (NB) lane, and one right-turn-only (NB) lane. Two new retaining walls would be constructed along the widened ramp's new edge of shoulder. In advance of the Oak Street exit, NB I-880 would be restriped from four to five lanes, including a standard 1,400-foot-long auxiliary lane to accommodate the additional traffic resulting from the Broadway off-ramp removal.

5. **Modification of 5th Street/Broadway access to the Webster Tube.**
   The 5th Street/Broadway entrance to the Webster Tube would be moved slightly east (refer to Figure 2-2). Also, the 5th Street crosswalk on the east side of Broadway would be shifted east and considerably shortened, and the signal phasing would be modified to include a pedestrian-led signal phase for eastbound pedestrian traffic. This would improve safety by giving pedestrians priority overturning traffic. Also, this would improve truck access to the Webster Tube and minimize conflicts with other vehicular traffic.

6. **Construction of a new through 6th Street connecting Oak Street to Broadway.**
   Improvements to 6th Street would be accomplished by turning the street into a one-way street in the westbound direction from Oak Street to Harrison Street and a two-way street from Harrison Street to Broadway (refer to Figure 2-2). The lanes would be a minimum of 11 feet wide. There would be a minimum of two through lanes with additional turn pockets at intersections in the westbound direction. There would be one lane in the eastbound direction from Harrison Street to Broadway.
   A new sidewalk would be constructed along the south side between Broadway and Oak Street. Segments of the existing sidewalk along the north side between Oak Street and Broadway would be reconstructed to a minimum of 10 feet wide between Harrison and Alice streets to provide continuity for pedestrians. A continuous Class IV two-way cycle track would also be provided between Oak and Washington streets. Parking spaces would be provided along portions of this roadway.

7. **Construction of a two-way bicycle/pedestrian path and walkway from Webster Street in Alameda to 6th Street in Oakland through the Posey Tube and from 4th Street in Oakland through the Webster Tube to Mariner Square Loop in Alameda.**
   The path would begin at Webster Street and Constitution Way in Alameda, would continue through the Posey Tube on the existing east side walkway, and would exit the Tube via a new ramp with a hairpin turn at 5th Street. Figure 2-4 shows the proposed bicycle and pedestrian improvements. The path in Alameda connecting to the Posey Tube would be realigned and widened. The path in Oakland would wrap around the back of the Portal building on 4th Street and continue onto Harrison Street. It would continue onto a Class I two-way bicycle/pedestrian path under I-880 just west of Harrison Street and connect to the Class IV two-way cycle track on 6th Street between Oak and Washington streets. The new bicycle and pedestrian ramp exit from the Posey Tube would require removal of the existing historic Posey Tube staircase to provide street level Americans with Disabilities Act (ADA) compliant access from the Tube.

The proposed project would improve access between Oakland and Alameda by opening the Webster Tube maintenance walkway to bicycle and pedestrian travel. The walkway would connect to the proposed path under I-880 at 4th Street (near the Posey Tube Portal building). It would continue onto 4th Street to Webster Street, and it would turn north through the existing parking lot on the west side of the Webster Tube entrance before making a hairpin turn to connect to the westside walkway inside the Tube.

On the Alameda side, the walkway would connect to existing bicycle and pedestrian facilities at Mariner Square Loop and Willie Stargell Avenue. The existing sidewalk within Neptune Park would be widened to match the proposed sidewalk to the north. Improvements inside the Tube would include widening the existing walkway, upgrading the existing railings, and relocating call boxes and fire extinguishers.

8. Modification of 5th, 7th, Madison, Jackson, Harrison, Webster, Oak, and Franklin streets.

The street modifications (refer to Figure 2-2) would include replacing the dual right turns at the 7th Street/Harrison Street intersection with a single right-turn-only lane and removing the free right turn (where the island allows cars to turn right without stopping) at the 7th Street/ Jackson Street intersection. These would no longer be needed because Alameda traffic bound for NB/SB I-880 would be better served by the right turns from the Posey Tube to 5th Street. With the removal of the free right turns, vehicles would observe the traffic signal before turning right. With the curb extension proposed at this location, the pedestrian crossing distance would be shortened, which would decrease vehicle-pedestrian conflicts. In addition, a Pedestrian Hybrid Beacon (PHB) beacon would be installed on 7th Street across the street from the Chinese Garden Park. There would also be restrictive right-turn movements to reduce bicycle and vehicle conflicts at the 5th/Broadway, 6th/Webster, 6th/ Harrison, 6th/Jackson, 6th/Madison, 5th/Jackson, 8th/Oak, and 7th/Oak intersections.

A continuous sidewalk would be installed along the perimeter of Chinese Garden Park. Additional improvements, including landscaping, could occur adjacent to the southern boundary of the park and would be coordinated through the City of Oakland.

Jackson Street between 5th and 6th streets would be converted from two- to one-way travel in the northbound direction, and it would include an emergency-only access lane.

2.2.1. RETAINING WALLS AND EXCAVATION

The proposed improvements would construct thirteen new retaining walls along the NB I-880 Jackson Street on-ramp, WB I-980 Jackson Street off-ramp, NB I-880 Oak Street off-ramp, and new horseshoe connector. Retaining wall construction would minimize the need for right-of-way (ROW) acquisition.

Proposed retaining walls range from 60 to 150 feet in length, 4 to 32 feet in height, and would require 2-44 feet of excavation. Out of the thirteen retaining walls proposed in Oakland, three retaining walls would be at the Posey Tube and are listed in Table 2-1. No retaining walls are planned for Alameda.

Table 2-1. Retaining Wall Locations and Dimensions (Oakland)

Wall Number	Location	Approx. Length (feet)	Height (feet)	Anticipated Excavation Depth (feet)
1	Supporting Harrison Street as Posey Tube right lane runs onto 5th Street	215	8-12	36
6	Supporting Posey Tube bicycle/pedestrian switchback on the exit's east side	105	10	32
9	Supporting additional left-turn pocket for traffic from the Posey Tube at Harrison Street and 6th Street intersection	95	8	12

Other project features in Oakland include bicycle/pedestrian paths, roadway work, viaduct columns (bents), and abutments; they are expected to be excavated to a depth of 1 to 50 feet. Other project features in Alameda include bicycle/pedestrian paths, roadway work, and a sign foundation; they are expected to be excavated to a depth of 1 to 20 feet.

Table 2-2 lists the excavation depths of other proposed project features.

Table 2-2. Excavation Depths

Feature	Description	Excavation Depth (feet)
OAKLAND		
Bike Path	Assumed pavement depth = 0.5' plain cement concrete (PCC), 0.5' Class 2 aggregate base (AB)	1
Roadway	Assumed pavement depth =0.75' hot mix asphalt (HMA) (Type A), 0.75' Class 2 AB, 1' Class 2 aggregate subbase (AS)	2.5
WB I-980 Jackson Street Off-ramp	New bents (columns) and an abutment	50
ALAMEDA		
Bike Path	Assumed pavement depth = 0.5' PCC, 0.5' Class 2 AB	1
Roadway	Assumed pavement depth =0.75' HMA (Type A), 0.75' Class 2 AB, 1' Class 2 AS	2.5
Overhead Sign Foundation	Truss single-post Type V with assumed span length = 32'	20

2.2.2. PROPERTY ACQUISITIONS

The proposed project would require the transfer of ROW from the following public entities: City of Oakland and City of Alameda, and it would require a permanent maintenance easement from Laney College to maintain a retaining wall for the Oak Street off-ramp. The Build Alternative would not require any residential or business displacement.

Utilities

Existing Pacific Gas and Electric (PG&E) overhead distribution electric lines along 5th and Harrison streets would be relocated as part of the Build Alternative. Some of these overhead lines would be placed underground. Utility relocations could require trenching to a depth of approximately six feet. Positive location (potholing) would be performed to verify the location of mapped utilities. Table 2-3 lists proposed utility and underground work for the Build Alternative.

Table 2-3. Proposed Utilities, Operational Elements, and Drainage Systems

Location	Type of Work	Utility/Service System	Size
Harrison Street from 4th to 5th streets	Relocate existing overhead utilities underground.	*PG&E:* Electric *AT&T:* Telecom	Overhead lines (both)
	Relocate fire hydrant.	*East Bay Municipal Utility District (EBMUD):* Water	6" water line
5th Street from Harrison to Jackson streets	Protect existing underground utilities in place. Possible permanent relocation.	*EBMUD:* Water *City of Oakland:* Sewer and storm drain *PG&E:* Gas *AT&T:* Fiber optic	4", 6" water lines 8" sewer lines 21", 24" storm drain 2" gas lines
5th Street from Webster to Harrison streets	Protect existing underground utilities in place. Possible temporary relocation.	*EBMUD:* Water *City of Oakland:* Sewer and storm drain *PG&E:* Gas	4", 6" water lines 8" sewer lines 24" storm drain 1-1/4" gas lines
Posey Tube Walkway	Protect existing underground utilities in place. Possible permanent relocation.	*EBMUD:* Water *City of Oakland:* Sewer and storm drain *PG&E:* Gas *AT&T:* Fiber optic	10" water lines 8" sewer lines 24" storm drain 1-1/4", 2" gas lines
	Install new lines.	*Caltrans:* Street lighting and drainage	New – TBD
6th Street from Oak Street to Broadway	Install new lines.	*EBMUD:* Water *City of Oakland:* Sewer and storm drain *PG&E:* Gas	New – TBD Existing lines will be relocated if it is determined they are in conflict.
	Protect in place.	*PG&E:* 115kV Electric	Unknown size
Jackson Street Horseshoe	Install new lines.	*Caltrans:* Street lighting and storm drains	New – TBD

Location	Type of Work	Utility/Service System	Size
Intersections • 3rd/Oak • 5th/Broadway • 5th/Jackson • 5th/Oak • 6th/Harrison • 6th/Broadway • 7th/Harrison • 7th/Jackson • 7th/Oak • 8th/Oak • 9th/Oak	Modify traffic and bicycle signals.	*City of Oakland:* Traffic signals and lighting	N/A
Intersections • 6th/Jackson • 6th/Webster • 6th/Franklin • 6th/Oak • 7th/Alice	Install new traffic signals. Install a PHB signal at 7th/Alice.	*City of Oakland:* Traffic signals and lighting	N/A

Context Sensitive Solutions

Aesthetic features are planned for the proposed project that would serve as contextual elements to help retain the community's unique character, and they may help generate public acceptance. These elements would include textured retaining walls and paving, balustrades, highway plantings, and complete streets improvements. Examples of complete streets features proposed for this project include ADA-compliant sidewalks, safe pedestrian crosswalks, bike lanes, curb extensions, and landscaping to increase safety and enhance the environment for those who walk and bicycle.

CONSTRUCTION SCHEDULE

Construction activities would last approximately 36 months. Construction is expected to begin in early 2023. There would be two major stages with several phases in each. The first stage would construct the Jackson Street horseshoe connector and associated improvements on the southside of I-880, as well as widen the walkway in the Webster Tube. The second stage would widen the NB I-880/Oak Street off-ramp, remove the Broadway NB I-880 off-ramp, and construct 6th Street improvements with associated elements on the northside of I-880.

Construction equipment would be staged in areas underneath I-880 that are owned by Caltrans and currently leased as parking lots. Construction activities would primarily be during the day; however, nighttime work would be needed to minimize traffic impacts, especially in the Webster Tube. Caltrans would continue to coordinate with the cities of Oakland and Alameda to develop and implement a Transportation Management Plan (TMP) and other measures to minimize construction impacts on the human and natural environment. As part of the TMP, a shuttle may be needed to transport bicyclists and pedestrians between Oakland and Alameda during construction.

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Chapter 3 - Description of Section 4(f) Properties

3.0. Introduction

The Build Alternative was described in Chapter 2 of this Individual Section 4(f) Evaluation and the figures show the proposed project and the project footprint. This chapter describes the two historic properties, protected under Section 4(f), that would be affected adversely by the Build Alternative, the Oakland Waterfront Warehouse District, and the George A. Posey Tube (Posey Tube). A historic property protected under Section 4(f) is a property that is on or eligible for listing on the NRHP.

The March 2020 Area of Potential Effect (APE) was established in accordance with Attachment 3 of the Section 106 Programmatic Agreement (PA) and encompassed areas that may be directly or indirectly affected by project construction. The Architectural APE encompassed the I-880 corridor in Oakland roughly between ALA-880 PM 30.47 to PM 31.61; adjacent local streets between 3rd and 9th streets, and Washington Street southwest to approximately Fallon Street; SR-260 between ALA-260 PM R0.78 to PM R1.90, which included the Tubes and Webster Street in the cities of Oakland and Alameda; and portions of Webster Street and Willie Stargell Avenue in the City of Alameda. The Architectural APE encompassed the full boundaries of the Oakland Waterfront Warehouse District and the 7th Street/Harrison Square Residential District in Oakland.

A Historic Property Survey Report (HPSR) was prepared in May 2020 and SHPO concurred on the determinations of eligibility for built environment properties on June 8, 2020. The HPSR included a Historic Resources Evaluation Report (HRER March 2020), that identified historic built environment properties within the APE and an Archaeological Survey Report (ASR March 2020), that identified prehistoric and historic archaeological resources within the archaeological APE.

The HPSR was prepared to be consistent with the following regulations:

- Section 106 of the NHPA (36 CFR Part 800).
- January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act (Section 106 PA).*

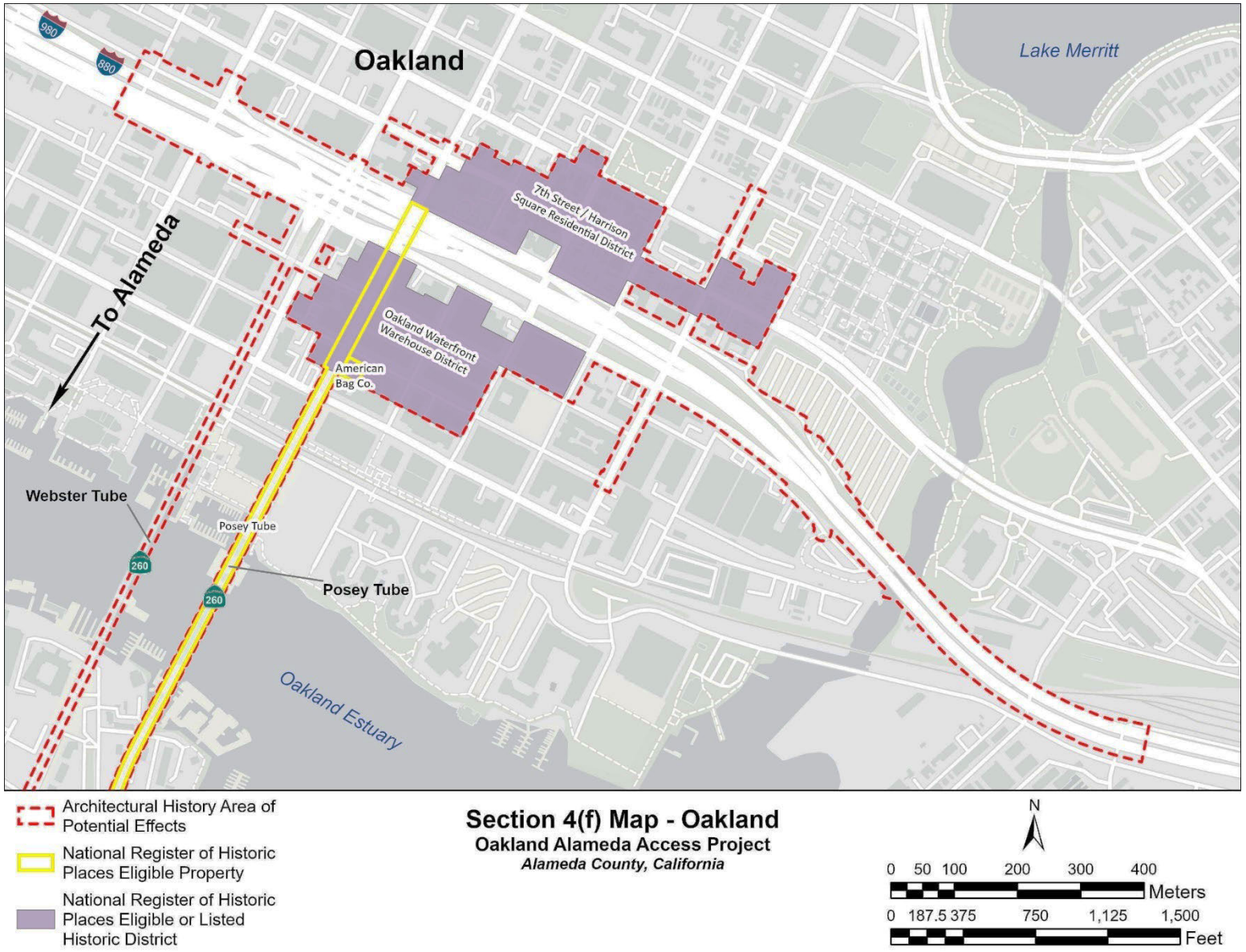
Section 106 and Native American consultation was initiated, and public and stakeholder meetings were held to help identify historic properties within the APE.

3.1. Section 4(f) Properties

The Oakland Waterfront Warehouse District and the Posey Tube are both within the March 11, 2020 APE as documented in the HRER and the HPSR. The Posey Tube is determined individually eligible for listing on the NRHP. The Oakland Portal Building, a key contributing element of the Posey Tube, is listed on the NRHP as a contributor to the Oakland Waterfront Warehouse District. The *Draft Finding of Effect* (FOE) report, currently being prepared in 2020, presumed the properties would be adversely affected by the Build Alternative.

This *Individual Section 4(f) Evaluation* focuses on the anticipated adverse effect from the Build Alternative to the Oakland Waterfront Warehouse District and the Posey Tube. See Figure 3-1 and Figure 3-2 for Section 4(f) maps depicting where the historic properties are located within the APE. Appendix A-1 discusses a complete inventory of potential 4(f) resources within the 4(f)

study area that were evaluated relative to the requirements of Section 4(f) and that were determined to be No Use.



Source: HNTB (2020)

Figure 3-1. Section 4(f) Map - Oakland

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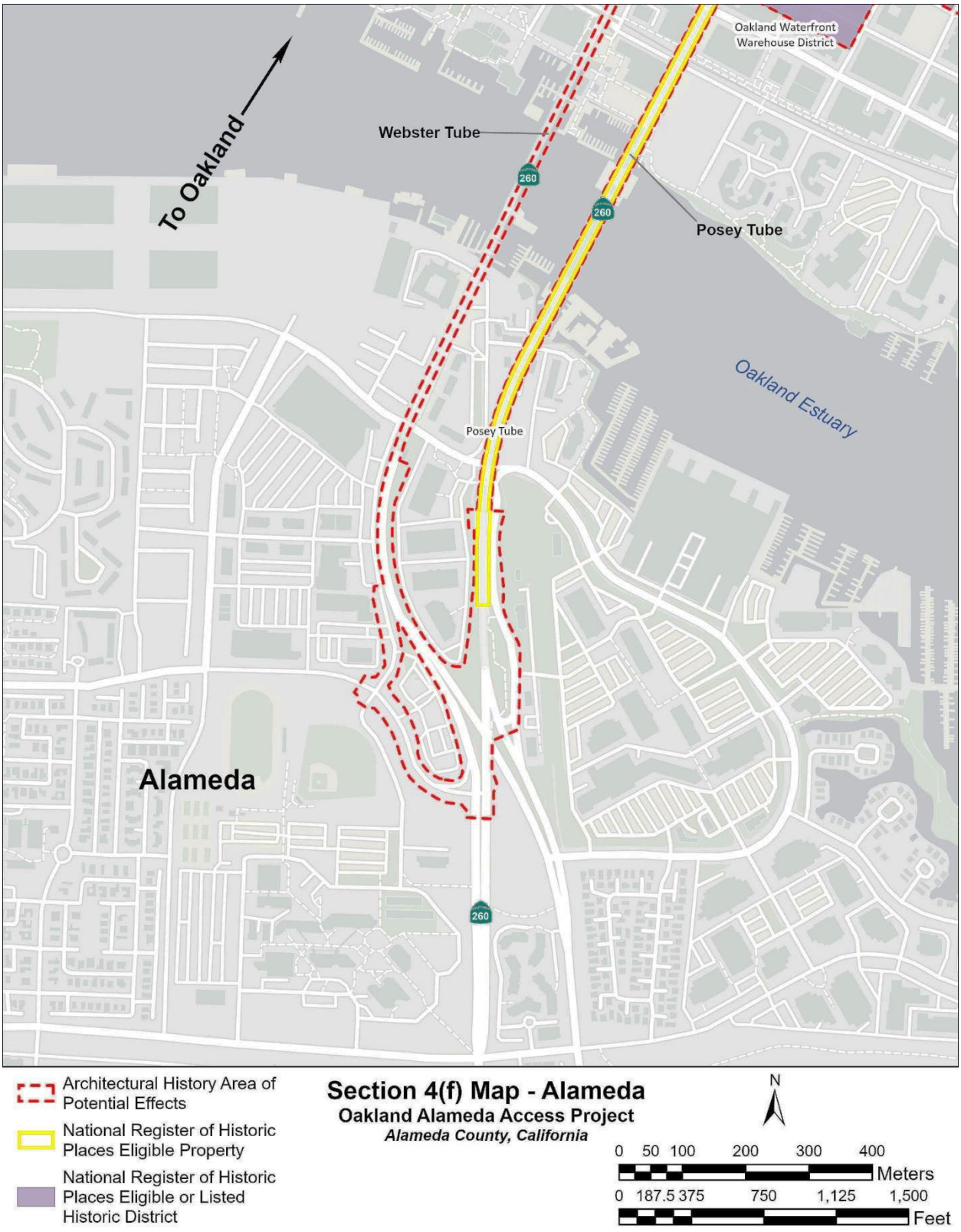


Source: HNTB (2020)

Figure 3-2. Section 4(f) Map - Alameda

3.1.1. OAKLAND WATERFRONT WAREHOUSE DISTRICT

The Oakland Waterfront Warehouse District (see Figure 3-1 and Figure 3-3) was listed in the NRHP on April 24, 2000 (NRHP Reference No. 00000361) and includes 24 contributors (Table 3-1). The District is significant at the local level under NRHP Criterion A for its important association with Oakland's industry between World War I and just after World War II. The District also is significant architecturally under NRHP Criterion C at the local level. The District is a distinct example of a cohesive early 20th century utilitarian industrial architecture. The period of significance extends from 1914, when the first warehouse was constructed, to 1954 when the District's industrial importance began to wane as a result of the relocation of its primary occupants and the construction of the adjacent I-880 freeway, which opened other industrial areas in the city.

Source: JRP (2020)

Figure 3-3. Oakland Waterfront Warehouse District Facing Northeast

Table 3-1. Oakland Waterfront Warehouse District Contributing Elements

APN	Historic Name	City	Year Built
N/A	Posey Tube and Oakland Portal Building and Approach	Oakland	1925-1928; 1964
1-147-4	Western California Fish Company Building	Oakland	1947
1-147-5	Industrial Bearing Company Building	Oakland	1946
1-147-6	Impurgia Warehouse/Hirsch Wright	Oakland	1944-1945
1-147-7	Oakland Poultry Company	Oakland	1940
1-147-12	Tyre Bros. Glass Company	Oakland	1923
1-147-46	Oakland Plumbing Supply Company	Oakland	1929
1-149-6	Poultry Producers of Central California	Oakland	1929-1930
1-151-2	American Bag Company Annex	Oakland	1954
1-151-45	N/A	Oakland	1926
1-153-1	Stephanos Building	Oakland	1950-1951
1-153-10	Wright's West Warehouse Paper Works, International Inc.	Oakland	1945-1946
1-153-14	N/A	Oakland	1920
1-153-15	N/A	Oakland	1923
1-153-2	Quong Tai Shrimp Company	Oakland	1946-1947
1-153-7	Autocar Sales and Service	Oakland	1920
1-153-8	Nelson Lee Paper Food Cash	Oakland	1923
1-153-9	Makins Produce Company Warehouse	Oakland	1928
1-153-115	Oakland Wholesale Grocery Company	Oakland	1928
1-155-5	New California Poultry	Oakland	1946
1-155-50	Western States Grocery Company Headquarters; Montgomery Ward & Company	Oakland	1926
1-155-104	Safeway Stores Corporate Headquarters	Oakland	1929-1930
1-157-29	W.P. Fuller and Company Warehouse Annex	Oakland	1914
1-151-49	American Bag and Union Hide Company Building	Oakland	1917

Source: HRER (March 2020)

Note: APN is the Assessor's Parcel Number.

3.1.2. POSEY TUBE

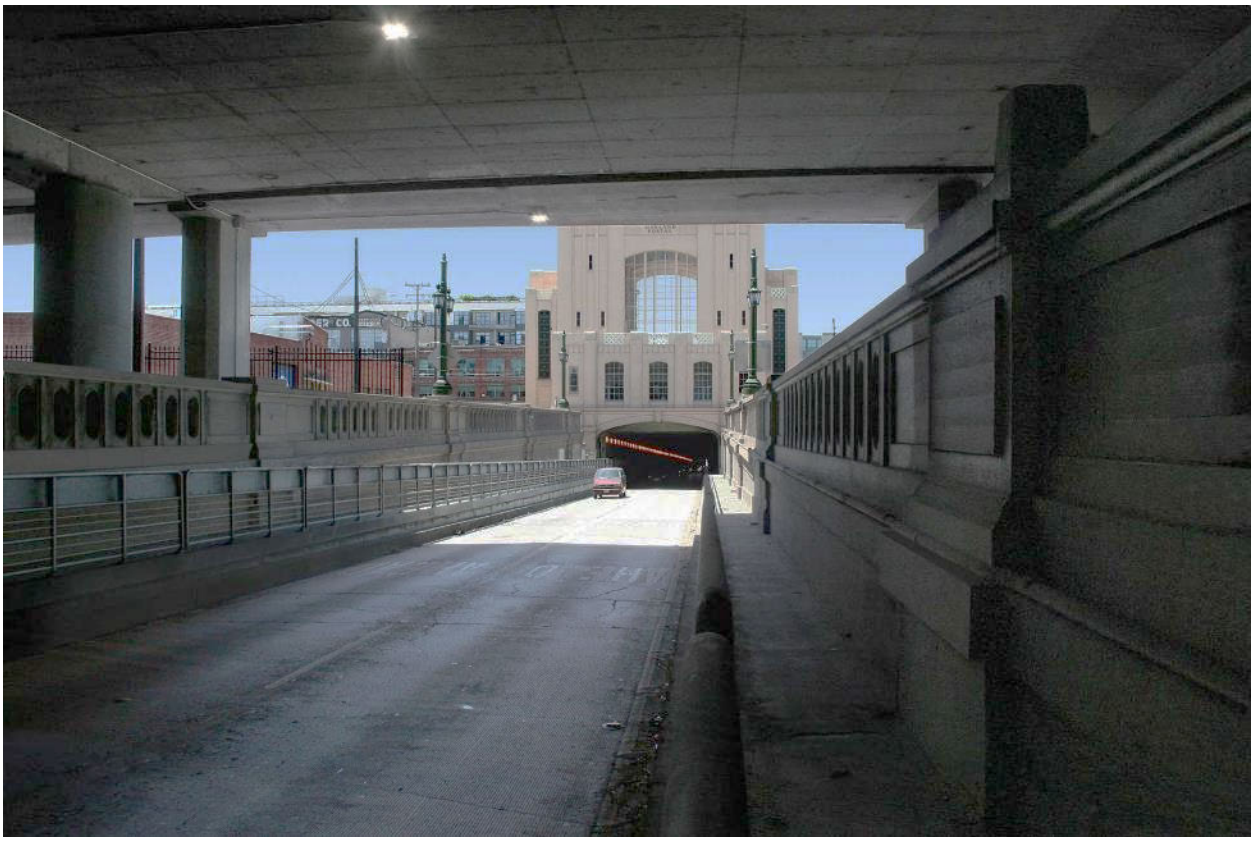
Caltrans determined the Posey Tube (see Figure 3-4 to Figure 3-8) was individually eligible for the NRHP in 1993, and SHPO concurred with that determination in January 1998. The Oakland Portal building, a key contributing element to the Posey Tube, is also listed on the NRHP as a contributor to the Oakland Waterfront Warehouse District. As the first subaqueous automobile tunnel on the west coast, the Posey Tube is significant at the state level under NRHP Criterion A for its important association with the development of the automobile as the primary method of transportation in California. This historic property is also significant at the national level under NRHP Criterion C for its innovative engineering, in particular its construction method for the tunnel which used precast concrete, reinforced concrete tubes that were wholly completed off-site, and installed in an excavated trench on the estuary floor. Also, the Posey Tube's modified transverse ventilation system, which used only two portals for fresh and exhaust air, was groundbreaking at the time. Both engineering innovations significantly reduced design and construction costs. Furthermore, under NRHP Criterion C, the property is significant at the state level for the Art Deco design of both the Oakland and Alameda Portal buildings. The period of significance for the Posey Tube extends between 1928, the year the structure was completed and opened to automobile traffic, to 1947 when the California Division of Highways (predecessor to Caltrans) acquired the facility.

The Posey Tube is a transportation structure (primarily an underwater tunnel) built of reinforced concrete and composed of several contributing features (Tube and Oakland and Alameda approaches and Portal buildings; see Table 3-2) that are integrated into an efficient system to connect motorists to the Cities of Oakland and Alameda. Two-directional pedestrian and bicycle access within the Posey Tube is provided along a walkway on the east side (right side direction of travel). The overall length is 4,436.5 feet and the section of the Posey Tube that is underground and underwater is over 3,540 feet long. The approach at the Oakland Portal begins at Harrison Street between 5th and 6th streets. Cars exit the Posey Tube approximately 100 feet north of 4th Street. At the Alameda end, the approach entrance is at the northern terminus of Webster Street.

The Posey Tube's contributing features generally include the Oakland and Alameda Portal buildings (both interior and exterior features), and approaches and the subaqueous tubes. Character-defining features include, but are not limited to, the integrity of and relation between the contributing elements (listed above); the size and massing of the Portal buildings and approaches; the exterior and interior features of the Portal buildings; and the Art Deco characteristics of the Portal buildings and approaches. The historic property boundary encompasses all contributing elements and extends along 6th and 4th streets and the ancillary unnamed streets to the east and west of the Oakland Portal building in Oakland, the east and west sides of the Tube, and Marina Village Parkway, Marina Square Drive, Constitution Way, and the adjacent paved access road along the west side of the Alameda Portal building and approach.

Table 3-2. Posey Tube Contributing Elements/Character-defining Features

Contributing Element	Character-defining Features
Tube	Original precast concrete tube, fresh air ducts, raised concrete sidewalks, and pipe railings. Location of doorways and niches in the Tube's walls.
Approaches	At both Portals, almost all the key historic features remain intact: Art Deco concrete balustrades, retaining walls, raised concrete sidewalks, and original pipe railings; concrete stairways at the Portals with fan-shaped wrought-iron embellishments and stepped concrete balustrades; arched panels, keystones, and pilasters framing the portals; and concrete Art Deco pylons at the Alameda approach entrance are intact except for the emergency traffic gates.
Portal Buildings: Exterior Features	Not much has been altered on the exteriors of the Oakland and Alameda Portal buildings. Except for Art Deco panels that once adorned the tops of some of the piers, the design motif on the buildings that was molded in the concrete exterior remains intact. Other decorative features such as the sconces at the entrances and the diamond-pattern screens in the roof parapet over the office/control room and at the top of the fresh air intake wings, the decorative iron grills in the air intake openings, and the exhaust air towers on both Portal buildings have not been changed. The overall appearance of the Portal buildings retains the original Art Deco character.
Portal Buildings: Interior Features	Almost all the woodwork, doors, and windows in both Portal buildings are original. The wide doors leading to the vestibules and the doors to the exhaust fan rooms appear to be from 1928. The vestibules maintain their 1928 features, such as the paneled wood partition or screen, two-paneled entrance door, and steel spiral staircase that leads down to the fresh air fan level. The wood frame offices, shop/tool room, and storage room and door hardware remain unaltered and appear to be from 1928 construction; they remain in good condition.



Source: Visual Impact Assessment (VIA) (April 2020)

Figure 3-4. Posey Tube Facing South at Harrison Street (Existing Conditions)

Source: VIA (April 2020)

Figure 3-5. Posey Tube at Harrison Street (Existing Conditions)

Source: HRER (March 2020)

Figure 3-6. Oakland Portal Building (Existing Conditions)

Source: HRER (March 2020)

Figure 3-7. Alameda Portal Building (Existing Conditions)

Source: HRER (March 2020)

Figure 3-8. Postcard Renderings of the Posey Tube Showing the Alameda (top) and Oakland (bottom) Portals and Approaches (circa 1928)

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Chapter 4 - Use of Section 4(f) Property

4.0. Introduction

This chapter discusses the potential direct use, temporary occupancy, and constructive use of the Build Alternatives and the Oakland Waterfront Warehouse District and Posey Tube as described in Chapter 3 of this document. As defined in 23 CFR 774.17, “use” of Section 4(f) property occurs:

1. When land is permanently incorporated into a transportation facility.
2. When there is a temporary occupancy of land that is adverse in terms of the statute’s preservation purpose as determined by the criteria in 23 CFR 774.13(d). CFR 774.13(d) indicates that temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f) are exceptions to the requirement for Section 4(f) approval. Specifically, for the purposes of Section 4(f), such temporary occupancy of a Section 4(f) resource does not normally constitute use if each of the following five conditions is met 23 CFR 774.13(d):
    a. Duration must be temporary (i.e., less than the time needed for construction of the project), and there should be no change in ownership of the land;
    b. Scope of work must be minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal);
    c. There are no anticipated permanent adverse physical impacts, nor would there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
    d. The land being used must be fully restored (i.e., the property must be returned to a condition that is at least as good as that which existed prior to the project); and
    e. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.
3. When there is a constructive use of a Section 4(f) property as determined by the criteria in 23 CFR 774.15. 23 CFR 774.15(a) indicates a constructive use occurs when the transportation project does not incorporate land from a Section 4(f) property, but the project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished.

Historic and archeological districts are considered Section 4(f) properties if they are listed or determined eligible for listing in the NRHP. An individual property within a historic or archeological district is subject to consideration under Section 4(f) if it is on or eligible for the NRHP individually or if it is an element that is considered "contributing" to the characteristics that qualify the district as an eligible property. Impacts to non-contributing elements of a historic district would not constitute a Section 4(f) use.

The *Section 4(f) Policy Paper* issued by the U.S. DOT/FHWA Office of Planning, Environment, and Realty Project Development and Environmental Review on July 20, 2012, addresses the issue of historic transportation facilities in Question and Answer 8A:

> *The Section 4(f) statute imposes conditions on the use of land from historic sites for highway projects but makes no mention of bridges, highways, or other types of facilities such as railroad stations or terminal buildings, which may be historic and are already serving as transportation facilities. The FHWA's interpretation is that the Congress clearly did not intend to restrict the rehabilitation or repair, of historic transportation facilities. The FHWA therefore established a regulatory provision that Section 4(f) approval is required only when a historic bridge, highway, railroad, or other transportation facility is adversely affected by the proposed project; e.g., the historic integrity (for which the facility was determined eligible for the National Register) is adversely affected by the proposed project. [23 CFR 774.13(a)].*

23 CFR 774.13(a)(3) provides that the use of historic transportation facilities is, in certain circumstances, an exception to the requirement for Section 4(f) approval. One such exception is:

> Maintenance, preservation, rehabilitation, operation, modernization, reconstruction, or replacement of historic transportation facilities, if the Administration concludes, as a result of the consultation under 36 CFR 800.5, that:
>
> (i) Such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or this work achieves compliance with Section 106 through a program alternative under 36 CFR 800.14; and
>
> (ii) The official(s) with jurisdiction over the Section 4(f) resource have not objected to the Administration conclusion that the proposed work does not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or [the Department] concludes this work achieves compliance with 54 U.S.C. 306108 (Section 106) through a program alternative under 36 CFR 800.14.

4.1. Definition of Effect and Criteria of Adverse Effect

The definition of **effect** is contained within 36 CFR Part 800, "*Effect* means alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register." An **adverse effect** 36 CFR Part 800.16(i) occurs "when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association per 36 CFR 800.5(a)(1)." Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

4.2. Use of the Section 4(f) Property Under the No-Build Alternative

The No-Build Alternative would not include any of the elements of the Build Alternative; therefore, it would not result in the use of any land from a Section 4(f) property and there would be no impacts to the Oakland Waterfront Warehouse District or to the Posey Tube. Therefore, the No-Build Alternative is not discussed in this section. It is discussed in Chapter 5. Section 4(f) Avoidance Alternatives of this Section 4(f) Evaluation.

4.3. Use of Section 4(f) Property Under the Build Alternative

This section describes the effects of the Build Alternative on the Oakland Waterfront Warehouse District and the Posey Tube. As discussed in Chapter 2, the Build Alternative would include

construction of a horseshoe connector that would directly impact the Oakland Waterfront Warehouse District and the Posey Tube under Section 4(f).

The Build Alternative would result in a direct use under Section 4(f) and an adverse effect under Section 106 of a historic transportation facility and a contributing element of a historic district protected under Section 4(f), the Posey Tube and the Oakland Waterfront Warehouse District. The construction of a new right-turn-only lane, a two-way bicycle/pedestrian path and retaining walls on the Oakland side of the Posey Tube would require demolition of the eastern Posey Tube approach and staircase. In addition, construction of a new left-turn pocket to accommodate the left turn onto 6th Street would require the removal of a section of the western Posey Tube approach, as well as the existing concrete sidewalk and curb on the 4th Street side of the Oakland Portal building.

A Draft FOE (in progress 2020) was prepared for the proposed project consistent with the requirements of Section 106 of the NHPA. The FOE provided the main basis for this Individual Section 4(f) Evaluation for the Oakland Waterfront Warehouse District and the Posey Tube.

The Draft FOE concluded that the Build Alternative would cause the partial removal of, physical destruction of, or damage to the Posey Tube and the Oakland Waterfront Warehouse District, which would result in an adverse effect to the two historic properties and an Adverse Effect for the overall proposed project.

Caltrans will seek SHPO concurrence with this finding pursuant to the Section 106 PA Stipulation X.C and 36 CFR 800.5. Pending SHPO concurrence with the effect finding, mitigation measures will be developed in consultation with identified Section 106 stakeholders, including the SHPO and included in the MOA.

4.3.1. BUILD ALTERNATIVE ANALYSIS OF EFFECTS

Oakland Waterfront Warehouse District

ADVERSE EFFECT

The Build Alternative would not cause an effect on the historic district from the introduction of new visual elements. The introduction of similar modern freeway structures of a similar scale would blend in with the existing setting, and they would not diminish the integrity of the historic district's (or any contributor's) significant historic features. Thus, these proposed project components would not result in any direct or indirect adverse visual effects (36 CFR 800.5[a][2][iv] and [v]).

Surface street improvements to 4th, 5th, and Harrison streets within the historic district boundary would consist of lane and crosswalk striping, lane and parking reconfiguration, and continuation of the two-way bicycle/pedestrian path along 4th Street (west of Harrison Street). These minor street improvements would not adversely alter the historic transportation grid, a character-defining feature of this historic district. Therefore, the proposed surface street improvements would not cause any direct or indirect adverse effects on any part of the historic district (36 CFR 800.5[a][2][i], [ii], [iv], and [v]).

Construction of the right-turn-only lane and a two-way bicycle/pedestrian path would cause an adverse effect on this historic property. These proposed project components would require new retaining walls along the east side of the Posey Tube replacing the historic Posey Tube approach and would result in demolition of the Posey Tube eastern approach and staircase. A new left-turn pocket would be constructed to accommodate the turn onto 6th Street requiring removal of a section of the historic Posey Tube's western approach, as well as the existing concrete sidewalk and curb on the 4th Street side of the Oakland Portal building. These construction activities would be located within the Oakland Waterfront Warehouse District boundaries and would cause the partial removal of the Posey Tube (36 CFR 800.5[a][2][i], [ii]), a key contributing feature of the historic district resulting in an adverse effect on the Oakland Waterfront Warehouse District and a use under Section 4(f). The overall finding for the proposed project is an adverse effect for historic properties.

A Section 4(f) use of contributing elements of the Oakland Waterfront Warehouse District is summarized in Table 4-1.

Table 4-1. Oakland Waterfront Warehouse District Contributing Elements That Were Evaluated Relative to the Requirements of Section 4(f)

Name or Identifier of Contributing Features	Section 4(f) Use
Posey Tube	Use/adverse effect under Section 106
Western California Fish Company Building	No use/no proximity impacts
Industrial Bearing Company Building	No use/no proximity impacts
Impurgia Warehouse/Hirsch Wright	No use/no proximity impacts
Oakland Poultry Company	No use/no proximity impacts
Tyre Brothers. Glass Company	No use/no proximity impacts
Oakland Plumbing Supply	No use/no proximity impacts

Name or Identifier of Contributing Features	Section 4(f) Use
Poultry Producers of Central California	No use/no proximity impacts
American Bag Company Annex	No use/no proximity impacts
Stephanos Building	No use/no proximity impacts
Wrights West Warehouse Paper	No use/no proximity impacts
APN: 1-153-14	No use/no proximity impacts
APN: 1-153-15	No use/no proximity impacts
Quong Tai Shrimp Company	No use/no proximity impacts
Autocar Sales and Service	No use/no proximity impacts
Nelson Lee Paper/Food Cash	No use/no proximity impacts
Making Produce Company/French	No use/no proximity impacts
Oakland Wholesale Grocery Company	No use/no proximity impacts
New California Poultry	No use/no proximity impacts
Western States Grocery Company Headquarters; Montgomery Ward & Company	No use/no proximity impacts
Safeway Stores Corporate Headquarters	No use/no proximity impacts
WP Fuller Company & Annex	No use/no proximity impacts
American Bag Company/Union Hide Company	No use/no proximity impacts

Posey Tube

ADVERSE EFFECT

The construction of a right-turn-only lane from the Posey Tube exit to 5th Street in Oakland would modify the Posey Tube in Oakland by the demolition of more than 175 feet of the Oakland eastern approach and staircase for a new turn lane onto 5th Street. The approach's existing straight wall would be replaced by a new curved wall that would extend onto 5th Street. The construction of the left-turn-only lane from the Posey Tube exit to 6th Street would modify the Tube by demolishing more than 100 feet of the Oakland western approach. The approach's existing straight walls would be replaced by new walls that would extend onto 5th Street and 6th Street respectively. While the design of the proposed wall would use similar materials and incorporate some of the original wall's Art Deco-style architectural details, such as concrete balustrades; paneled, oval openings; and light pedestals surrounded by solid panels, the demolition of the eastern approach and stairs and the western approach, the construction of the new wall with a different configuration, and the construction of the bicycle/pedestrian ramp around the Portal building would result in the partial removal of, physical destruction of, or damage to this historic property under 36 CFR 800.5(a)(2)(i) and (ii).

The proposed project would maintain the two-way bicycle/pedestrian walkway through the Posey Tube beginning at the Alameda approach and ending just west of Harrison Street under I-880. The walkway through the Tube would utilize the existing east side walkway, which would be unaltered. The walkway would consist of a ramp at the Tube's Oakland exit, which would have a hairpin turn at 5th Street. The ramp would replace the existing staircase attached to the Oakland eastern approach and transition to an at-grade path that wraps around the Oakland

Portal building. The path would replace the existing concrete sidewalk and curb on the 4th Street side of the building. The construction of the bicycle/pedestrian path at or near the Oakland Portal building would result in the partial removal of, physical destruction of, or damage to this historic property under 36 CFR 800.5(a)(2)(i) and (ii).

The demolition of the Posey Tube eastern approach and stairs and the western approach; the construction of the new wall with a different configuration, and the construction of the bicycle/pedestrian ramp around the Oakland Portal building would result in the partial removal of the historic property under 36 CFR 800.5(a)(2)(i) and (ii) resulting in an Adverse Effect to the Posey Tube and a use under Section 4(f). The overall finding for the proposed project is an adverse effect for historic properties (see Figure 4-1, Figure 4-2, and Figure 4-3).

Source: VIA (April 2020)

Figure 4-1. Existing Condition (top) and Proposed Condition (bottom) from Harrison Street Looking South at the Posey Tube

Source: VIA (April 2020)

Figure 4-2. Existing Condition (top) and Proposed Condition (bottom) of the Posey Tube Retaining Wall Looking East

Source: VIA (April 2020)

Figure 4-3. Existing Condition (top) and Proposed Condition (bottom) Looking Northeast at the Posey Tube Showing the Southeast Side of the Oakland Portal Building (left) and Harrison Street (right)

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Chapter 5 - Section 4(f) Avoidance Alternatives

5.0. Introduction

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project requiring the use of Section 4(f) property only if there is no prudent and feasible alternative to using that land. 23 CFR 774.17 defines a feasible and prudent avoidance alternative as follows:

1. A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute.
2. An avoidance alternative is not feasible if it cannot be built as a matter of sound engineering judgment.
3. An avoidance alternative is not prudent if it:
    a. Compromises the project so that it is unreasonable given the Purpose and Need;
    b. Results in unacceptable safety or operational problems;
    c. After reasonable mitigation, still causes:
        i. Severe social, economic, or environmental impacts;
        ii. Severe disruption to established communities;
        iii. Severe environmental justice impacts; or
        iv. Severe impacts to other federally protected resources.
    d. Results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
    e. Causes other unique problems or unusual factors; or
    f. Involves multiple factors listed above that, while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

5.1. Avoidance Alternative

The No-Build Alternative is the only alternative that would avoid the use of a Section 4(f) property. The No-Build Alternative would not cause severe social, economic, or environmental impacts; severe disruption to established communities; severe environmental justice impacts; severe impacts to federally protected resources or result in additional construction, maintenance, or operational costs of an extraordinary magnitude.

5.2. No-Build Alternative

Under the No-Build Alternative, there would be no action and the improvements associated with the Build Alternative would not be constructed; however, the No-Build Alternative would result in unacceptable safety and operational problems and would compromises the proposed

project to the degree that it is unreasonable to proceed with the project in light of its stated Purpose and Need. Under the No-Build Alternative, there would be no improvements to bicycle or pedestrian connectivity or safety. Freeway traffic to/from the cities of Oakland and Alameda would continue to use city streets through Oakland and Chinatown, which are areas with a high volume of pedestrian activity. Vehicle-pedestrian or -bicycle conflicts from traffic traveling through city streets would continue.

Under existing conditions, a high number of collisions occur at many intersections on the streets that serve as freeway access routes. Crash rates are dependent on many factors, among them the volume of vehicular traffic, the number of pedestrians, and the physical and operational configuration of the intersections. Under the No-Build Alternative issues related to safety, accessibility and mobility would not be addressed and conditions would worsen.

Traffic demands on arterials parallel to I-880 and on arterial roads to the south heading into and out of downtown Oakland would continue to grow. These large increases in traffic volumes on local streets would severely exacerbate safety issues in the neighborhoods adjacent to the freeway. Multimodal safety would worsen. The I-880 viaduct would continue to impede connectivity between downtown Oakland and the Jack London District, and access would not be improved for bicyclists and pedestrians traveling between Oakland and Alameda and the limited bicycle and pedestrian connectivity in Downtown Oakland and Alameda would remain.

5.3. Determination

The No-Build Alternative is the only alternative that would avoid the use of a Section 4(f) property; however, based upon the continuation of unacceptable safety conditions and operational problems the No-Build Alternative would not meet the proposed project's Purpose and Need and would not be a prudent avoidance alternative because it compromises the project to the degree that it is unreasonable to proceed with the project in light of its stated Purpose and Need.

5.4. Consideration of Section 4(f) Avoidance Alternatives

After evaluation of potential avoidance alternatives, the No-Build Alternative is the only alternative that would avoid the use of a Section 4(f) property. The No-Build Alternative would not cause severe social, economic, or environmental impacts; severe disruption to established communities; severe environmental justice impacts; severe impacts to federally protected resources; or result in additional construction, maintenance, or operational costs of an extraordinary magnitude. However, it would result in unacceptable safety or operational problems, and it would compromise the proposed project to the degree that it is unreasonable to proceed with the project in light of its stated Purpose and Need. The No-Build Alternative was evaluated using the criteria outlined in 23 CFR 774.17. Based on this evaluation, there is no feasible and prudent avoidance alternative to avoid the use of land from any and all Section 4(f) properties. Other Alternatives that met the Purpose and Need and were considered and eliminated from further consideration are discussed in Chapter 6. Other alternatives could not be considered as Avoidance Alternatives because they would have impacted other Section 4(f) resources.

Chapter 6 - Other Project Alternatives

6.0. Project Background

The Oakland Alameda Access Project, formerly known as the Broadway/Jackson Interchange Project and then the Broadway/Jackson Street Interchange Improvements Project, has been studied for over 20 years. To date, in addition to a series of local and community-based efforts, three PSRs, a Project Report, and a Feasibility Study evaluated numerous alternatives to address the Purpose and Need. A Draft PSR was prepared in 1997, a subsequent PSR was completed in 2000, and a PR was completed in 2002 for the Broadway/Jackson Street Interchange Improvements Project. However, the recommended alternative did not have the support of the local community, particularly key stakeholders in Chinatown, so it did not proceed. In 2006, the City of Alameda revisited the project by completing a *Feasibility Study* for the I-880/Broadway-Jackson Interchange Improvements Project. The *Feasibility Study* recommended several new alternatives including the Build Alternative and a PSR-PDS-PID turn lane from the Posey Tube to the horseshoe connector, a left-turn pocket from the Posey Tube to 6th Street and provide ADA access to and from the Posey Tube. These improvements would result in an adverse effect under Section 106 and direct use of the Posey Tube, a historic transportation facility and a contributing element of the Oakland Waterfront Warehouse District. Even with design alterations and mitigation, those effects cannot be fully avoided. Therefore, the Build Alternative would not be an avoidance alternative that would fully avoid using Section 4(f) properties.

6.1. Alternatives Eliminated from Further Consideration

VALUE ANALYSIS STUDY REPORT

A *Value Analysis Study* was completed in 2020 to study all viable alternatives and to take a comprehensive look at alternatives that were previously considered but eliminated from further consideration prior to circulation of the Draft EIR/EA and Draft Individual Section 4(f) Evaluation. The alternatives summarized and detailed in this section were proposed over the last 20 years and are covered in more detail in Chapter 1 of the Draft EIR/EA. The Value Analysis included updated costs, potential impacts, safety, operations, and other key factors. A summary of the alternatives associated with the Section 4(f) analysis as a result of the Value Analysis that were eliminated are described as follows.

Reverse the Tubes and Connect to New NB/I-880 On-ramp at Market/6th Street

This alternative would reverse the direction of traffic in the Tubes. Oakland-bound traffic would use the Webster Tube that feeds into 6th Street and Alameda-bound traffic would use the Posey Tube via Harrison Street. This alternative would require traffic signal modifications for Oakland and Alameda street systems, and it would construct a new NB I-880 on-ramp at Market Street/ 6th Street in Oakland. Additionally, two roundabouts would be constructed at Willie Stargell Avenue/Webster Street and Constitution Way/Marina Village Parkway in Alameda. This alternative would not impact the historic Posey Tube wall or require the relocation of the Jackson Street off-ramp.

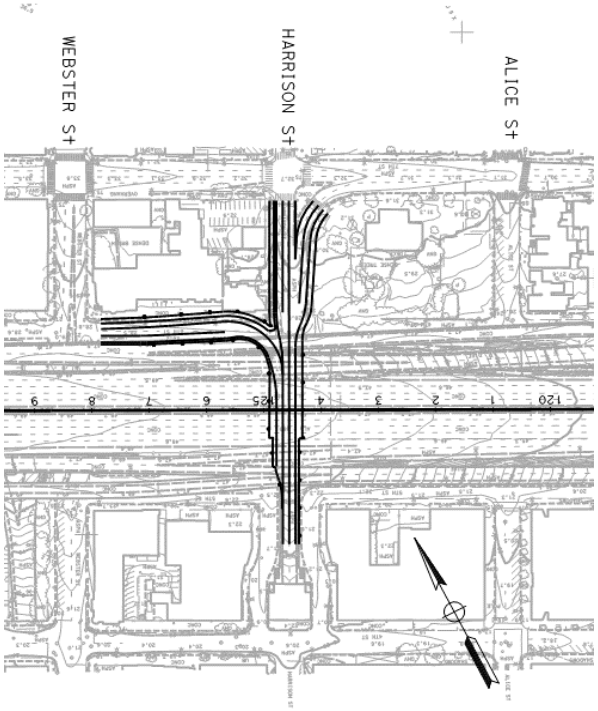
DISCUSSION

While this alternative would have avoided impacts to the Posey Tube approach, it would have created potentially severe safety and operational impacts in Oakland and Alameda. The reversal of the Tube directions would create opposing movements at the Webster and 6th and Broadway and 6th intersections and irregular intersections at Broadway and 5th and Broadway and 6th Street, requiring signal modifications. Construction of the proposed single or double lane roundabout tapers and approaches would cause unavoidable impacts to a portion of the open space and sidewalk along Neptune Park. The impacted sidewalk would need to be replaced requiring the relocation of sidewalks and the removal of open space further reducing the existing open space activity area in the park, a Section 4(f) resource. The construction of the new NB I-880 on-ramp at Market Street/6th Street in Oakland would impact businesses and may result in relocations, potential environmental justice impacts, and disruption to established communities. This alternative was introduced in the 2006 City of Alameda Feasibility Study and eliminated from further study during the 2020 VA Study because of the overall increase in construction costs, impacts to businesses due to the new NB I-880 on-ramp, restrictions to truck turning movements, and safety impacts from keeping the existing access from Alameda to I-880 that must travel through Harrison Street/7th Street/Jackson Street in Chinatown.

2011 PROJECT STUDY REPORT-PROJECT DEVELOPMENT SUPPORT

Depressed Harrison Street to NB 6th Street Connection

In tandem with the modified NB I-880 Webster Street off-ramp discussed previously, the 2011 PSR-PDS proposed to depress Harrison Street between 6th and 7th streets, passing under the lowered Webster Street off-ramp (Figure 6-1). A new connector in a trench would diverge to the left just after passing under the freeway and the Webster off-ramp, and it would return to grade at the Webster and 6th streets intersection.



Note: Map not to scale

Figure 6-1. Depressed Harrison Street to NB 6th Street Connection

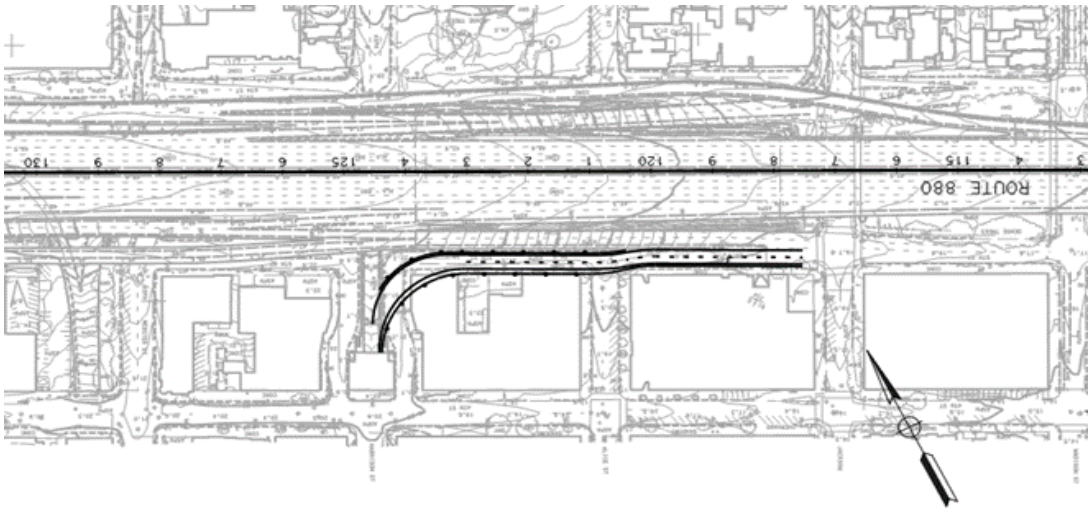
DISCUSSION

This alternative would adversely impact the adjacent properties by removing access from 6th Street resulting in the displacement of occupants, potential environmental justice impacts, and disruptions to communities. In addition, the 7th Street/Harrison Square Residential District is assumed to be NRHP eligible and a Section 4(f) property. A high-level review suggest this alternative is likely to have an adverse effect on the historic district because of potential impacts to the transportation grid (character-defining feature), which would diminish the integrity of the District caused by depressing a portion of Harrison Street, and also is likely to adversely affect two district contributors: Marston House (APN 1-189-10) and Feilding House (APN 1-189-11) and may adversely affect the Posey Tube's retaining walls. This alternative would also take a portion of ROW, requiring the relocation of sidewalks and the removal of existing mature trees resulting in a reduction of the open grass space from the Chinese Garden Park, another 4(f) resource. Further, concentrating traffic from this connector and the proposed Webster Street off-ramp at the Webster and 6th streets intersection would create a bottleneck and an unacceptable operational problem. Finally, the alternative would not reduce conflicts between regional and local traffic (traffic intending to access the freeway would still have to travel a significant distance along 6th or 7th streets to reach the freeway). This alternative was introduced in the 2006 City of Alameda *Feasibility Study* and was eliminated from further study in the 2011 PSR-PDS.

1997 DRAFT PROJECT STUDY REPORT

Posey Tube to I-880/I-980 Ramp without Braid

This was a proposed connector from the Posey Tube that branched to the right and terminated at Jackson and 5th streets, similar to the first leg of the Jackson Street horseshoe connector (Figure 6-2).



Note: Map not to scale

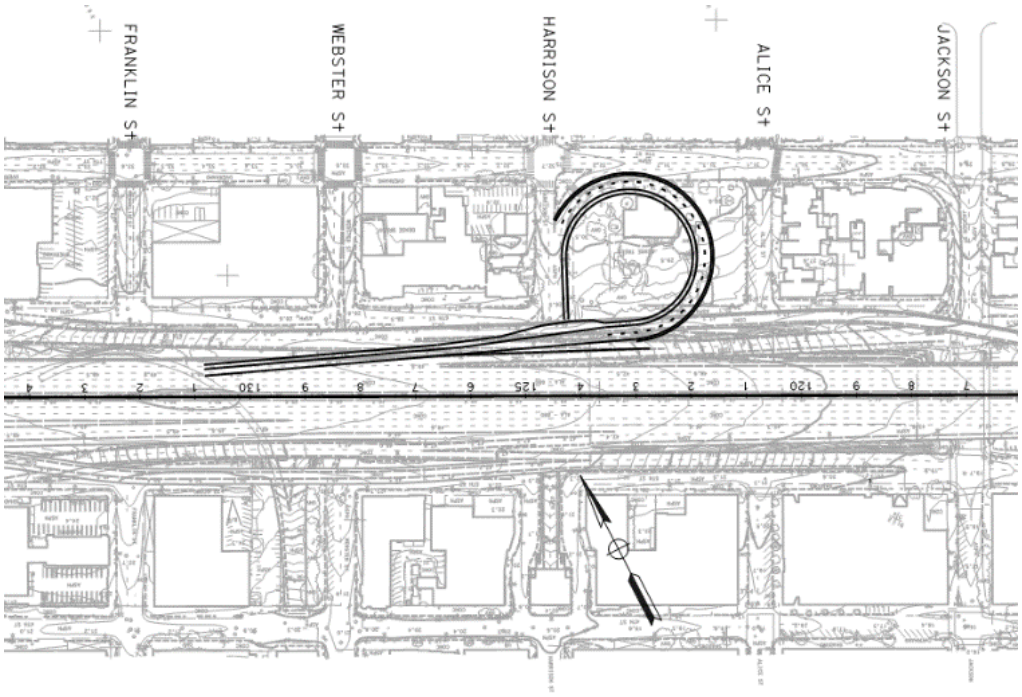
Figure 6-2. Posey Tube to I-880/I-980 Ramp without Braid

DISCUSSION

The ROW needed to implement this alternative would have a potential adverse effect on the Oakland Waterfront Warehouse District, and three of its contributors: Stephanos Building (APN 1-153-1) that currently houses the Independent Brewing Company and Quong Tai Shrimp Company Building (APN 1-153-2) and the Posey Tube Portal — all properties are protected under Section 4(f). Various businesses and residences along 5th Street would be impacted with the removal of their access along 5th Street. Additionally, due to the new ramp terminating to the south of the existing Jackson Street off-ramp, there would be a conflicting turn movement at 5th Street and Jackson Street and potential sight distance concerns as traffic approaches from the Posey Tube, resulting in unacceptable safety and operational problems. This alternative was not approved for further study by Caltrans in the 1997 Draft PSR.

NB I-880/I-980 Loop On-ramp from Harrison and 6th Streets

This was a proposed loop on-ramp from the Posey Tube that branched to the left and merged onto NB I-880 (Figure 6-3).



Note: Map not to scale

Figure 6-3. NB I-880/I-980 Loop On-ramp from Harrison and 6th Streets

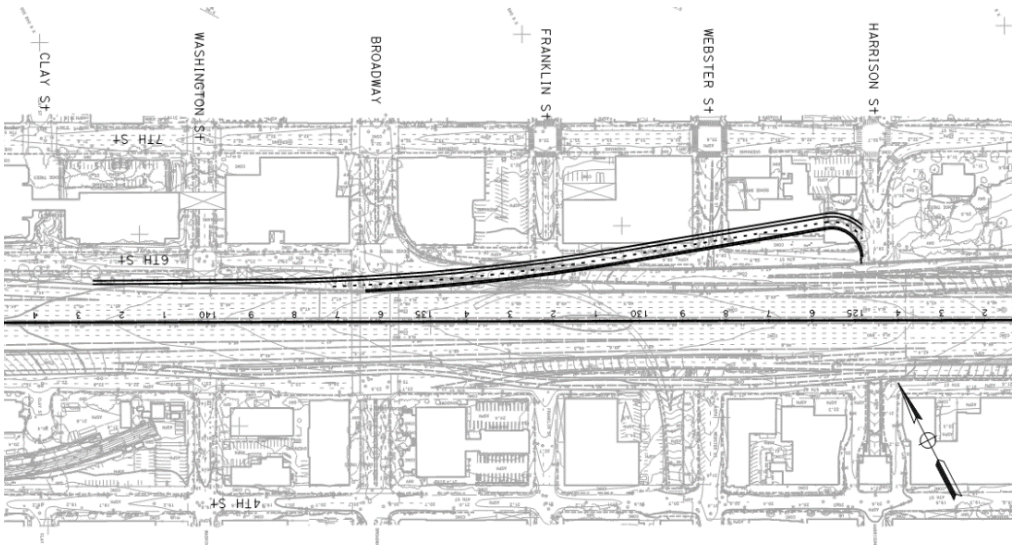
DISCUSSION

This alternative would potentially have an adverse effect on the historic 7th Street/Harrison Square Residential District and 15 contributors adjacent to the proposed loop on-ramp. This alternative would have an adverse effect on the features, activities, and attributes of the Chinese Garden Park, a 4(f) resource which is also part of the historic 7th Street/Harrison Square Residential District. The majority of the property would have to be acquired to make way for the loop ramp, and the existing building, which currently functions as a childcare and senior center, would need to be demolished. This could potentially result in a severe social and

economic impact and severely disrupt established communities. The Broadway off-ramp would have remained under this alternative, but it was likely it would have to be reconstructed at a higher elevation. This would have worsened the visual obstruction compared to the No-Build Alternative. This alternative could have met the Purpose and Need, but its impact to the community was more severe than the Build Alternative. This alternative was not approved for further study by Caltrans in the 1997 Draft PSR due to substantial environmental impacts to the surrounding neighborhoods, Chinese Garden Park, which is a 4(f) resource, and due to the cost to reconstruct the Broadway off-ramp.

NB I-880/I-980 Slip On-Ramp from Harrison and 6th Streets

This was a proposed diagonal on-ramp from the Posey Tube that branched to the left and merged onto NB I-880 (Figure 6-4).



Note: Map not to scale

Figure 6-4. NB I-880/I-980 Slip On-ramp from Harrison and 6th Streets

DISCUSSION

This alternative would cause a potential adverse effect to the overall 7th Street/Harrison Square Residential District and to the two contributors adjacent to the proposed on-ramp: Marston House (APN 1-189-10) and Feilding House (APN 1-189-11). It would also cause significant impacts to the properties along 6th Street, to small businesses between Harrison and Webster streets, and to a thrift store and job center between Webster and Franklin streets because all would have to be acquired and removed for the structure. This could result in severe social and economic impacts and severely disrupt established communities. Also, the elevated on-ramp between Franklin Street and Broadway could result in a visual and noise impact to the nearby 8 Orchids residential complex.

The additional ROW and structure costs would result in a significant increase in cost to the overall proposed project. Further, the alternative would have worsened the weaving segment between the proposed Harrison Street on-ramp and the EB I-980 off-ramp. This had the potential to create an operational and safety issue on the mainline and it was rejected due to substantial ROW impacts and nonstandard design speeds.

6.1.1. ALTERNATIVE ACTIONS

Transportation System Management/Transportation Demand Management

Transportation System Management (TSM) strategies increase the efficiency of existing facilities. They are actions that increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Examples of TSM strategies include ramp metering, auxiliary lanes, turning lanes, reversible lanes, and traffic signal coordination.

Transportation Demand Management (TDM) focuses on regional means of reducing the number of vehicle trips and vehicle miles traveled, as well as increasing vehicle occupancy. It facilitates higher vehicle occupancy or reduces traffic congestion by expanding transportation options in terms of travel method, time, route, costs, and quality and convenience of the experience.

TSM and TDM measures alone, while they have the potential to improve safety and operations, could only satisfy the proposed project's Purpose and Need to a partial degree. They would not reduce conflicts between regional and local traffic since the current access patterns (through local roads) would continue. They also would not remove any of the current physical barriers to bicycle and pedestrian connectivity in the project study area.

Chapter 7 - Measures to Minimize Harm

7.0. Introduction

After determining there are no feasible and prudent alternatives to avoid the use of a Section 4(f) property, the project approval process for the *Individual Section 4(f) Evaluation* requires that the action includes all possible planning, as defined in 23 CFR 774.17, to minimize harm to a Section 4(f) property resulting from such use, as stated in project approval as defined in 23 CFR 774.3 (a)(2).

All possible planning, as defined in 23 CFR 774.17, means that all reasonable measures (identified in the *Individual Section 4(f) Evaluation)* to minimize harm or mitigate adverse impacts and effects must be included in the proposed project:

1. With regard to public parks, recreation areas, and wildlife and waterfowl refuges, the measures may include, but not be limited to, design modifications or design goals; replacement of land or facilities of comparable value and function; or monetary compensation to enhance the remaining property or to mitigate the adverse impacts of the project in other ways.
2. With regard to historic sites, the measures normally serve to preserve the historic activities, features, or attributes of the site as agreed to by Caltrans as the NEPA-federal lead agency and the official(s) with jurisdiction over the Section 4(f) resource in accordance with the Section 106 consultation process under 36 CFR part 800 Protection of Historic Properties.
3. In evaluating the reasonableness of measures to minimize harm under 23 CFR 774.3(a)(2), Caltrans will consider the preservation purpose of the statute and:
    a. The views of the official(s) with jurisdiction over the Section 4(f) property;
    b. Whether the cost of the measures is a reasonable public expenditure in light of the adverse impacts of the project on the Section 4(f) property and the benefits of the measure to the property, in accordance with 23 CFR 771.105(d); and
    c. Any impacts or benefits of the measures to communities or environmental resources outside of the Section 4(f) property.
4. All possible planning does not require analysis of feasible and prudent avoidance alternatives, since such analysis will have already occurred in the context of searching for feasible and prudent alternatives that avoid Section 4(f) properties altogether under 23 CFR 774.3(a)(1) or is not necessary in the case of a *de minimis* impact determination under 23 CFR 774.3(b).

7.1. Protection of Historic Properties 36 CFR Part 800 (Section 106)

Under Section 106 of the NHPA, anticipated adverse effects should be avoided, minimized, or mitigated wherever possible to satisfy federal regulations for the treatment of historic properties.

Efforts were made by the design team to reduce impacts, to the extent possible, to the Posey Tube. Removal of the Posey Tube's eastern approach wall and staircase could not be avoided. Accident rates for the Posey Tube are higher than the statewide average and improving safety is a priority. Speed limit reductions and features such as lighting, warning signs, flashing beacons, traffic detection, variable message signs, and rumble strips have been proposed as part of this project and would have little to no impact on the resources. However, due to safety and operational concerns, other features that would have lessened the impacts to the resources, including nonstandard features such as reduced lane widths, nonstandard shoulders and horizontal clearance, would not improve safety and could not be implemented. However, the design team was able to reduce impacts to the Posey Tube's western approach wall by shortening the length of the proposed retaining wall to the minimum length needed to facilitate traffic operations. Shortening the retaining wall would result in a reduction of the original Posey Tube western approach wall proposed for demolition. This would lessen the direct impact to the Posey Tube western approach; however, demolishing a portion of the western approach wall would still result in a finding of adverse effect under Section 106 because the impact would result in demolition of a part of a historic property.

When neither avoidance nor reduction is possible in establishing final design, construction, and operation details of the undertaking, mitigation measures must be agreed on by the appropriate parties through preparation of a project-specific agreement document. The following avoidance, minimization and mitigation measures are recommended for agreement among the funding, construction, operation, consulting, and review parties.

SHPO concurrence on the effect finding will be requested after the identification of a preferred alternative. Mitigation measures will be included in the MOA, which will be executed in consultation with the SHPO. The executed MOA will be included in the Final EIR/Finding of No Significant Impact (FONSI).

MM-CUL-1 Section 106 Consultation	Caltrans will continue consultation with stakeholders to develop mitigation measures, pursuant to Stipulation XI of the 2014 Section 106 PA and 36 CFR Part 800.6 Mitigation measures will be included in an MOA, which will be executed in consultation with the SHPO.

Chapter 8 - Least Overall Harm Analysis and Concluding Statement

As stated in Chapter 1, Section 4(f) requires that when there are no "prudent and feasible" avoidance alternatives to the "use" of Section 4(f) properties, and multiple build alternatives are being evaluated, the lead federal agency must choose from the remaining build alternatives that use the Section 4(f) property and select the alternative that causes the "least overall harm" in light of the statute's preservation purpose. The least overall harm is determined by balancing the following seven factors:

1. Ability to mitigate adverse impacts on each Section 4(f) property, including any measures that result in benefits to the property.
2. Relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection.
3. Relative significance of each Section 4(f) property.
4. Views of the official(s) with jurisdiction over each Section 4(f) property.
5. Degree to which each alternative meets the Purpose and Need for the project.
6. After reasonable mitigation, the magnitude of any adverse impacts on resources not protected by Section 4(f).
7. Substantial differences in cost among the project alternatives.

The first four factors relate to the net harm that each project alternative would cause to the Section 4(f) property, and the remaining three factors take into account concerns with the project alternatives that are not specific to Section 4(f).

As discussed in Chapter 5, there is no feasible and prudent avoidance alternative that meets the Purpose and Need and avoids the use of the Section 4(f) property. The No-Build Alternative is the only avoidance alternative under consideration, but it is not prudent because it compromises the proposed project to a degree that it is unreasonable to proceed with the project in light of its stated Purpose and Need.

Multiple Build Alternatives are not being evaluated and there is only one Build Alternative under consideration; it is the only alternative that meets the Purpose and Need. Section 3.3.3.2 of the FHWA *Section 4(f) Policy Paper* states that the least harm alternative analysis is required when multiple alternatives that use a Section 4(f) property remain under consideration. For the proposed project, only the Build Alternative remains under consideration; therefore, a least harm alternative analysis is not required.

For more information on alternatives that were previously considered but eliminated from consideration, please see Chapter 6 of this evaluation for a detailed explanation.

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Chapter 9 - Consultation and Coordination

9.0. Introduction

This section focuses on coordination with agencies, stakeholders, or the public regarding potential Section 4(f) properties and consultation with agencies having jurisdiction over potentially affected Section 4(f) properties.

9.1. Consultation and Coordination Requirements Under Section 4(f)

Under 23 CFR 774.5, prior to making Section 4(f) approvals under 23 CFR 774.3(a), the Section 4(f) Evaluation will be provided for coordination and comment to the official with jurisdiction over the Section 4(f) resource and to the Department of the Interior, and as appropriate to the Department of Agriculture and to the Department of Housing and Urban Development. A minimum of 45 days will be provided for receipt of comments. If comments are not received within 15 days after the comment deadline, a lack of objection is assumed, and the action may proceed.

In the case of historic properties, the official with jurisdiction is the SHPO for the state wherein the property is located or, if the property is located on tribal land, the official with jurisdiction is the Tribal Historic Preservation Officer. When the Advisory Council on Historic Preservation (ACHP) is involved with consultation concerning a property under Section 106 of the NHPA, the ACHP is also an official with jurisdiction over the resource for purposes of this part. When the property is a National Historic Landmark, the National Park Service is also an official with jurisdiction over the resource.

The *Section 4(f) Policy Paper* issued by the U.S. DOT FHWA's Office of Planning, Environment, and Realty Project Development and Environmental Review on July 20, 2012 outlined the following coordination requirements with the official with jurisdiction:

- Prior to making approvals (23 CFR 774.3 [a]);
- Determining the least overall harm (23 CFR 774.3 [c]);
- Applying certain programmatic Section 4(f) evaluations (23 CFR 774.5[c]);
- Applying Section 4(f) to properties that are subject to federal encumbrances (23 CFR 774.5[d]);
- Applying Section 4(f) to archeological sites discovered during construction (23 CFR 774.9[e]);
- Applying Section 4(f) to multiple-use properties (23 CFR 774.11[d]);
- Determining if the property is significant (23 CFR. 774.11[c]);
- Determining applicability of Section 4(f) to historic sites (23 CFR 774.11[e]);
- Determining constructive use (23 CFR 774.15[d]);
- Determining if proximity impacts will be mitigated to equivalent or better condition (23 CFR 774.3[a][2] and 23 CFR 774.17); and
- Evaluating the reasonableness of measures to minimize harm, (23 CFR 774.3 [a][2] and 23 CFR 774.17).

9.1.1. CONCURRENCE

The regulations require written concurrence of the official(s) with jurisdiction in the following situations:

- Finding that there are no adverse effects prior to making a *de minimis* impact finding (23 CFR 774.5 [b]);
- Applying the exception for temporary occupancies (23 CFR 774.13 [d]); and
- Applying the exception for transportation enhancement activities and mitigation activities (23 CFR 774.13 [g]).

9.2. Applicability of Section 4(f) to Historic Sites

9.2.1. SECTION 4(f) SIGNIFICANCE

A historic site is defined in 23 CFR 774.17. For the purposes of Section 4(f), a historic site is significant only if it is on or eligible for the National Register.

9.2.2. OFFICIAL WITH JURISDICTION

For the Oakland Waterfront Warehouse District and the Posey Tube the official with jurisdiction is the SHPO.

9.3. Section 4(f) Consultation

Per 23 CFR 774.5, prior to making a Section 4(f) approval under 23 CFR 774.3(a), the Section 4(f) Evaluation will be provided for consultation and comment to SHPO, the official with jurisdiction over the Section 4(f) resource and to the Department of the Interior (DOI). The Draft Individual Section 4(f) Evaluation was provided to the SHPO and DOI by September 29, 2020 (the start of the public circulation period for the Draft Environmental Impact Report/Environmental Assessment [EIR/EA]).

9.4. Section 106 Consultation

9.4.1. STATE HISTORIC PRESERVATION OFFICER

On May 6, 2020, Caltrans initiated consultation with the SHPO regarding the proposed improvements on the I-880 and SR-260 in Alameda and Oakland. A copy of the letter is contained in Attachment 1, correspondence. An HPSR was prepared in May 2020 and SHPO concurred on the determinations of eligibility for built-environment properties on June 8, 2020. Caltrans will seek SHPO concurrence on an Adverse Effect finding pursuant to the Section 106 PA Stipulation X.C and 36 CFR 800.5, Stipulation XI, and 36 CFR 800.6. Mitigation measures will be developed in consultation with identified Section 106 stakeholders, including the SHPO, and will be included in an MOA.

Interested Parties

In response to scoping, correspondence was received from the Oakland Heritage Alliance (OHA) on October 30, 2017 citing concerns regarding the proposed project's impacts on the Posey Tube and the Oakland Waterfront Warehouse District. The OHA requested that alternatives be studied that would not impact portions of the Posey Tube. This group also requested a meeting with the City of Oakland's Landmark Preservation Advisory Board (LPAB) to solicit their feedback on the proposed project's impacts. The OHA wanted to review drawings of the proposed changes to the Posey Tube and the *Finding of Effect* report (when available). The group followed up on this request on February 5, 2018, and it extended an invitation for Caltrans to attend a future board meeting.

In coordination with Alameda CTC and Caltrans, the project team identified potentially interested local parties for this proposed project. Notification letters were mailed on February 21, 2018 to the following interested parties:

- Oakland Cultural Heritage Survey
- City of Oakland Landmarks Preservation Advisory Board
- City of Oakland Planning and Building Department
- Oakland Heritage Alliance
- Jack London Improvement District
- City of Alameda Community Development Department
- City of Alameda Historical Advisory Board
- Alameda Architectural Preservation Society
- Art Deco Society of California
- Alameda County Historical Society
- California Preservation Foundation

Only one party responded, dated March 20, 2018, was received from Savlan Hauser, executive director of the Jack London Improvement District. Ms. Hauser stated that her organization had assisted in public outreach and held a community meeting about the proposed project, and that she and Gary Knecht, board member emeritus, were participants in the Alameda CTC stakeholder working group for the proposed project. She stated the organization's interest with regard to impacts from the proposed project on historic resources, and she provided a link to published information on the Posey Tube and the Oakland Waterfront Warehouse District.

Follow-up communications with the other organizations were sent out in April 2018; no responses were received.

In response to a scoping meeting held by Alameda CTC/Caltrans on September 28, 2017, the OHA sent a letter dated October 30, 2017 to Caltrans citing concerns regarding potential project impacts on the Posey Tube and the Oakland Waterfront Warehouse District. OHA requested that alternatives be studied that would not impact portions of the Posey Tube and requested that Caltrans hold a meeting with the City of Oakland's LPAB to obtain comments on potential project impacts. OHA also stated that it wished to review drawings of proposed changes to the Posey Tube and the *Finding of Effect* report for the proposed project. OHA followed up this letter with correspondence to the LPAB on February 5, 2018, copied to Caltrans, requesting that

the Board review and comment on this proposed project, and that they provide an invitation to Caltrans for a future board meeting.

As part of its outreach efforts, Alameda CTC and Caltrans met with City of Oakland historic preservation staff on July 18, 2018 to discuss the proposed project, and they attended an Oakland LPAB meeting on January 14, 2019 to present the proposed project to the Board. The meeting in July 2018 included a discussion of efforts made to avoid impacts to historic properties/historical resources and ways Oakland's LPAB can be involved in the proposed project. Alameda CTC and the City agreed that the proposed project should be brought before the LPAB at a public meeting later in the year. At the LPAB meeting in January 2019, Alameda CTC and Caltrans introduced the proposed project to the Board with a presentation about it, including illustrations of possible designs for the new wall at the north end of the Posey Tube. A board member inquired about the process to assess project impacts on the Posey Tube and expressed interest in seeing a contemporary style version of the new wall, as well as documentation for the Posey Tube and other historic properties that may be affected by the proposed project. The requested documentation for the Posey Tube and other properties was provided in an email on January 15, 2019; however, a contemporary style version of the new wall was not provided. A representative of the OHA spoke during the public comment period expressing the organization's desire for alternatives that do not remove the Posey Tube wall.

Alameda CTC and Caltrans will continue project outreach efforts to various stakeholders, local historical agencies, and organizations, and it will consult with SHPO, as necessary, throughout the duration of the proposed project.

9.5. NEPA Outreach Efforts

Separate from the Section 106 process, Caltrans conducted extensive public outreach as part of the NEPA process. The various outreach efforts and responses relevant to Section 4(f) and Section 106 are summarized below.

9.5.1. PUBLIC PARTICIPATION

Public Scoping Meeting

The scoping process for the Draft EIR/EA was initiated on September 15, 2017 and ended on October 31, 2017. During that period, a public scoping meeting was held on September 28, 2017 at the Oakland Asian Cultural Center. The purpose of the meeting was to describe and solicit comments on the proposed project and the environmental process.

During scoping, the OHA sent a letter dated October 30, 2017 to Caltrans citing concerns regarding the proposed project's impacts on the Posey Tube and the Oakland Waterfront Warehouse District. See discussion under Section 9.4. Section 106 Consultation for more details.

Jack London Improvement District

A total of six meetings were held with the Jack London Improvement District in 2017, 2018, and 2019. Meetings were generally held at the District's office in Oakland. Overviews of the proposed project improvements were provided, along with any design updates since the previous meeting. The District requested design information regarding the existing and proposed traffic patterns, proposed bicycle infrastructure, proposed utilities, and potential project alternatives. They expressed concerns regarding the proposed project's potential effect on access to the District, as well as multimodal connectivity along 5th Street. Bicycle facilities including bicycle flow directionality and associated safety elements were discussed. The

District's preference was to relocate bicycle facilities from Jackson Street to another local roadway due to potential safety and traffic congestion concerns. To remedy this, the proposed project improvements on Jackson Street do not extend south of 5th Street.

Coordination was conducted with the District regarding historic resource impacts. An email was received from the District's executive director on March 20, 2018 that stated their interest in preventing historic resource impacts. It provided links to published information on the Posey Tube and the Oakland Waterfront Warehouse District for the project team to reference.

Oakland Chinatown

A total of 12 meetings were held with representatives of Oakland Chinatown between 2017 and 2020. The majority of these meetings were held at Asian Health Services (835 Webster Street, Oakland). Attendees were encouraged to sign-in at each meeting. Proposed project improvements and alternatives were discussed, including design updates since previous stakeholder meetings, and results of the traffic analysis and pedestrian counts were provided. Feedback was received from these representatives regarding which streets should be prioritized for pedestrian infrastructure improvements. Interactions with future proposed projects within the project study area were discussed. Representatives of Oakland Chinatown provided feedback regarding potential changes to bus routes and stops, the potential impact of proposed project improvements on delivery truck loading, and the proposed elimination of parking. An opportunity for stakeholders to provide feedback was provided at all meetings, including project elements supported or not supported by the representatives. Ultimately, the project team was able to develop a consensus supporting the Build Alternative.

In August 2020, representatives of Oakland Chinatown provided feedback on outreach for the public hearing. This included identifying relevant newspapers for hearing advertisements, translation services for the hearing and open house website content, and locations that could potentially host hard copies of the draft environmental document.

Oakland Athletics

Meetings were held with the Oakland Athletics on November 13, 2017 and January 24, 2019 to discuss the potential ballpark design near the project study area. Public comments during scoping were received regarding the possible impacts associated with a proposed ballpark at this location. An overview of the proposed project was provided in 2017 and in 2019 to the Oakland Athletics. Traffic counts and modeling numbers were shared with the ballpark's traffic team per their request. No comments were received related to potential impacts to Section 4(f) resources/historic properties.

Bike East Bay

Alameda CTC met with Bike East Bay on November 6, 2018; April 17, 2019; and July 15, 2019. Feedback was solicited regarding bicycle infrastructure, particularly the two-way cycle track along Oak Street. Elimination of parking and the overall location of the cycle track were evaluated based on feedback from Bike East Bay. No comments were received related to potential impacts to Section 4(f) resources/historic properties.

Bike Walk Alameda

Alameda CTC held a meeting at their office with Bike Walk Alameda on July 15, 2019. This group preferred a new bridge crossing over the proposed tube improvements. No comments were received related to potential impacts to Section 4(f) resources/historic properties.

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Chapter 10 - List of Preparers

HNTB

Rodney Pimentel, Project Manager

Lillie Lam, Deputy Project Manager

Carie Montero, Environmental Lead

Elisabeth Suh, Environmental Manager

Tami Podesta, Section 4(f) Lead

Brandon Wong, Design Lead

Christa Pijacki, Technical Editor

Elliott Wong, GIS mapping

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Chapter 11 - References

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Attachment A. Correspondence

STATE OF CALIFORNIA—TRANSPORTATION AGENCY GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P.O. BOX 23660
MAIL STATION 8-A
OAKLAND, CA 94623-0660
PHONE (510) 622-1697
FAX (510) 286-6374
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

May 6, 2020

Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Subject: Determination of Eligibility for the Oakland Alameda Freeway Access Project, Alameda County (Project EFIS 0400000326, EA 0G360).

Dear Ms. Polanco:

The California Department of Transportation (Caltrans) is initiating consultation with the State Historic Preservation Officer (SHPO) regarding the proposed improvements on Interstate 880 and State Route 260 in Alameda and Oakland, in Alameda County (Undertaking). A full project description and APE map can be found on page 1 and 2, respectively, of the enclosed Historic Property Survey Report (HPSR).

Section 106 responsibilities for this Undertaking are being conducted in accordance with the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (hereafter, the PA).

Enclosed you will find an HPSR, Historic Resources Evaluation Report (HRER), Archaeological Survey Report (ASR) and Extended Phase One Report (XPI) for the proposed Undertaking. In accordance with Stipulation VIII.C.6 of the PA, Caltrans is requesting SHPO's concurrence on the National Register of Historic Places (NRHP) eligibility determinations for the following built resources, which were recorded and evaluated in the attached HRER.

The following properties have been determined ***not eligible*** for inclusion in the NRHP:

- 224 6th Street, Oakland (APN 1-181-14)
- 601-609 Jackson Street, Oakland (APN 1-181-12)
- 333 5th Street, Oakland (APN 1-147-1)
- 325 5th Street, Oakland (APN 1-14-2)
- 425 Alice Street, Oakland (APN 1-153-6)
- 211-213 5th Street, Oakland (APN 1-155-3)
- 425 Jackson Street, Oakland (APN 1-155-4)

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

We would appreciate receiving the SHPO's concurrence on the determination of eligibility within 30 days of your receipt of this submittal. If you have any questions, please contact Architectural Historian Douglas Bright at (510) 286-5350, Douglas.Bright@dot.ca.gov or Archaeologist Kristina Montgomery at (510) 286-5615, Kristina.Montgomery@dot.ca.gov.

Thank you for your assistance with this undertaking.

Sincerely,

CHRISTOPHER CAPUTO
Chief, Office of Cultural Resource Studies
California Department of Transportation, District 4

Enclosures:

- Historic Property Survey Report for the Oakland Alameda Freeway Access Project
- Historic Resources Evaluation Report for the Oakland Alameda Freeway Access Project
- Archaeological Survey Report for the Oakland Alameda Freeway Access Project
- Extended Phase One Report for the Oakland Alameda Freeway Access Project

c: David Price, Section 106 Coordinator; OCRS files.

State of California • Natural Resources Agency — Gavin Newsom, *Governor*
DEPARTMENT OF PARKS AND RECREATION — Lisa Ann L. Mangat, *Director*
OFFICE OF HISTORIC PRESERVATION
Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

June 8, 2020

VIA EMAIL

In reply refer to: FHWA_2020_0507_002

Mr. Christopher Caputo
Chief, Office of Cultural Resource Studies
Caltrans District 4
PO Box 23660, MS 8-A
Oakland, CA 94623-0660

Subject: Determinations of Eligibility for the Proposed Oakland Alameda Freeway Access Project, Alameda County, CA

Dear Mr. Caputo:

Caltrans is initiating consultation regarding the above project in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA). As part of your documentation, Caltrans submitted a Historic Property Survey Report (HPSR), Historical Resources Evaluation Report (HRER), Archaeological Survey Report, and Extended Phase One report for the proposed project.

Caltrans proposes improvements on Interstate 880 and State Route 260 in Alameda and Oakland. A complete description of the project and area of potential effect are located on page 1 and 2 of the HPSR.

Pursuant to Stipulation VIII.C.6 of the PA, Caltrans determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- 224 6th Street, Oakland (APN 1-181-14)
- 601-609 Jackson Street, Oakland (APN 1-181-12)
- 333 5th Street, Oakland (APN 1-147-1)
- 325 5th Street, Oakland (APN 1-14-2)
- 425 Alice Street, Oakland (APN 1-153-6)
- 211-213 5th Street, Oakland (APN 1-155-3)
- 425 Jackson Street, Oakland (APN 1-155-4)

Mr. Caputo FHWA_2020_0505_002
June 8, 2020
Page 2 of 2

Based on review of the submitted documentation, I concur. Please note that archaeological review is still ongoing and any archaeological comments will follow in a subsequent letter.

If you have any questions, please contact Natalie Lindquist at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

Appendix A-1. Resources Evaluated Relative to the Requirements of Section 4(f): No Use Determinations

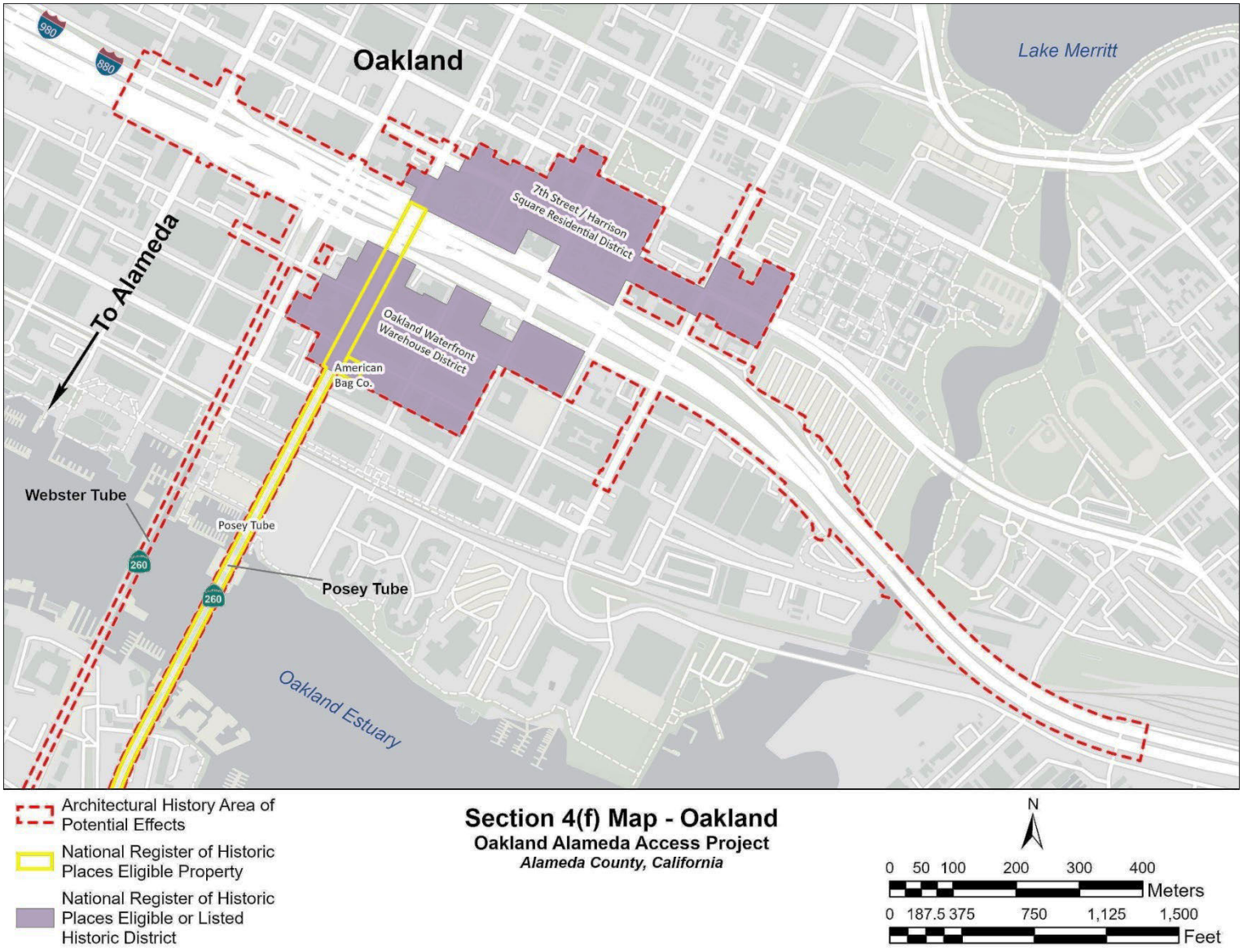
Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 USC 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the proposed project area that do not trigger Section 4(f) protection because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, or 4) the proposed project does not permanently use the property and does not hinder the preservation of the property.

For more detailed information on historic sites, please see Chapter 2, Section 2.10. Cultural Resources and Section 2.3. Parks and Recreational Facilities in the Draft EIR/EA.

Section 4(f) Study Areas

- The proposed project APE was used to analyze all potential Section 4(f) historic sites (shown in Figure 1 and 2).
- The Section 4(f) study area identified all potential parks, recreational facilities, and wildlife and waterfowl refuges. The Section 4(f) study area included properties within and immediately adjacent to the project footprint, as well as nearby properties to ensure proximity impacts were considered.



Source: HNTB (2020)

Figure 1. Section 4(f) Map - Oakland

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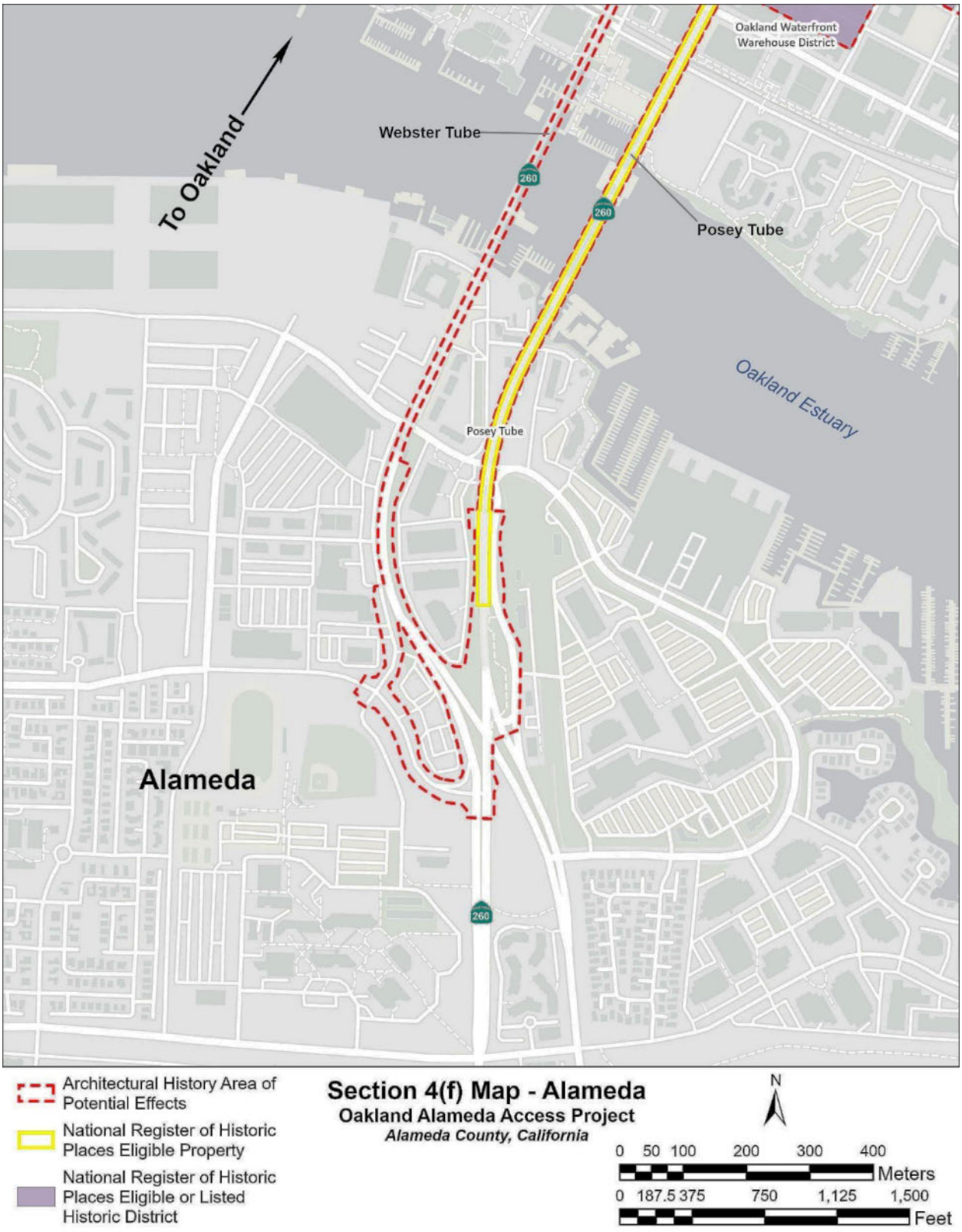


Source: HNTB (2020)

Figure 2. Section 4(f) Map - Alameda

Section 4(f) properties include:

- Publicly owned parks, recreation areas, wildlife or waterfowl refuges.
- Historic sites on or eligible for the NRHP.
- Archaeological sites on or eligible for listing on the NRHP and that warrant preservation in place as determined by Caltrans and the official(s) with jurisdiction.

Section 4(f) Properties Not Eligible for Protection

HISTORIC SITES

The following table lists historic properties in the APE that were previously evaluated for the NRHP but were determined not eligible; therefore, Section 4(f) does not apply.

APN/Resource Name	Historic Name	Community	Year Built
1-183-1	Harrison Square	Oakland	1853
1-177-20	Jackson Street Garage; Sunny Way Sewing	Oakland	1921; 1924
1-153-12-1	Saroni Wholesale Sugar & Rice Warehouse	Oakland	1922
1-155-6	Eagle Sales Inc.	Oakland	1947-48
1-157-1	Prime Smoked Meats	Oakland	1953; 1967
1-157-5	Prime Smoked Meats, Inc.	Oakland	1953; 1967
1-157-29	WP Fuller Co. Annex	Oakland	1914
18-455-11; 18-465-9	Southern Pacific Railroad Yards & Tracks/Hanlon Lead Bridge	Oakland	ca. 1940s-50s
Bridge 33-0106L	Webster Street Tube (Oakland and Alameda Portal buildings)	Oakland	1963
Bridge 33-0198	N/A	Oakland	1958; 1985
Bridge 33-0200	N/A	Oakland	1953; 1984
Bridge 33-0483F	N/A	Oakland	1985; 1990
Bridge 33-0485K	N/A	Oakland	1985
Bridge 33-0513K	N/A	Alameda	1985
Bridge 33-0754*	N/A	Oakland	2013

Source: HRER (March 2020)

**Bridge 33 0754 replaced Bridge 33 0027*

ca. = circa

The following table lists historic properties in Oakland determined not eligible for the NRHP as a result of the 2020 HRER; therefore, Section 4(f) does not apply. No properties were identified under this category for Alameda.

APN/ Resource Name	Historic Name	Year Built
1-181-14	N/A	1959
1-181-12	Schnebly, Hostrawser & Pedgrift	1913
1-147-1	Alameda County Weights & Measures	1949-57
1-147-2	N/A	1964
1-153-6	N/A	1954
1-155-3	N/A	ca. 1966-88
1-155-4	N/A	1966

Source: HRER (March 2020)

All other properties present within the APE, including state-owned resources, were evaluated and met the criteria for the *Section 106 PA*/5024 MOU Attachment 4 (Properties Exempt from Evaluation). Properties within the APE that were exempt from evaluation consisted of minor, ubiquitous or fragmentary infrastructural elements (Property Type 1), built resources less than 30 years old (Property Type 2), built resources 30 to 50 years old (Property Type 4); and substantially altered buildings that appear to be more than 30 years old (Property Type 6).

The following table lists properties exempt from evaluation; therefore Section 4(f) does not apply.

APN/Resource Name	Year Built	Exempted Property Type
1-153-4	post-1980	4
1-153-5	post-1980	4
1-153-109	2006	2
1-155-2	1917	6
1-155-9	ca. 2001	2
1-155-203	2006	2
1-161-1	2018	2
1-161-2	2018	2
1-167-1	1980	4
1-167-12	1980	4
1-175-7	1978	4
1-175-15	2018	2
1-175-20	2015	2
1-175-47	1985	4
1-179-15	post-1984	4
1-181-3	1976	4

APN/Resource Name	Year Built	Exempted Property Type
1-181-5	1976	4
1-181-9	1981-1984	4
1-181-13	1888-1889	6
1-181-16	1982-1983	4
1-189-12	1978	4
Cobblestone Gutter	pre-1910	1
Cobblestone Gutter	pre-1910	1
Road Segment	pre-1900	1

Source: HRER (March 2020)

HISTORIC DISTRICTS: NON-CONTRIBUTING ELEMENTS

Section 4(f) applies to properties that contribute to the NRHP eligibility of a historic district, as well as any individually NRHP eligible properties within a historic district.

Oakland Waterfront Warehouse District

The Oakland Waterfront Warehouse District, located entirely within Oakland, has been altered since its listing in the NRHP (April 24, 2000).

The following table lists elements that were evaluated but do not contribute to the NRHP eligibility of the historic district; therefore, Section 4(f) does not apply.

APN/Resource Name	Historic Name	Year Built
1-157-15	N/A	1914
1-155-6	N/A	1947-48
1-147-14	N/A	1998
1-157-1	N/A	1953
1-153-12	N/A	1922

Source: HRER (March 2020)

7th Street/Harrison Square Residential District

In 1985, Oakland Cultural Heritage Survey concluded that the 7th Street/Harrison Square Residential District was eligible for listing in the NRHP (shown in Figure 1). For the purposes of this proposed project, the District is considered eligible for listing in the NRHP pursuant to Stipulation VIII.C.4 of the Section 106 PA and is assumed eligible for the NRHP for the purposes of the proposed project.

The following table lists elements that were evaluated but do not contribute to the NRHP eligibility of the historic district; therefore, Section 4(f) does not apply.

APN/Resource Name	Historic Name	Year Built
1-177-2	N/A	1966
1-177-13	N/A	1950
1-177-14-1	N/A	1964-1965
1-179-17	Doh On Yuen Satellite Home	1968-1969
1-179-19	N/A	1946
1-181-7	N/A	1948-1949
1-183-1	Harrison Square	1853

Source: HRER (March 2020)

ARCHAEOLOGICAL RESOURCES

Section 4(f) only applies to archaeological sites on or eligible for the NR and warrant preservation in place. An Extended Phase I (XPI) investigation was conducted to determine the presence or absence of buried prehistoric and historic period archaeological cultural resources, including previously identified sites P-01-000091/CA-ALA-314 and P-01-010520/Oakland Block 55 within the APE. No historic period archaeological features or deposits on or eligible for the NR were identified; therefore, Section 4(f) does not apply.

Section 4(f) Applies: No Use Determination

AMERICAN BAG COMPANY/UNION HIDE COMPANY BUILDING

The American Bag Company/Union Hide Company Building was listed in the NRHP on August 13, 1999 (NRHP Reference No. 99000896) and is also a contributing element to the Waterfront Warehouse District. The construction of the proposed project would not result in permanent incorporation of land from the property and there would be no temporary or proximity impacts. therefore, there would be no use under Section 4(f).

7TH STREET/HARRISON SQUARE RESIDENTIAL DISTRICT

The 7th Street/Harrison Square Residential District (shown in Figure 1) includes 97 contributing buildings listed in the following table. It is anticipated the construction of the proposed project would not result in permanent incorporation of land from the District or to any of the individual contributors; and there would be no temporary or proximity impacts; therefore, there would be no use under Section 4(f).

APN/Resource Name	Historic Name	Year Built
1-167-2	Rosling House	1889-90
1-167-4	Ferguson House	1889-90
1-167-5	Colburn Complex	1897
1-167-6	McGivney House	1889-90

APN/Resource Name	Historic Name	Year Built
1-167-7	Hogin House	1892
1-167-8	Hogan House	1890-92
1-167-11	Leitsh House	1890-92
1-169-5	Josephs House	1892-93
1-169-6	Sullivan House	1896
1-169-7	N/A	1897-98
1-169-8	Lougee/Baungartner House	1890-91
1-169-9	Gansberg House	1913
1-169-10	Miller House	1892
1-169-11	Bachman House	1909
1-169-12	N/A	1898-99
1-169-13	N/A	1895-96
1-169-14	Grasso House	1904
1-169-15	N/A	1889-90
1-169-16	Beckert House	1889-90
1-169-17	Open Door Mission	1929
1-169-18	N/A	1892-93
1-169-19	N/A	1892-93
1-169-20	Hugo Hohman Residence & Flat	1892
1-169-21	Wickliffe Matthews Residence	1889-90
1-173-1	Casey House	1889
1-173-2	Sturm House	1889-90
1-173-3	N/A	1889-90
1-173-4	N/A	1905-06
1-173-5	N/A	1905-06
1-173-6	Barbeau House	1904-05
1-173-7	Smart House & Smook House	1906-08
1-173-8	N/A	1908
1-173-13	Fieberling House #1	1888-89
1-173-14	Fieberling House #2	1893
1-173-15	Brangs House	1890
1-175-1	N/A	1888-89
1-175-2	N/A	1894-96
1-175-3	Kellaher House	1890
1-175-4	Kuhne House	1872-73

APN/Resource Name	Historic Name	Year Built
1-175-5	Gilligan House	1867-68
1-175-6	N/A	1875-76
1-175-11	N/A	1904-05
1-175-12	N/A	1904-05
1-175-13	Hamelin House	1904
1-175-14	Lesser House	1904-05
1-175-16	Cary House & Cottage	1888-89
1-175-17	N/A	1900-01
1-175-18	Casjen House	1889-90
1-175-19	Sanderson House	1889-90
1-175-21	Kravenhagen Foy House	1868
1-177-3	N/A	ca. 1875
1-177-4	Jacobvich House	1911
1-177-5	Kelly House #2	1900-01
1-177-6	Kelly House #1	1900-01
1-177-7	N/A	1894-95
1-177-8	Cheney House	1893-94
1-177-9	N/A	1896-97
1-177-10	N/A	1914
1-177-11	N/A	1893-94
1-177-12	N/A	1894-95
1-177-14-2	N/A	1950
1-177-15	Williamson House	1882-83
1-177-16	N/A	1876-77
1-177-17	Stulz House	1866-70
1-177-18	Dolan House	1865-66
1-177-19	Kellaher House	1872-73
1-177-21	Purcell Grocery & Residence	1889-90
1-179-6	N/A	1890-92
1-179-7	McMullen House	1890-92
1-179-14	N/A	1897
1-179-16	Butler House	1889
1-179-18	N/A	1872; 1891
1-179-20	N/A	1885-86
1-179-21	N/A	1886-87

APN/Resource Name	Historic Name	Year Built
1-179-22	N/A	1888-90
1-179-23	N/A	1886-87
1-179-24	N/A	1886-87
1-179-25	Kessler House	1896
1-179-26	N/A	1877-78
1-181-1	Chloupek (Vincent & James) House	1890-92
1-181-2	Martin (Christian S.) House	1898-99
1-181-4	Lundin (August) House	1898-99
1-181-8	Unfug (John F.W. & Fedo H.) House	1898-99
1-181-10	Potter (John & Mary) House	1860s
1-181-11	Ayers (Alonzo T.) House	1896-97
1-181-15	Murphy House	1871-72
1-181-18	Hennings (Frederick) Residence & Flats	1902-03
1-181-19	Le Fevre House	1890-92
1-181-21	Gray Residence & Flat	1889-90
1-181-22	Stulz (William R. & Anna M.) House	1902-03
1-185-20	N/A	1901-02
1-185-21	N/A	1901-02
1-185-22	N/A	1901-02
1-185-23	Maynard Residence & Flat	1901-02
1-185-24	Chauche House	1867-68
1-189-10	Marston (Samuel I.) House	1876-77
1-189-11	Fielding (John C. & Lydia W.) House	1876

Source: HRER (March 2020)

PARKS

The Oakland parks shown in Figure 3 were evaluated in the Community Impact Assessment (CIA) (September 2020) study area which extended 0.25 miles outside the project footprint. The parks in the following list are outside the Section 4(f) study area; therefore, there would be no use under Section 4(f). See Chapter 2, Section 2.3. Parks and Recreational Facilities in the Draft EIR/EA for more detailed information.

- Jefferson Square Dog Park
- Lincoln Square Park and Recreation Center
- Madison Square Park
- Peralta Park
- Estuary Channel Park
- San Francisco Bay Trail

The following parks are within the Section 4(f) study area (Oakland and Alameda); however, there is no use to these parks under Section 4(f). See Chapter 2, Section 2.3. Parks and Recreational Facilities in the Draft EIR/EA for more detailed information.

Channel Park

Channel Park is located in Oakland just north of I-880 and spans either side of the Lake Merritt Channel. Its amenities include a paved path, benches, and public area. The paved path on the western side of the Lake Merritt Channel within Channel Park continues under I-880 and connects with 4th Street. Construction activities would be within the elevated I-880 roadway located above the park. Proposed work would include restriping the I-880 roadway that passes over Channel Park. No construction activities would occur in the park; therefore, there is no use under Section 4(f).

Chinese Garden Park

Chinese Garden Park is located in Oakland adjacent to 6th Street. Its amenities include open space with landscaping and paths, a gazebo/pagoda, and a community center building that is currently used as a child care center and senior center when it is open. Use of the building is dependent on the current tenant.

The proposed improvements listed below are close to or adjacent to the park, but all improvements are outside the legal park boundary; therefore, there is no use under Section 4(f).

- Removal of the NB I-880/Broadway off-ramp, widening of the roadway, and construction of a cycle track.
- Elimination of existing dual right-turn lane on Harrison Street to construct a pedestrian bulb-out and sidewalk.
- Plant grass adjacent to the northwest side of the park.
- Construction of a bulb-out on the corner of 7th and Alice streets.
- New extension of the sidewalk on Alice Street to 6th Street.
- Construction a new 5-foot-wide sidewalk outside of the existing park fence near the south side of the park.

There would be the potential for temporary increases in noise, dust, and visual disturbances from construction equipment. These would mostly occur near the Chinese Garden Park from the viaduct removal and sidewalk installation, but access to the park would be maintained throughout construction.

Avoidance, minimization, and/or mitigation measures and best management practices that were identified in other reports — *Noise Study Report, Air Quality Study Report, and Visual Impact Assessment* — and the development of a TMP will avoid and/or minimize impacts on parks and recreation facilities during construction.

Avoidance and minimization measures are identified in Chapter 2, Section 2.3.4. of the Draft EIR/EA. They would be implemented to address temporary impacts outside of Chinese Garden Park.

Additionally, temporary construction impacts to visual, air, and noise would be minimized with the avoidance and minimization measures described in Chapter 2, Section 2.9. Visual/

Aesthetics, Section 3.6. Air Quality, and Section 3.7. Noise and Vibration. The TMP described in Section 2.8. Traffic and Transportation/Pedestrian and Bicycle Facilities would also avoid and/or minimize impacts to parks and recreation facilities during construction.

Neptune Park

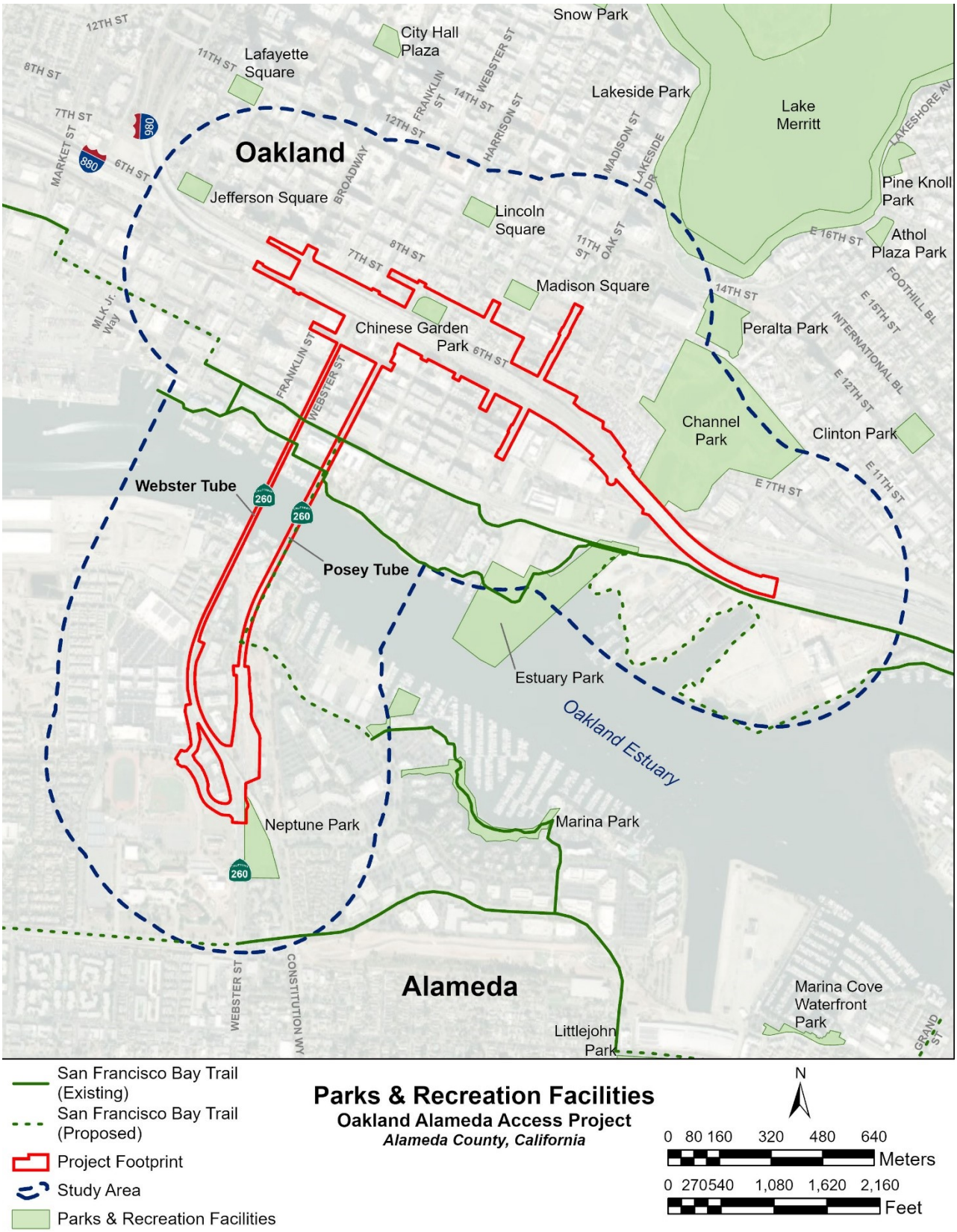
Neptune Park is located in Alameda. Park includes paved walking trail and open space. Proposed improvements within the boundaries of Neptune Park include widening the existing 8-foot-wide sidewalk to 10 feet. Coordination with the City of Alameda is ongoing. The wider sidewalk would provide more space for all users, enhancing the park's activities and attributes and requires that the official with jurisdiction concur that the proposed improvements constitute a transportation enhancement activity and is a Section 4(f) exception to use under 23 CFR 774.13 (g).

To widen the sidewalk, it is anticipated that a 5-foot-wide temporary construction easement would be needed that could extend into the park. The proposed work in the park would be minor, construction would be temporary, and there would be no changes in ownership. Access to Neptune Park would be maintained at all times during construction. The construction easement would not adversely impact the protected activities, features or attributes of the park. The proposed sidewalk widening would meet the criteria for a temporary occupancy exception to Section 4(f) use under 23 CFR 774.13 (d) and 23 CFR 774.13 (g)(1), and it would require that the official with jurisdiction concur with the temporary occupancy No Use determination. Also, there would not be permanent adverse physical impacts or interference with access or protected activities, and the area would be restored after construction. Therefore; there would be no use under Section 4(f).

The following minimization measure is included in Chapter 2, Section 2.3.4 of the Draft EIR/EA, and it would be implemented to address temporary impacts to Neptune Park.

AMM-PRF-1: Restore the property after construction and coordinate with the City of Alameda on the restoration of the disturbed areas.

Additionally, temporary construction impacts to visual, air, and noise would be minimized with the avoidance and minimization measures described in Chapter 2, Section 2.9. Visual/ Aesthetics, Section 3.6. Air Quality, and Section 3.7. Noise and Vibration. The TMP described in Chapter 2, Section 2.8. Traffic and Transportation/Pedestrian and Bicycle Facilities would also avoid and/or minimize impacts on parks and recreational facilities during construction.



Source: CIA (September 2020)

Figure 3. Parks and Recreation Facilities

Appendix B. Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY — Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

November 2019

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page: https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

Toks Omishakin
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

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Noviembre de 2019

DECLARACIÓN DE POLÍTICA DE NO DISCRIMINACIÓN

El Departamento de Transporte de California, bajo el Título VI de la Ley de Derechos Civiles de 1964, asegura que *"Ninguna persona en los Estados Unidos, debido a su raza, color u origen nacional, será excluída de participar, ni se le negarán los beneficios, o será objeto de discriminación, en cualquier programa o actividad que reciba ayuda financiera federal."*

Los estatutos federales relacionados, los remedios, y la ley estatal refuerzan estas protecciones para incluir el sexo, la discapacidad, la religión, la orientación sexual y la edad.

Para información u orientación sobre cómo presentar una queja o para obtener más información relacionada con el Título VI, por favor comuníquese con el Gerente del Título VI al teléfono (916) 324-8379 o visite la siguiente página de Internet: https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi.

Para obtener esta información en un formato alternativo como el Braille o en un lenguaje diferente al inglés, por favor póngase en contacto con la Oficina de Negocios y Oportunidades Económicas del Departamento de Transporte de California, a 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (Teléfono de Texto TTY: 711); o Email Title.VI@dot.ca.gov.

Toks Omishakin
Director

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Appendix C. Glossary of Technical Terms

This appendix briefly explains technical terminology used in the EIR/EA.

Alluvial Deposits	Sediment carried by rivers or streams, such as sand, silt, clay, etc.
Area of Potential Effects	The geographic area within which a project may directly or indirectly impact the character or use of cultural resources.
Basin Plan	A specific plan for water quality control within one of the state's nine hydrologic basins that are under the regulation of a regional water quality control board.
Beneficial Uses	Use of a natural water resource that enhances the social, economic, and/or environmental well-being of the user. Beneficial uses range from municipal and domestic supply to fisheries and wildlife habitat. Twenty-one beneficial uses are defined for the waters of California and are protected against degradation.
Best Management Practice	Any program, technology, process, operating method, measure, or device that controls, prevents, removes, or reduces pollution.
Biological Study Area	The project footprint and adjacent aquatic and terrestrial areas with biological resources that could be affected indirectly by the proposed project, either temporarily or permanently.
California Environmental Quality Act (CEQA)	The statewide law that makes environmental protection a mandatory part of every state and local agency's decision-making process when developing and designing projects.
Collector Road	A low to moderate capacity roadway that moves traffic from local streets to arterial roads.
Couplet	Two one-way streets whose flows combine on one or both ends into a single two-way street.
Cumulative Effects	Project effects that are related to other actions and that have individually insignificant but combined significant impacts.
de minimis	A minor threat that results in no adverse effect.
Design Exceptions	Method required by Caltrans to approve all nonstandard conditions.
Downgradient	At a lower elevation, receiving water runoff or flow.
Environmental Assessment	Environmental document prepared to comply with NEPA. An Environmental Assessment is conducted to determine whether or not a project would have a significant impact(s). The EA leads to either a decision to do an Environmental Impact Statement or Finding of No Significant Impact.
Environmental Impact Report	Environmental document prepared to comply with CEQA. An Environmental Impact Report informs the public of the significant environmental effects associated with the proposed project and measures used to avoid, minimize, or mitigation project impacts.
Encroachment (floodplain)	An action within the limits of a 100-year floodplain.

Endangered	Plant or animal species that are in danger of extinction throughout all or a significant portion of its range.
Estuary	Partially enclosed water bodies with a mixture of freshwater from rivers or streams and saltwater from the ocean.
Exposure Level	With regard to changes in the visual environment, this describes the ability to see an object.
Federal Register	Federal publication that provides official notice of federal administrative hearings, and that issues proposed and final federal administrative rules and regulations.
Finding of No Significant Impact	A NEPA document that outlines why the federal lead agency believes the proposed project would not result in any significant environmental impacts.
Floodplain (100-year)	Area subject to flooding that has a 1% chance of being exceeded in any given year.
Floodplain (500-year)	Area subject to flooding that has a 0.2% chance of being exceeded in any given year.
Fossiliferous	Geologic formation that has the potential to contain fossils.
Fugitive Dust	Small particles that are suspended in the air, such as from exhaust or wind erosion.
Hot Mix Asphalt	A mixture of aggregate rock and asphalt with varying mixing or placing temperatures. Hot mix asphalt is the material used for paved roadways and is also known as asphalt concrete.
Hydromodification	The alteration of water's natural flow through a landscape.
Hydromulching	A spray mixture of water, fiber mulch, and tackifier that is applied to exposed soil to prevent erosion and/or foster revegetation
Independent Utility	A FHWA requirement that requires a single and complete project. The project must not force other improvements that would have additional impacts.
Initial Study	Environmental review document prepared to comply with CEQA. Its purpose it to determine whether the project may have a significant effect on the environment and to identify measures that mitigate project impacts to a less than significant level.
Intactness	With respect to visual quality, the integrity of visual features in the landscape and the extent to which the landscape is free from non-typical visual intrusions.
Lead Agency	Public agency that is primarily responsible for carrying out or approving a project that is subject to environmental review and for preparing the environmental document.
Leading Pedestrian Intervals	Early pedestrian access to enter an intersection before vehicles are given the green light to establish their presence before vehicles are permitted to turn left.
Leq/Leq[h]	Unit used to evaluate sound impacts. It measures the fluctuating sound levels received by a receptor and calculates an average value for the specified time interval (usually one hour).

Level of Service (LOS)	Measures roadway capacity by rating traffic congestion. LOS uses a scale from A to F. LOS A represents uncongested, free-flow conditions, LOS E represents very congested conditions, and LOS F is over capacity and operates at stop-and-go conditions.
Liquefaction	The process by which water-saturated, unconsolidated sediments are transformed into a substance that acts like a liquid, often during an earthquake. Liquefaction can cause serious damage by undermining structure foundations and infrastructure.
Logical Termini	An FHWA requirement that highway projects have rational end points for a transportation improvement and for the environmental impacts review.
Mitigation	The process of compensating for impacts by replacing or providing substitute resources or environments. Mitigation can include avoiding impacts by not taking a certain action, minimizing impacts by limiting the degree of an action, or rectifying impacts by repairing or restoring the affected environment.
National Environmental Policy Act (NEPA)	Federal environmental law that requires federal agencies to assess the environmental effects of proposed federal actions prior to making decisions.
National Pollutant Discharge Elimination System	National program for issuing, modifying, revoking and reissuing, terminating, monitoring, and enforcing permits, and for imposing and enforcing pretreatment requirements under various sections of the Clean Water Act. The statewide Construction General Permit is a National Pollutant Discharge Elimination System general permit issued by the State Water Resources Control Board that applies to projects that disturb one acre or more of land. One of the permit conditions is the contractor must develop and implement a Stormwater Pollution Prevention Plan, which is similar to the Water Pollution Control Plan required by Caltrans' Standard Specification 7-1.01G.
Negative Declaration	Issued upon approval of the environmental review process under CEQA. It states that after completion of an Initial Study, there is no substantial evidence the project will have a significant adverse effect on the environment.
Nonattainment Area	An area that does not meet national primary or secondary ambient air quality standards or that contributes to ambient air quality in a nearby area.
Nonstandard Conditions	Any roadway condition that deviates from accepted standard conditions, which requires special approval from Caltrans.
North American Vertical Datum of 1988 (NAVD 88)	Vertical datums are a benchmark for describing a site's height or elevation in reference to a large geographic extent. These datums are used to measure height (altitude) and depth (depression) above and below mean sea level.
Peak Hour	The period when traffic volume is at its highest.
Pedestrian Hybrid Beacon	A traffic control device used to stop road traffic as needed to allow pedestrians to cross safely. The vehicular signal faces have three sections, consisting of two horizontally arranged circular red sections over a single circular yellow section. There must be at least two PHB signal faces facing each vehicular approach to the crossing. Normal pedestrian signal faces control pedestrian traffic.
Phylogeny	The evolutionary history of a kind of organism.
Point Source	Any discrete conveyance such as a pipe or a man-made ditch.

Project Development Team	A multidisciplinary, technical advisory group that is assembled to review and provide direction on project development.
Project Footprint	The physical extent of all project elements, including utility relocations, staging areas, access, and any temporary construction easements needed for the proposed project.
Project Report	Caltrans report used to program support, ROW, and construction costs.
Project Study Report	Caltrans report that documents consensus among state and local decision makers regarding the viability and appropriateness of a project. It initiates the preliminary engineering and environmental review phase of project development.
Receptors	Term used in air quality and noise technical studies that refers to houses or businesses that could be affected by a project.
Regional Transportation Plan	Long-term plan that identifies and analyzes the region's transportation needs and develops a project priorities framework. It is prepared by the Metropolitan Transportation Commission, the regional agency responsible for transportation planning and funding.
Regulatory Agency	An agency that has jurisdiction by law.
Responsible Agency	A public agency other than the lead agency that is responsible for carrying out or approving a project under CEQA.
Right-of-Way	General term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes.
Roost	The place a bat lives is called its roost.
Ruderal Vegetation	Plant species that are the first to grow in an area and that do well with high levels of disturbance.
Sensitivity	With regard to changes in the visual environment, this describes the ability to recognize an object.
Significance	CEQA defines a "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant" (CEQA Guidelines Section 15382). CEQA requires the lead agency identify each "significant effect on the environment" that will result from the project and avoid or mitigate it.
Special-status Species	Plant or animal species that are: 1) federally listed, proposed for, or a candidate for listing as threatened or endangered; 2) bird species protected under the federal Migratory Bird Treaty Act; 3) protected under state endangered species laws and regulations, plant protection laws, and regulations, Fish and Game codes, or species of special concern listings and policies; or 4) recognized by national, state, or local environmental organizations (e.g., California Native Plant Society).
State Transportation Improvement Program	The California Transportation Commission's priorities for improvements on and off the state highway system. It is updated every two years.

Stillwater elevation	The flood elevation without wave effects.
Stormwater Pollution Prevention Plan	Plan that is prepared to evaluate discharge sources and activities that may affect stormwater runoff, and to implement measures or practices to reduce or prevent such discharges.
Stratigraphic units	Layers of rock that contain the preserved remains or traces of fossil organisms.
Superelevation	How the roadway cross-slopes to the right.
Temporary Construction Easement	Allows Caltrans to temporarily access a property for the purposes of constructing the proposed project.
Threatened	A species that is likely to become endangered in the foreseeable future without special protection.
Tining	The direction of grooves on pavement.
Tribal Cultural Resource	A tribal cultural resource is a California Register of Historical Resources or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource.
Unity	With respect to visual quality, the extent to which all visual elements combine to form a coherent, harmonious visual pattern.
Vehicle Miles Traveled	The total number of miles of vehicle travel divided by the total population in an urbanized area.
Visual Assessment Unit	An area that exhibits a distinct visual character and quality.
Vividness	With respect to visual quality, the extent to which the landscape is memorable and is associated with distinctive, contrasting, and diverse visual elements.

Waters of the United States	As defined in 40 Code of Federal Regulations 230.3(s): 1. All waters that are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the ebb and flow of the tide; 2. All interstate waters including interstate wetlands; 3. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation, or destruction of which could affect interstate or foreign commerce, including any such waters: a. Which are or could be used by interstate or foreign travelers for recreational or other purposes; or b. From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or c. Which are used or could be used for industrial purposes by industries in interstate commerce; 4. All impoundment of waters otherwise defined as waters of the United States under this definition; 5. Tributaries of waters identified in 1-4; 6. The territorial seas; 7. Wetlands adjacent to waters (waters that are not wetlands themselves) identified in 1-6; 8. Waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA (other than cooling ponds as defined in 40 CFR 423.11[m] which also meet the criteria of this definition) are not waters of the United States; 9. Waters of the United States do not include prior converted cropland. Notwithstanding the determination of an area's status as prior converted cropland by any other federal agency, for the purposes of the CWA the final authority regarding CWA jurisdiction remains with the U.S. EPA.
Wetlands	Wetlands are areas that are inundated or saturated by surface or ground water at a frequency and duration that is sufficient to support, and that under normal circumstances do support, vegetation adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.
Wetland Delineation	Determination of the spatial extent of a wetland.

Appendix D. Avoidance, Minimization and/or Mitigation Summary

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] that follows) would be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the proposed project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the proposed project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed and will be filled out as each of the measures is implemented.

Note: Some measures may apply to more than one resource area.

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Environmental Commitments Record

DIST-CO-RTE: DISTRICT 04 – ALA – 880, DISTRICT 04 – ALA – 260 **PM/PM:** I-880 PM 30.47/31.61, SR-260 PM R0.78/R1.90 **EA/Project ID.:** EA 04-0G360/PROJECT ID# 0400000326A

Project Description: The Oakland Alameda Access Project improves mobility and reduces traffic congestion for travelers between I-880 and I-980, the city of Alameda and downtown Oakland neighborhoods; reduces freeway-bound regional traffic on local roadways and within area neighborhoods; improves connectivity and safety for bicyclists and pedestrians within the project area; reduces conflicts between commute, neighborhood and truck traffic; and reduces the barrier effect of I-880.

Date (Last modification): 9/8/2020

Environmental Planner: Lily Mu **Phone No.:** (510) 622-1746

Construction Liaison: Not assigned **Phone No.:**

Resident Engineer: Not assigned **Phone No.:**

Permits

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirement Completed By:	Permit Requirement Completed On:	Comments
Construction General Permit, NPDES	SWRCB	N/A	07/17/2012		TBD	TBD	To obtain coverage under the permit, a Notice of Intent will be submitted before starting construction.

Environmental Commitments

PA&ED

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Cultural Resources	MM-CUL-1 Section 106 Consultation	Draft EIR/EA, Section 2.10.2	Yes	Caltrans Office of Cultural Resource Studies	Caltrans will continue consultation with stakeholders to develop mitigation measures, pursuant to Stipulation XI of the 2014 Section 106 PA and 36 CFR Part 800.6. The mitigation measures will be included in a Memorandum of Agreement (MOA), which will be executed in consultation with the State Historic Preservation Officer (SHPO).					Yes

PS&E/BEFORE RTL

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Community Impact Assessment	MM-CCC-1 Parking Spaces	Draft EIR/EA, Section 2.4.4	Yes	Caltrans Environmental Analysis	To offset potential localized impacts to area businesses associated with the loss of publicly available on-street parking, Caltrans and Alameda CTC will continue to coordinate with the City of Oakland to develop mitigation strategies to address localized impacts to area businesses.					Yes
Community Impact Assessment	PF-COM-1 Utility Relocations	Draft EIR/EA, Section 2.7.2	Yes	Caltrans Environmental Analysis, Contractor	Caltrans will coordinate utility relocation work with the affected utility companies to minimize service disruption to area customers during construction. If previously unknown underground utilities are encountered, the contractor will notify the resident engineer. Caltrans will coordinate with the utility provider to develop plans to address the utility conflict, protect the utility if needed, and limit service interruptions.					No
Community Impact Assessment	PF-TRF-1 Transportation Management Plan (TMP)	Draft EIR/EA, Section 2.8.3	Yes	Caltrans Environmental Analysis, Contractor	• Caltrans will communicate with emergency service providers through the public information program to avoid emergency service delays by ensuring all providers are aware of lane closures well in advance of implementation. Proactive public information systems, such as changeable message signs, will notify travelers of pending construction activities. Also, a TMP will be developed as part of the project to address traffic impacts from staged construction, lane closures, and specific traffic handling concerns, such as emergency access during construction. • During the design phase of the project, prepare a TMP that includes plans for traffic rerouting, a detour plan (if required), and public information procedures with participation from local agencies, transit services, local communities, business associations, and affected drivers. • Early and well-publicized announcements and other public information measures will be implemented prior to and during construction to minimize confusion, inconvenience, and traffic congestion. • Detours will be required, detour routes will be planned in coordination with Caltrans and the cities of Oakland and Alameda traffic departments and will be noticed to emergency service providers, transit operators, and I-880, SR-260, and I-980 users in advance. • Caltrans will coordinate with the cities of Oakland and Alameda to develop and implement a TMP. • The TMP will identify the strategies to be implemented to minimize impacts on those traveling to and through the construction area. • Strategies such as changeable message signs, will notify travelers of pending construction activities.					No
Landscape	PF-VA-1 Preserve Existing Vegetation	Draft EIR/EA, Section 2.9.3	Yes	Caltrans Landscape Architecture, Contractor	Trees, shrubs, and native vegetation will be preserved in place to the extent practicable. Prior to construction, trees will be surveyed and included in plan sets.					No

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Landscape	AMM-VA-1 Vegetation Removal Measures	Draft EIR/EA, Section 2.9.4	Yes	Caltrans Landscape Architecture, Contractor	The project will: • Minimize the removal of groundcover, shrubs, and mature trees to the maximum extent possible. Utilize open areas for contractor staging and storage areas. • Protect existing vegetation outside the clearing and grubbing limits from the contractor's operations, equipment, and materials storage through installation of high visibility temporary fencing around vegetation to be protected. • Provide truck watering of vegetation when automated irrigation is interrupted by construction.					No
Landscape	AMM-VA-2 Vegetation Replacement	Draft EIR/EA, Section 2.9.4	Yes	Caltrans Landscape Architecture	Within Caltrans' ROW, replace removed shrubs at a minimum 1:1 replacement ratio.					No
Visual Resources	AMM-VA-4 Aesthetic Treatments	Draft EIR/EA, Section 2.9.4	Yes	Caltrans Landscape Architecture	Context sensitive retaining wall treatments of color, pattern, and/or texture will be implemented where feasible to reduce visual impacts, glare, and potential for graffiti.					No
Visual Resources	AMM-VA-5 Construction Impact Measures	Draft EIR/EA, Section 2.9.4	Yes	Caltrans Resident Engineer, Contractor	• The resident engineer will be responsible for stating where materials and equipment storage and staging will be situated to minimize visibility from the highway corridor and local streets. If visibility is unavoidable, material and equipment will be visually screened to minimize visibility from the roadway and the receptors. • All construction lighting will be limited to the area of work and will utilize directional lighting and shielding. • Trenching for utilities will be avoided within the drip lines (outer extent of tree branches) of trees and screening shrubs. Directional drilling will be used within the tree drip lines where feasible. • Highway plantings within Caltrans' ROW will be provided where feasible. Caltrans safety-setback requirements will apply for all plantings within state ROW. Street trees, shrubs, and groundcover on local streets will be provided where feasible. • Any roadside vegetation and irrigation systems that are damaged or removed during project construction will be replaced according to Caltrans policy and the requirements of the Cities of Oakland and Alameda.					No
Visual Resources	MM-VA-1 Posey Tube and Approaches Aesthetic Treatments	Draft EIR/EA, Section 2.9.4	Yes	Caltrans Landscape Architecture; Office of Cultural Resource Studies	New concrete retaining walls will receive architectural treatments that are context sensitive. In particular, the Oakland Posey Tube Portal building balustrade walls and related architectural features will be designed in accordance with Section 106 of the NHPA and the Secretary of the Interior's Standards.					Yes
Water Quality	PF-WQ-1 Stormwater Design Features	Draft EIR/EA, Section 3.2.3	Yes	Caltrans Office of Water Quality	The design features to address water quality impacts are a condition of the Caltrans MS4 Permit, MRP, CGP, and other regulatory agency requirements. Details for these stormwater design features or BMPs will be developed and incorporated into the project design and operations prior to project startup.					No

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Water Quality	PF-WQ-2 Maintenance BMPs	Draft EIR/EA, Section 3.2.3	Yes	Caltrans Office of Water Quality	Drain inlet stenciling for bicycle- and pedestrian-accessible inlets within Caltrans' ROW will be designed in accordance with Caltrans Standard Plans and Specifications.					No
Water Quality	PF-WQ-4 Treatment BMPs	Draft EIR/EA, Section 3.2.3	Yes	Caltrans Office of Water Quality	Treatment BMPs will be considered for use on the project based on Caltrans' approved list of treatment BMPs, which have been verified to remove targeted design constituents and provide general pollutant removal. All treatment BMPs will be installed with impermeable liners as needed to reduce the impacts of potentially contaminated groundwater.					No
Water Quality	AMM-WQ-1 Trash Inserts	Draft EIR/EA, Section 3.2.4	Yes	Caltrans Office of Water Quality	Caltrans will consider trash capture inserts for drainage inlets within the project footprint in close coordination with the cities of Oakland and Alameda during the design phase.					No
Other	PF-GE-1 Geotechnical Surveys	Draft EIR/EA, Section 3.3.3	Yes	Caltrans Design East	Geotechnical surveys will be done during the design phase to confirm the existing geologic conditions. Project design will follow Caltrans Standard Specifications and standard engineering practices to address existing subsurface conditions.					No
Biology	PF-NC-1 High Visibility Fencing	Draft EIR/EA, Section 4.1.2	Yes	Caltrans Office of Biological Sciences and Permits, Contractor	Adjacent to the annual grassland area, the project footprint will be delineated with high visibility fencing to avoid ground disturbance adjacent to work and access areas.					No
Biology	AMM-WW-1 Silt and ESA Fence	Draft EIR/EA, Section 4.2.4	Yes	Caltrans, Office of Biological Sciences and Permits, Contractor	If construction is planned to occur within 100 feet of saline emergent Wetlands A and B, a silt fence, an ESA fence, and other construction site BMPs will be placed at the project limits near the wetlands prior to beginning any work in the vicinity. All silt and ESA fencing and other construction site BMPs will be shown on project plans. Silt and ESA fencing will be used to delineate all existing permanent treatment BMPs.					No
Biology	AMM-AS-5 Evaluate and Replace Trees	Draft EIR/EA, Section 4.4.4	Yes	Caltrans Office of Biological Sciences and Permits, Contractor	To minimize impacts to nesting bird and roosting bat habitats: • Tree removal or work within the drip line (the outer extent of tree branches) will be avoided. • Prior to any tree removals or work within the drip line of any tree, a Caltrans-approved arborist will assess tree health. The project will follow the guidance provided by the arborist for tree removals and protective measures. • Six trees will be planted where space allows. • Where feasible, non-native trees that are removed will be replaced with native species. Trees will be planted close to the original removal location if possible, or at a minimum, within the same city or ROW. Caltrans will coordinate with the local jurisdictions if necessary, for tree removal and replacement.					No

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Biology	PF-IS-3 Landscaping Species	Draft EIR/EA, Section 4.6.3	No	Caltrans Office of Biological Sciences and Permits, Contractor	The landscaping included in the project will not use species listed on the California Invasive Plant Inventory.					No
Landscape	AMM-GHG-4 Landscaping	Draft EIR/EA, Section 3.4.3* **Chapter 3*	Yes	Caltrans Landscape Architecture, Contractor	Landscaping reduces surface warming and, through photosynthesis, decreases CO_2. The project will include plantings in the medians and roadsides. These plantings will help offset any potential CO_2 emissions increase through carbon sequestration and reducing the heat island effect.					No
Other	AMM-GHG-5 Lighting	Draft EIR/EA, Section 3.4.3* **Chapter 3*	Yes	Caltrans Design East, Contractor	The project will incorporate the use of energy-efficient lighting and traffic signals.					No

ROW/PURCHASING

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
					No environmental commitments during ROW/Purchasing.					

PRE-CONSTRUCTION

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Community Impact Assessment	AMM-CCC-1 Notice to Vacate	Draft EIR/EA, Section 2.4.4	No	Caltrans Environmental Analysis, Contractor	For unsheltered occupancy, prior to construction adequate prior notices will be conspicuously posted (no less than along all exterior boundaries and at all roads, sidewalks, and trails entering Caltrans' ROW, City of Oakland ROW, and City of Alameda ROW). For Caltrans' ROW, multiple Notices to Vacate allow 72-hours to give adequate notice for occupants to leave with their personal property. The Notice to Vacate is a template and as needed information will be added where social services and shelter may be obtained in the surrounding neighborhoods. For the City of Oakland ROW and the City of Alameda ROW, notices will also posted 72-hours in advance with information on where belongings will be stored and how to retrieve them.					No

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Community Impact Assessment	PF-COM-1 Utility Relocations	Draft EIR/EA, Section 2.7.2	Yes	Caltrans Environmental Analysis, Contractor	Caltrans will coordinate utility relocation work with the affected utility companies to minimize service disruption to area customers during construction. If previously unknown underground utilities are encountered, the contractor will notify the resident engineer. Caltrans will coordinate with the utility provider to develop plans to address the utility conflict, protect the utility if needed, and limit service interruptions.					No
Community Impact Assessment	PF-TRF-1 Transportation Management Plan (TMP)	Draft EIR/EA, Section 2.8.3	Yes	Caltrans Environmental Analysis, Contractor	• Caltrans will communicate with emergency service providers through the public information program to avoid emergency service delays by ensuring all providers are aware of lane closures well in advance of implementation. Proactive public information systems, such as changeable message signs, will notify travelers of pending construction activities. Also, a TMP will be developed as part of the project to address traffic impacts from staged construction, lane closures, and specific traffic handling concerns, such as emergency access during construction. • During the design phase of the project, prepare a TMP that includes plans for traffic rerouting, a detour plan (if required), and public information procedures with participation from local agencies, transit services, local communities, business associations, and affected drivers. • Early and well-publicized announcements and other public information measures will be implemented prior to and during construction to minimize confusion, inconvenience, and traffic congestion. • Detours will be required, detour routes will be planned in coordination with Caltrans and the cities of Oakland and Alameda traffic departments and will be noticed to emergency service providers, transit operators, and I-880, SR-260, and I-980 users in advance. • Caltrans will coordinate with the cities of Oakland and Alameda to develop and implement a TMP. • The TMP will identify the strategies to be implemented to minimize impacts on those traveling to and through the construction area. • Strategies such as changeable message signs, will notify travelers of pending construction activities.					No
Community Impact Assessment	AMM-TRF-1 Parking Restrictions	Draft EIR/EA, Section 2.8.4	Yes	Caltrans Environmental Analysis, Contractor	During construction of the project, some on-street parking restrictions may be required on a temporary basis. Measures will be evaluated to address the temporary loss of parking within the City of Oakland.					No
Community Impact Assessment	AMM-TRF-2 Temporary Parking Removal Notification	Draft EIR/EA, Section 2.8.4	No	Caltrans Environmental Analysis	Prior to construction, information will be provided to neighborhoods and businesses in the project study area about other parking opportunities and available transportation in lieu of driving to address the temporary removal of on- and off-street parking.					No
Community Impact Assessment	AMM-TRF-3 Laney College	Draft EIR/EA, Section 2.8.4	Yes	Caltrans Environmental Analysis	Coordinate with Laney College to maintain access to and circulation within the parking lot during construction.					No

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Community Impact Assessment	AMM-TRF-4 AC Transit	Draft EIR/EA, Section 2.8.4	No	Caltrans Environmental Analysis	Caltrans will coordinate with AC Transit to coordinate and provide advance public notifications of temporary bus stop relocations.					No
Water Quality	PF-WQ-5 SWPPP	Draft EIR/EA, Section 3.2.3	No	Contractor	The CGP, Caltrans, and local standards require the project's contractor to implement a SWPPP to comply with the conditions of the CGP. The SWPPP will be submitted by the contractor and approved by Caltrans prior to the start of construction. The SWPPP will detail the measures needed to prevent temporary water quality impacts resulting from construction activities. The SWPPP will also include development of a Construction Site Monitoring Program that details procedures and methods related to the visual monitoring, sampling, and analysis plans.					No
Water Quality	PF-WQ-6 Obtain CGP Coverage	Draft EIR/EA, Section 3.2.3	No	Contractor	Prior to any soil disturbance, a Notice of Intent will be filed with the SWRCB's Stormwater Multiple Application and Report Tracking System (SMART). In addition to filing a Notice of Intent, all dischargers must electronically file Permit Registration Documents, Notice of Termination, changes of information, sampling and monitoring information, annual reporting, and other required compliance documents through SMART.					No
Paleontology	AMM-PAL-1 Paleontological Mitigation Plan (PMP)	Draft EIR/EA, Section 3.4.4	No	Caltrans Office of Cultural Resource Studies	Prior to construction, the PMP will be updated by a qualified project paleontologist (as defined in the Caltrans SER). It will emphasize construction worker training, on-call monitoring program, and protocols for salvage and recovery operations. All requirements identified in the updated PMP will be followed during construction.					No
Hazardous Waste	AMM-HW-1 Lead in Soils	Draft EIR/EA, Section 3.5.4	No	Caltrans Office of Environmental Engineering	The site investigation plan will collect and analyze soil samples in areas near roadways or painted structures that are potentially contaminated with ADL or LBP dust and where surface soil will be disturbed. Areas of focus will include swales, ditches, and other low areas where runoff may have carried lead-contaminated particles from ADL vehicle emissions or painted structure weathering. Due to multiple potential sources and transport mechanisms (i.e., air emissions and stormwater flows), the sampling investigation plan will develop a statistical approach for sample collection in areas planned for soil disturbance during construction.					No
Hazardous Waste	AMM-HW-2 ACM Investigation	Draft EIR/EA, Section 3.5.4	No	Caltrans Office of Environmental Engineering	An ACM investigation will be performed by an inspector certified by Asbestos Hazardous Emergency Response Act under TSCA Title II and certified by California OSHA under the state of California's rules and regulations (CCR, Section 1529).					No
Hazardous Waste	AMM-HW-3 LBP Abatement	Draft EIR/EA, Section 3.5.4	No	Caltrans Office of Environmental Engineering	LBP surveys will be conducted prior to demolition of structures built before 1978. LBP abatement will be performed by a certified contractor.					No
Hazardous Waste	AMM-HW-4 Contaminant Characterization	Draft EIR/EA, Section 3.5.4	No	Caltrans Office of Environmental Engineering	Groundwater and/or soil contaminants will be characterized prior to construction as part of the site investigation.					No

<table>
<tr><th>Category</th><th>Task and Brief Description</th><th>Source (Chapter 2)</th><th>Included in PS&E Package</th><th>Responsible Branch/Staff</th><th>Action to Comply</th><th>Due Date</th><th>Task Completed By</th><th>Task Completed On</th><th>Remarks</th><th>Mitigation for Significant Impacts Under CEQA?</th></tr>
<tr><td>Noise</td><td>AMM-VIB-2 Vibration Monitoring</td><td>Draft EIR/EA, Section 3.7.4</td><td>No</td><td>Caltrans Office of Environmental Engineering, Contractor</td><td>Structural conditions for all buildings, including the historic buildings listed in AMM-VIB-1, located within 25 feet of heavy construction and within 75 feet of vibratory pile driving prior to, during, and after vibration-generating construction activities will be documented, including the following tasks:
• Identification of sensitivity to groundborne vibration of structures and operations located within 25 feet of heavy construction and within 75 feet of vibratory pile driving.
• Performance of a pre- and post-condition assessment through observation and measurements, plans, photographs, and any other data the qualified preparer may deem appropriate for all structures located within the exceedance distances (in the table below), based on the determination made as to the sensitivity of the structure to damage due to construction vibration.
Distance to Exceedance of Vibration Limit by Structure Type
<table><tr><th rowspan="2">Structure Type (Threshold)</th><th colspan="2">Distance to Exceedance of Threshold, feet[1]</th></tr><tr><th>Vibratory Pile Driving</th><th>Other Heavy Construction</th></tr><tr><td>Historic Buildings (0.25 in/sec PPV)</td><td>75 feet</td><td>25 feet</td></tr><tr><td>Older Residences (0.3 in/sec PPV)</td><td>60 feet</td><td>20 feet</td></tr><tr><td>New Residential and Commercial/Industrial Buildings (0.5 in/sec PPV)</td><td>40 feet</td><td>12 feet</td></tr></table>[1]These levels calculated assuming normal propagation conditions, using a standard equation of PPVeqmt-PPVref * (25/D) ^{1.1}, from Caltrans, September 2013.
• Conduct a post-survey on structures where complaints of damage occurred. Make appropriate repairs in accordance with the Secretary of the Interior’s Standards where damage has occurred as a result of construction activities.
The resident engineer will designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person will be clearly posted at the construction site.</td><td></td><td></td><td></td><td></td><td>No</td></tr>
<tr><td>Biology</td><td>PF-WW-2 Protect Environmentally Sensitive Areas</td><td>Draft EIR/EA, Section 4.2.3</td><td>No</td><td>Caltrans Office of Biological Sciences and Permits, Resident Engineer, Contractor</td><td>Before the start of construction, ESAs (defined as areas containing sensitive habitats adjacent to or within construction work areas for which physical disturbance is not allowed) will be clearly delineated in all construction work areas using temporary high-visibility fencing (ESA fencing). Construction work areas will include the active construction site and all areas providing support for the project, including areas used for vehicle parking, equipment and material storage and staging, and access roads. No construction activity will take place within ESAs and no personnel, materials, or equipment will be placed within ESAs. The ESA fencing will remain in place throughout the duration of construction activities, will be inspected regularly, and fully maintained at all times. The final project plans will show all locations where the fencing will be installed and will provide installation specifications. The bid solicitation package special provisions will clearly describe acceptable fencing material and prohibited construction-related activities, including vehicle operation, material and equipment storage, access roads, and other surface-disturbing activities within ESAs.</td><td></td><td></td><td></td><td></td><td>No</td></tr>
</table>

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Biology	AMM-WW-1 Silt and ESA Fence	Draft EIR/EA, Section 4.2.4	Yes	Caltrans Office of Biological Sciences and Permits, Contractor	If construction is planned to occur within 100 feet of saline emergent Wetlands A and B, a silt fence, an ESA fence, and other construction site BMPs will be placed at the project limits near the wetlands prior to beginning any work in the vicinity. All silt and ESA fencing and other construction site BMPs will be shown on project plans. Silt and ESA fencing will be used to delineate all existing permanent treatment BMPs.					No
Biology	AMM-AS-1 Pre-construction Nesting Bird Surveys	Draft EIR/EA, Section 4.4.4	No	Caltrans Office of Biological Sciences and Permits, Contractor	• Pre-construction surveys for nesting birds will be conducted by a qualified Caltrans-approved biologist no more than 48 hours prior to starting construction activities during the nesting season (February 1-September 30). Surveys will cover any potential nesting sites within 300 feet of construction activity. • Active nest sites will be designated as environmentally sensitive areas and identified with appropriate markers for the duration eggs or juvenile birds are nest-dependent. • A qualified Caltrans-approved biologist will develop buffer recommendations that are site specific and at an appropriate distance that will protect normal bird behavior to prevent nesting failure or abandonment. Buffers will be in place for the duration eggs or juvenile birds are nest-dependent. • The qualified Caltrans-approved biologist will monitor the behavior of the birds (adults and young when present) at the nest site to ensure they are not disturbed by project construction. Nest monitoring will continue during construction until the biologist has confirmed the young have fully fledged (have completely left the nest site and are no longer dependent on the parents). If it is necessary to prevent birds from nesting at a specific location within the construction area, a nesting bird exclusion plan will be prepared by the contractor. It will specify what Caltrans-approved exclusion measures can be used under what conditions. The exclusion plan will be approved by Caltrans prior to implementation.					No
Biology	AMM-AS-2 Pre-construction Bat Survey	Draft EIR/EA, Section 4.4.4	No	Caltrans Office of Biological Sciences and Permits, Contractor	No more than 48 hours prior to tree removal and structural modifications or demolition, a qualified, Caltrans-approved biologist will conduct a pre-construction survey of trees and structures slated for removal for crevices and cavities that can provide bat roosting habitat or support active bat roosts. If an active roost is observed, a no-disturbance buffer zone will be implemented, and avoidance measures will be developed and approved by Caltrans.					No
Biology	AMM-AS-5 Evaluate and Replace Trees	Draft EIR/EA, Section 4.4.4	Yes	Caltrans Office of Biological Sciences and Permits, Contractor	To minimize impacts to nesting bird and roosting bat habitats: • Tree removal or work within the drip line (the outer extent of tree branches) will be avoided. • Prior to any tree removals or work within the drip line of any tree, a Caltrans-approved arborist will assess tree health. The project will follow the guidance provided by the arborist for tree removals and protective measures. • Six trees will be planted where space allows. • Where feasible, non-native trees that are removed will be replaced with native species. Trees will be planted close to the original removal location if possible, or at a minimum, within the same city or ROW. Caltrans will coordinate with the local jurisdictions if necessary, for tree removal and replacement.					No

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Other	AMM-GHG-3 Local Sourcing	Draft EIR/EA, Section 3.3.2* **Chapter 3*	No	Contractor	The contractor will, where feasible, use local sources of materials and local disposal sites to reduce emissions associated with transport of construction materials to and from the site.					No

CONSTRUCTION

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/ Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Community Impact Assessment	AMM-PRF-1 Neptune Park Restoration	Draft EIR/EA, Section 2.3.4	No	Caltrans Environmental Analysis, Contractor	Restore Neptune Park after construction and coordinate with the City of Alameda on the restoration of the disturbed areas. Access at all times will be maintained to Neptune Park during construction.					No
Community Impact Assessment	PF-COM-1 Utility Relocations	Draft EIR/EA, Section 2.7.2	Yes	Caltrans Environmental Analysis, Contractor	Caltrans will coordinate utility relocation work with the affected utility companies to minimize service disruption to area customers during construction. If previously unknown underground utilities are encountered, the contractor will notify the resident engineer. Caltrans will coordinate with the utility provider to develop plans to address the utility conflict, protect the utility if needed, and limit service interruptions.					No
Community Impact Assessment	PF-TRF-1 Transportation Management Plan (TMP)	Draft EIR/EA, Section 2.8.3	Yes	Caltrans Environmental Analysis, Contractor	• Caltrans will communicate with emergency service providers through the public information program to avoid emergency service delays by ensuring all providers are aware of lane closures well in advance of implementation. Proactive public information systems, such as changeable message signs, will notify travelers of pending construction activities. Also, a TMP will be developed as part of the project to address traffic impacts from staged construction, lane closures, and specific traffic handling concerns, such as emergency access during construction. • During the design phase of the project, prepare a TMP that includes plans for traffic rerouting, a detour plan (if required), and public information procedures with participation from local agencies, transit services, local communities, business associations, and affected drivers. • Early and well-publicized announcements and other public information measures will be implemented prior to and during construction to minimize confusion, inconvenience, and traffic congestion. • Detours will be required, detour routes will be planned in coordination with Caltrans and the cities of Oakland and Alameda traffic departments and will be noticed to emergency service providers, transit operators, and I-880, SR-260, and I-980 users in advance. • Caltrans will coordinate with the cities of Oakland and Alameda to develop and implement a TMP.					No

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/ Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
					• The TMP will identify the strategies to be implemented to minimize impacts on those traveling to and through the construction area. • Strategies such as changeable message signs, will notify travelers of pending construction activities.					
Community Impact Assessment	PF-TRF-2 Construction Site Security	Draft EIR/EA, Section 2.8.3	No	Contractor	• The contractor will coordinate with Caltrans to access areas within their ROW. The contractor will be responsible for securing all work zones in and around the construction sites, including staging areas within Caltrans' ROW. • Security of the project work zones will be the responsibility of the contractor through construction.					No
Community Impact Assessment	AMM-TRF-1 Parking Restrictions	Draft EIR/EA, Section 2.8.4	Yes	Caltrans Environmental Analysis, Contractor	During construction of the project, some on-street parking restrictions may be required on a temporary basis. Measures will be evaluated to address the temporary loss of parking within the City of Oakland.					No
Community Impact Assessment	AMM-TRF-2 Temporary Parking Removal Notification	Draft EIR/EA, Section 2.8.4	No	Caltrans Environmental Analysis	Prior to construction, information will be provided to neighborhoods and businesses in the project study area about other parking opportunities and available transportation in lieu of driving to address the temporary removal of on- and off-street parking.					No
Community Impact Assessment	AMM-TRF-3 Laney College	Draft EIR/EA, Section 2.8.4	Yes	Caltrans Environmental Analysis	Coordinate with Laney College to maintain access to and circulation within the parking lot during construction.					No
Community Impact Assessment	AMM-TRF-4 AC Transit	Draft EIR/EA, Section 2.8.4	No	Caltrans Environmental Analysis	Caltrans will coordinate with AC Transit to coordinate and provide advance public notifications of temporary bus stop relocations.					No
Landscape	PF-VA-1 Preserve Existing Vegetation	Draft EIR/EA, Section 2.9.3	Yes	Caltrans Landscape Architecture, Contractor	Trees, shrubs, and native vegetation will be preserved in place to the extent practicable. Prior to construction, trees will be surveyed and included in plan sets.					No
Landscape	AMM-VA-1 Vegetation Removal Measures	Draft EIR/EA, Section 2.9.4	Yes	Caltrans Landscape Architecture, Contractor	The project will: • Minimize the removal of groundcover, shrubs, and mature trees to the maximum extent possible. Utilize open areas for contractor staging and storage areas. • Protect existing vegetation outside the clearing and grubbing limits from the contractor's operations, equipment, and materials storage through installation of high visibility temporary fencing around vegetation to be protected. • Provide truck watering of vegetation when automated irrigation is interrupted by construction.					No
Landscape	AMM-VA-3 Revegetation Planting	Draft EIR/EA, Section 2.9.4	No	Contractor	Disturbed areas will be treated with hydroseed erosion control grasses and locally native grasses if appropriate.					No

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/ Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Visual Resources	AMM-VA-5 Construction Impact Measures	Draft EIR/EA, Section 2.9.4	Yes	Contractor	• The resident engineer will be responsible for stating where materials and equipment storage and staging will be situated to minimize visibility from the highway corridor and local streets. If visibility is unavoidable, material and equipment will be visually screened to minimize visibility from the roadway and the receptors. • All construction lighting will be limited to the area of work and will utilize directional lighting and shielding. • Any roadside vegetation and irrigation systems that are damaged or removed during project construction will be replaced according to Caltrans policy and the requirements of the cities of Oakland and Alameda. • Trenching for utilities will be avoided within the drip lines (outer extent of tree branches) of trees and screening shrubs. Directional drilling will be used within the tree drip lines where feasible. • Highway plantings within Caltrans' ROW will be provided where feasible. Caltrans safety-setback requirements will apply for all plantings within state ROW. Street trees, shrubs, and groundcover on local streets will be provided where feasible. • Any roadside vegetation and irrigation systems that are damaged or removed during project construction shall be replaced according to Caltrans policy and the requirements of the Cities of Oakland and Alameda.					No
Cultural Resources	PF-CUL-1 Cultural Resource Discovery	Draft EIR/EA, Section 2.10.1	No	Caltrans Office of Cultural Resource Studies, Contractor	If cultural materials are discovered during construction, all ground disturbing activity within a 60-foot radius of the discovery will be diverted until a Caltrans Professionally Qualified Archaeologist is contacted to assess the nature and significance of the find.					No
Cultural Resources	PF-CUL-2 Human Remains	Draft EIR/EA, Section 2.10.1	No	Caltrans Office of Cultural Resource Studies, Contractor	If Caltrans Professionally Qualified Staff determines that cultural materials contain human remains, State Health and Safety Code Section 7050.5 states that further disturbances and activities should stop in any area or nearby area suspected to overlie remains. Caltrans' Cultural Resources Studies Office will contact the Alameda County Coroner. Pursuant to CA PRC Section 5097.98, if the coroner believes the remains are Native American, the coroner will notify the NAHC, which will then notify the Most Likely Descendent. The Caltrans, District 4, Cultural Resources Studies Office will work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.					No

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/ Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Cultural Resources	AMM-CUL-1 WEAT and Sensitivity Training	Draft EIR/EA, Section 2.10.2	No	Caltrans Office of Cultural Resource Studies, Contractor	Before commencing construction, a qualified Caltrans-approved archaeologist will conduct a worker environmental awareness training (WEAT) program for all on-site construction personnel. No construction worker will be involved in field operations without having participated in the WEAT program, which will include at a minimum: • Review of archaeology, history, prehistory, and Native American cultures associated with historical resources in the project vicinity. • Review of applicable local, state, and federal ordinances, laws, and regulations pertaining to historic preservation and Native American resources. • Discussion of procedures to be followed if unanticipated cultural resources or human remains are discovered during construction. • Discussion of disciplinary and other actions that could be taken against persons violating applicable laws and Caltrans policies. All construction crew members and contractors who attend the WEAT program will sign a form indicating that they attended the training and understand the information. Follow-up training will be conducted, as needed, with at least one annual refresher. New workers and construction staff will participate in the WEAT program prior to beginning work on-site. A record of all trained personnel will be kept on-site with the resident engineer and will be available for review upon request.					No
Water Quality	PF-WQ-3 Permanent Erosion Control BMPs	Draft EIR/EA, Section 3.2.3	No	Contractor	Permanent erosion control BMPs will be implemented prior to, during, and after construction to prevent silt and sediment from entering drainage facilities and discharging to the Oakland Estuary or the Lake Merritt Channel. Permanent erosion control measures will be applied to all exposed areas once grading or soil disturbance work is completed as a permanent measure to achieve final slope stabilization. These measures may include hydraulically applying a combination of hydroseed, hydromulch, straw, tackifier, and compost to promote vegetation establishment, and installing fiber rolls to prevent sheet flow from concentrating and causing gullies.					No
Water Quality	PF-WQ-7 Construction BMPs	Draft EIR/EA, Section 3.2.3	No	Caltrans Resident Engineer, Contractor	Temporary construction site BMPs will be implemented during construction to prevent any construction materials or debris from entering storm drains or drainage ditches within the project's vicinity. Temporary impacts to water quality during construction will be avoided or minimized by implementing temporary construction site BMPs. Typical construction site BMPs that will be considered for this project are listed in the following table. The selected BMPs are consistent with the practices required under the CGP. The actual minimum temporary construction site BMPs necessary for the project to comply with the CGP, Caltrans' *Construction Site Best Management Practices Manual,* and local standards will be determined during the design phase. Protective measures will be included in the contract documents, including, at a minimum: • No discharge of pollutants from vehicles and equipment cleaning will be allowed into the storm drain or water courses. • Vehicle and equipment fueling, and maintenance operations must be at least 50 feet away from water courses and storm drain inlets. • Dust control will be implemented, including the use of water trucks and tackifiers to control dust in excavation and fill areas, applying drain rock to temporary access					No

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/ Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
					road entrances and exits, and covering temporary stockpiles when weather conditions require. • Work areas where temporary disturbance has removed pre-existing vegetation will be restored and reseeded with a seed mix. Native seed mixes will be used where feasible. • Graded areas will be protected from erosion using a combination of silt fences, biodegradable fiber rolls along the toe of slopes or along edges of designated staging areas, and erosion-control biodegradable netting such as jute or coir, as appropriate. Biodegradable fiber rolls will be installed along or at the base of slopes during construction to capture sediment, and temporary biodegradable hydromulching will be applied to all unfinished disturbed and graded areas. Installation of BMPs with monofilament netting is strictly prohibited. • A water quality inspector will inspect the site before and after a qualifying rain event to ensure that stormwater BMPs are adequate. A rain event is defined to be any storm that produces or is forecasted to produce at least 0.5 inch of precipitation at the time of discharge with a 72-hour dry period between events.					

Construction BMP	Purpose
Soil Stabilization	
Move-in/Move-out	Mobilization locations where permanent erosion control or revegetation to sustain slopes is required within the project.
Temporary cover	Plastic covers for stockpiles.
Sediment Control	
Temporary fiber rolls	Degradable fibers rolled tightly and placed on the toe and face of slopes to intercept runoff.
Temporary silt fence	Linear, permeable fabric barriers to intercept sediment-laden sheet flow that are placed downslope of exposed soil areas, along channels, and the project's perimeter.
Temporary drainage inlet protection	Runoff detainment devices used at storm drain inlets that are subject to runoff from construction activities.
Tracking Control	
Temporary construction entrances/exits	Points of entrance/exit to a construction site that are stabilized to reduce the tracking of mud and dirt onto public roads.
Street sweeping	Removal of tracked sediment to prevent them from entering a storm drain or water body.

Construction BMP	Purpose
Non-Stormwater Management	
Dewatering operations	Dewatering activities associated with stormwater and non-stormwater to prevent the discharge of pollutants from a construction site.
Waste Management and Materials Pollution Control	
Temporary concrete washout facilities	Specified vehicle washing areas that contain concrete waste materials.
Job Site Management	
General measures	• Spill prevention and control • Materials management • Stockpile management • Waste management • Hazardous waste management • Contaminated soil • Concrete waste • Sanitary, septic, and liquid waste
Non-stormwater management	• Water control and conservation • Illegal connection and discharge detection and reporting • Vehicle and equipment cleaning • Vehicle and equipment fueling and maintenance • Paving, sealing, saw cutting, and grinding operations • Thermoplastic striping and pavement markers • Concrete curing and concrete finishing
Miscellaneous	Training of employees and subcontractors on site BMPs.

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Water Quality	PF-WQ-8 Dewatering	Draft EIR/EA, Section 3.2.3	No	Contractor	Dewatering activities will comply with the Caltrans Standard Specifications and *Field Guide to Construction Site Dewatering.*					No
Water Quality	PF-WQ-9 Spill Response	Draft EIR/EA, Section 3.2.3	No	Contractor	A spill will trigger immediate response actions to report, contain, and mitigate the incident. The contractor will follow the California Office of Emergency Services Hazardous Materials Incident Contingency Plan, which provides response procedures for spills involving hazardous materials. The plan designates a chain of command for notification, evacuation, response, and cleanup of spills.					No

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Paleontology	AMM-PAL-2 WEAT	Draft EIR/EA, Section 3.4.4	No	Caltrans Office of Geotechnical Design West, Contractor	All construction crew members must receive a paleontologically focused WEAT prior to ground disturbance activities. This training will be developed and presented by a qualified project paleontologist and will contain fossil identification guidance, discovery protocol, and contact information for the qualified paleontological monitor. All personnel who receive the training will sign a form to document that they have taken the training. A record of all trained personnel will be kept on-site with the resident engineer and will be available for review upon request.					No
Paleontology	AMM-PAL-3 Paleontological Monitoring	Draft EIR/EA, Section 3.4.4	No	Caltrans Office of Geotechnical Design West	A qualified paleontological monitor will be available on an on-call basis to inspect excavations deeper than 10 feet bgs. If fossils are discovered, the qualified paleontological monitor or crew will notify the resident engineer who will halt construction within 100 feet of the resource. The resident engineer will contact the on-call qualified paleontologist monitor who will evaluate the discovery and consult with Caltrans, museum repositories, and local experts, as applicable, to determine if salvage, recovery, and/or curation efforts are required per the PMP.					No
Paleontology	AMM-PAL-4 Salvage and Recovery Operations	Draft EIR/EA, Section 3.4.4	No	Caltrans Office of Geotechnical Design West	Salvage and recovery methods described in the PMP will be followed during construction. Upon discovery, the qualified paleontological monitor will temporarily flag the discovery site as an ESA until salvage and recovery operations are complete. Construction work within the ESA and its 100-foot-wide buffer will be halted or diverted by the resident engineer to allow the prompt recovery of fossils.					No
Paleontology	AMM-PAL-5 Donation to Repository Institution	Draft EIR/EA, Section 3.4.4	No	Caltrans Office of Geotechnical Design West	The PMP will outline the protocol for obtaining adequate storage of fossils in a recognized repository institution for salvaged or recovered specimens. This protocol will be followed during construction. A complete set of field notes, geologic maps, and stratigraphic sections will accompany the fossil collections.					No
Hazardous Waste	PF-HW-1 Yellow Paint and Thermoplastic	Draft EIR/EA, Section 3.5.3	No	Caltrans Office of Environmental Engineering, Contractor	Caltrans specification SSP 14-11.12 (2018) will be included in the contract specifications and implemented during construction to contain any debris produced during yellow thermoplastic and yellow paint removal.					No
Hazardous Waste	PF-HW-2 Treated Wood Waste	Draft EIR/EA, Section 3.5.3	No	Caltrans Office of Environmental Engineering, Contractor	The project will follow the Caltrans Construction Manual with regards to TWW. Caltrans SSP 14-11.14_A10-19-18_2018 will be included in the contract specifications. The DTSC requires that TWW either be disposed of as hazardous waste or, if not tested, the generator may presume that TWW is a hazardous waste and manage the waste using DTSC's Alternative Management Standards, as described in 22 CCR 67386.1–67386.12.					No
Hazardous Waste	PF-HW-3 Material Disposal	Draft EIR/EA, Section 3.5.3	No	Contractor	Material that is removed or modified will be handled and disposed of in accordance with all local, state, and federal requirements. The contractor will follow material and waste handling according to Caltrans SSP Sections 13 Water Pollution Control, 14-10 Solid Waste Disposal and Recycling, and 14-11 Hazardous Waste and Contamination.					No

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Hazardous Waste	AMM-HW-5 Unexpected Contamination	Draft EIR/EA, Section 3.5.4	No	Contractor	If soil, groundwater, or other environmental media with suspected contamination is encountered unexpectedly during construction (e.g., identified by odor or visual staining or if any USTs, abandoned drums, or other hazardous materials/wastes are encountered), work in the vicinity will be stopped, the area will be secured as needed, and all appropriate measures will be taken to protect human health and the environment. Appropriate measures will include notification of relevant regulatory agency(s), such as the RWQCB, DTSC, and Alameda County Department of Environmental Health. The project will comply with the various regulatory agencies' laws, regulations, and policies.					No
Hazardous Waste	AMM-HW-6 Contaminated Soil Handling	Draft EIR/EA, Section 3.5.4	No	Contractor	Soil generated by construction activities will be stockpiled on-site in a secure and safe manner. All contaminated soils will be sampled and analyzed prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling, handling, and transport procedures for reuse or disposal will be in accordance with applicable local, state, and federal agencies' laws, in particular RWQCB, DTSC, and Alameda County Department of Environmental Health. Additionally, soil samples will be analyzed as required by the accepting landfill.					No
Hazardous Waste	AMM-HW-7 Dewatering Treatment and Disposal	Draft EIR/EA, Section 3.5.4	No	Contractor	Groundwater pumped from the subsurface will be contained on-site in a secure and safe manner and sampled and analyzed prior to treatment and disposal. The project will comply with applicable local, state, and federal laws, regulations, and policies to avoid health and environmental impacts.					No
Air Quality	PF-AQ-1 Dust Control	Draft EIR/EA, Section 3.6.3	No	Contractor	The construction contractor will comply with Caltrans Standard Specifications in Sections 10-5 and 14. Section 10-5 requires application of dust palliatives, application of temporary soil stabilization, and management of material stockpiles. Section 14 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. Section 14 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are described in Section 18.					No
Air Quality	AMM-AQ-1 Dust Control	Draft EIR/EA, Section 3.6.4	No	Contractor	The project will minimize fugitive dust. The following measures will be implemented to control fugitive dust: • All vehicle speeds on unpaved roads will be limited to 15 mph. • Stabilization of disturbed areas will be done as soon as possible (including paving and vegetation establishment). • When average wind speeds exceed 20 mph, excavation, grading, and/or demolition activities will be avoided where feasible to minimize airborne dust. • Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly. • Construction activities (such as excavation, grading, and ground-disturbing) will be phased to reduce the number of disturbed surfaces at any one time to the extent feasible. • A publicly visible sign will be posted with the resident engineer's telephone number to contact regarding dust complaints. This person will respond to any complaints and take corrective action within 48 hours. The BAAQMD phone number will also be visible to ensure compliance with applicable regulations.					No

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Air Quality	AMM-AQ-2 Exhaust Emissions	Draft EIR/EA, Section 3.6.4	No	Contractor	Measures to reduce exhaust emissions and PM_{10}, $PM_{2.5}$, and diesel PM from construction will be incorporated to the extent feasible to ensure that short-term health impacts to nearby sensitive receptors are avoided. Such measures may include: • Idling time of diesel-powered construction equipment and trucks shall be limited to no more than two minutes. Clear signage of this idling restriction shall be provided for construction workers at all access points. • All construction equipment will be maintained and properly tuned in accordance with manufacturer's specifications. All equipment will be checked by a certified mechanic and determined to be running in proper condition prior to operation. • All construction equipment will use low sulfur fuel as required by CA Code of Regulations Title 17, Section 93114. • All off-road equipment over 25 horsepower that will be operated for more than 20 hours over the entire duration of construction will either be zero emissions or have engines that meet or exceed either U.S. EPA or CARB's Tier 2 off-road emission standards. This equipment will also have engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), if one is available for the equipment being used. Equipment with engines that meet Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement; therefore, a VDECS will not be required. • To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local streets during peak travel times. • Portable diesel generators will not be used. Grid power electricity will be used to provide power at construction sites; or propane and natural gas generators may be used when grid power electricity is not feasible.					No
Noise	PF-NOI-1 Noise Control	Draft EIR/EA, Section 3.7.4	No	Contractor	All construction activities will conform to Section 14-8.02, Noise Control of the latest Caltrans Standard Specifications.					No
Noise	PF-NOI-2 Noise Complaints	Draft EIR/EA, Section 3.7.4	No	Contractor	The resident engineer will be responsible for collecting and responding to any complaints related to construction noise.					No
Noise	AMM-NOI-1 Equipment Idling	Draft EIR/EA, Section 3.7.4	No	Contractor	Unnecessary idling of internal combustion engines within 100 feet of residences will be strictly prohibited.					No
Noise	AMM-NOI-2 Stationary Equipment	Draft EIR/EA, Section 3.7.4	No	Contractor	Stationary noise generating equipment will be located as far as possible from sensitive receptors adjacent to the project footprint. The contractor will use "quiet" air compressors and other "quiet" equipment where such technology exists.					No
Noise	AMM-NOI-3 Noise Monitoring Program	Draft EIR/EA, Section 3.7.4	No	Contractor	Construction activities generating excessive noise will be limited to the hours specified in the appropriate local ordinance, where feasible. If work is necessary outside of these hours, Caltrans will require the contractor to implement a construction noise monitoring program, and to provide additional abatement where practical and feasible.					No
Noise	AMM-NOI-4 Vibratory Pile Driving	Draft EIR/EA, Section 3.7.4	No	Contractor	Vibratory pile driving activities will be limited to daytime hours on weekdays (8 am to 4 pm). Impact pile driving will not be used.					No

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Noise	AMM-NOI-5 Equipment Muffling	Draft EIR/EA, Section 3.7.4	No	Caltrans Office of Environmental Engineering, Contractor	All internal-combustion engine driven equipment will be equipped with manufacturer recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.					No
Noise	AMM-NOI-6 Construction Staging	Draft EIR/EA, Section 3.7.4	No	Contractor	Avoid staging of construction equipment within 200 feet of residences and locate all stationary, noise-generating construction equipment, such as air compressors, portable power generators, or self-powered lighting systems, as far as practicable from noise sensitive receptors.					No
Noise	AMM-NOI-7 Notification Requirements	Draft EIR/EA, Section 3.7.4	No	Contractor	Notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise-generating activities.					No
Noise/Vibration	AMM-VIB-1 Hydraulic Breakers	Draft EIR/EA, Section 3.7.4	No	Contractor	Where hydraulic breakers are proposed within 25 feet of historic buildings, consider alternative construction methods, such as hydraulic crushers or hydraulic splitters to break up material and saws or rotary rock-cutting heads to cut bridge decks or concrete slabs into small sections that can be loaded onto trucks for disposal. The following table details all potentially applicable historic buildings within the project footprint.					No

APN/ Resource Name	Location	Historic Name	Community
George A. Posey Tube (includes portals and approaches)	N/A	N/A	Oakland and Alameda
1-151-49	228 Harrison Street	American Bag Company/Union Hide Company	Oakland
1-147-4	423-425 Harrison Street	Western California Fish Company Building	Oakland
1-147-5	417 Harrison Street	Industrial Bearing Company Building	Oakland
1-147-6	302 4th Street	Impurgia Warehouse/ Hirsch Wright	Oakland
1-147-7	308 4th Street	Oakland Poultry Company	Oakland
1-147-12	300-310 Webster Street	Tyre Bros. Glass Company	Oakland
1-147-46	309 4th Street	Oakland Plumbing Supply	Oakland

APN/ Resource Name	Location	Historic Name	Community
1-149-6	229 Harrison Street	Poultry Producers of Central CA	Oakland
1-151-2	281 3rd Street	American Bag Company Annex	Oakland
1-151-45	255 3rd Street	N/A	Oakland
1-153-1	444 Harrison Street	Stephanos Building	Oakland
1-153-10	292 4th Street	Wright's West Warehouse/Paper Works International, Inc.	Oakland
1-153-14	261-267 4th Street	N/A	Oakland
1-153-15	255 4th Street	N/A	Oakland
1-153-2	432-438 Harrison Street	Quong Tai Shrimp Company	Oakland
1-153-7	401 Alice Street	Autocar Sales & Service	Oakland
1-153-8	270 4th Street	Nelson lee Paper/ Food Cash	Oakland
1-153-9	278 4th Street	Makins Produce Company Warehouse/ French Fries, Inc.	Oakland
1-153-115	283 4th Street	Oakland Wholesale Grocery Company	Oakland
1-155-5	401 Jackson Street	New California Poultry	Oakland
1-155-50	247 4th Street	Western States Grocery Company Headquarters; Montgomery Ward & Company	Oakland
1-155-104	201 4th Street	Safeway Stores Corporate Headquarters	Oakland
1-157-29	225 3rd Street	WP Fuller Company & Annex	Oakland
1-181-12	601-609 Jackson Street	Schnebly, Hostrawser & Pedgrift	Oakland
1-183-1	640 Harrison Street	Harrison Square	Oakland

APN/ Resource Name	Location	Historic Name	Community
1-153-12-1	318-322 Harrison Street	Saroni Wholesale Sugar & Rice Warehouse	Oakland
1-155-6	220 4th Street	Eagle Sales Inc.	Oakland
1-167-2	77-79 7th Street	Rosling House	Oakland
1-167-4	65 7th Street	Ferguson House	Oakland
1-167-5	633 Fallon Street	Colburn Complex	Oakland
1-167-6	625 Fallon Street	McGivney House	Oakland
1-167-7	619-621 Fallon Street	Hogin House	Oakland
1-167-8	615-617 Fallon Street	Hogan House	Oakland
1-167-11	624-626 Oak Street	Leitsh House	Oakland
1-169-5	61 8th Street	Josephs House	Oakland
1-169-6	59 8th Street	Sullivan House	Oakland
1-169-7	55 8th Street	N/A	Oakland
1-169-8	51 8th Street	Lougee/Baungartner House	Oakland
1-169-9	715 Fallon Street	Gansberg House	Oakland
1-169-10	709 Fallon Street	Miller House	Oakland
1-169-11	705 Fallon Street	Bachman House	Oakland
1-169-12	701-703 Fallon Street	N/A	Oakland
1-169-13	64-68 7th Street	N/A	Oakland
1-169-14	68 7th Street	Grasso House	Oakland
1-169-15	70-72 7th Street	N/A	Oakland
1-169-16	74-76 7th Street	Beckert House	Oakland
1-169-17	92 7th Street	Open Door Mission	Oakland
1-169-18	708-710 Oak Street	N/A	Oakland
1-169-19	714 Oak Street	N/A	Oakland
1-169-20	720-722 Oak Street	Hugo Hohman Residence & Flat	Oakland
1-169-21	726 Oak Street	Wickliffe Matthews Residence	Oakland
1-173-1	632 Madison Street	Casey House	Oakland
1-173-2	129 7th Street	Sturm House	Oakland
1-173-3	123-125 7th Street	N/A	Oakland

APN/ Resource Name	Location	Historic Name	Community
1-173-4	121 7th Street	N/A	Oakland
1-173-5	119 7th Street	N/A	Oakland
1-173-6	631 Oak Street	Barbeau House	Oakland
1-173-7	625-627 Oak Street	Smart House & Smook House	Oakland
1-173-8	619-621 Oak Street	N/A	Oakland
1-173-13	620 Madison Street	Fieberling House #1	Oakland
1-173-14	624 Madison Street	Fieberling House #2	Oakland
1-173-15	626-628 Madison Street	Brangs House	Oakland
1-175-1	628 Jackson Street	N/A	Oakland
1-175-2	624 Jackson Street	N/A	Oakland
1-175-3	185 7th Street	Kellaher House	Oakland
1-175-4	616 Jackson Street	Kuhne House	Oakland
1-175-5	181 7th Street	Gilligan House	Oakland
1-175-6	177 7th Street	N/A	Oakland
1-175-11	615-617 Madison Street	N/A	Oakland
1-175-12	607 Madison Street	N/A	Oakland
1-175-13	603 Madison Street	Hamelin House	Oakland
1-175-14	170 6th Street	Lesser House	Oakland
1-175-16	178 6th Street	Cary House & Cottage	Oakland
1-175-17	182 6th Street	N/A	Oakland
1-175-18	186 6th Street	Casjen House	Oakland
1-175-19	190 6th Street	Sanderson House	Oakland
1-175-21	612 Jackson Street	Kravenhagen Foy House	Oakland
1-177-3	173-175 8th Street	N/A	Oakland
1-177-4	171 8th Street	Jacobvich House	Oakland
1-177-5	167-169 8th Street	Kelly House #2	Oakland
1-177-6	165 8th Street	Kelly House #1	Oakland
1-177-7	161-163 8th Street	N/A	Oakland
1-177-8	157-159 8th Street	Cheney House	Oakland

APN/ Resource Name	Location	Historic Name	Community
1-177-9	731-733 Madison Street	N/A	Oakland
1-177-10	727-729 Madison Street	N/A	Oakland
1-177-11	721-725 Madison Street	N/A	Oakland
1-177-12	717-719 Madison Street	N/A	Oakland
1-177-14-2	162 7th Street	N/A	Oakland
1-177-15	166 7th Street	Williamson House	Oakland
1-177-16	170 7th Street	N/A	Oakland
1-177-17	176 7th Street	Stulz House	Oakland
1-177-18	178 7th Street	Dolan House	Oakland
1-177-19	180-182 7th Street	Kellaher House	Oakland
1-177-21	192-196 7th Street	Purcell Grocery & Residence	Oakland
1-179-6	200-206 8th Street	N/A	Oakland
1-179-7	208-214 8th Street	McMullen House	Oakland
1-179-14	225-227 8th Street	N/A	Oakland
1-179-16	213-215 8th Street	Butler House	Oakland
1-179-18	701-715 Jackson Street	N/A	Oakland
1-179-20	228 7th Street	N/A	Oakland
1-179-21	230 7th Street	N/A	Oakland
1-179-22	234 7th Street	N/A	Oakland
1-179-23	702 Alice Street	N/A	Oakland
1-179-24	704 Alice Street	N/A	Oakland
1-179-25	708 Alice Street	Kessler House	Oakland
1-179-26	712 Alice Street	N/A	Oakland
1-181-1	634-636 Alice Street	Chloupek (Vincent & James) House	Oakland
1-181-2	628-632 Alice Street	Martin (Christian S.) House	Oakland
1-181-4	235 7th Street	Lundin (August) House	Oakland

APN/ Resource Name	Location	Historic Name	Community
1-181-8	213-215 7th Street	Unfug (John F.W. & Fedo H.) House	Oakland
1-181-10	617-621 Jackson Street	Potter (John & Mary) House	Oakland
1-181-11	613-615 Jackson Street	Ayers (Alonzo T.) House	Oakland
1-181-15	226-228 6th Street	Murphy House	Oakland
1-181-18	600-602 Alice Street	Hennings (Frederick) Residence & Flats	Oakland
1-181-19	606 Alice Street	Le Fevre House	Oakland
1-181-21	616-618 Alice Street	Gray Residence & Flat	Oakland
1-181-22	612-614 Alice Street	Stulz (William R. & Anna M.) House	Oakland
1-185-20	701 Alice Street	N/A	Oakland
1-185-21	254-256 7th Street	N/A	Oakland
1-185-22	262-264 7Th Street	N/A	Oakland
1-185-23	268-270 7th Street	Maynard Residence & Flat	Oakland
1-185-24	272 7th Street	Chauche House	Oakland
1-189-10	611 Harrison Street	Marston (Samuel I.) House	Oakland
1-189-11	607 Harrison Street	Fielding (John C. & Lydia W.) House	Oakland

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Noise	AMM-VIB-2 Vibration Monitoring	Draft EIR/EA, Section 3.7.4	No	Caltrans Office of Environmental Engineering, Contractor	Structural conditions for all buildings, including the historic buildings listed in AMM-VIB-1, located within 25 feet of heavy construction and within 75 feet of vibratory pile driving prior to, during, and after vibration-generating construction activities will be documented, including the following tasks: • Identification of sensitivity to groundborne vibration of structures and operations located within 25 feet of heavy construction and within 75 feet of vibratory pile driving. • Performance of a pre- and post-condition assessment through observation and measurements, plans, photographs, and any other data the qualified preparer may deem appropriate for all structures located within the exceedance distances (in the table below), based on the determination made as to the sensitivity of the structure to damage due to construction vibration.					No

<table>
<tr><th>Category</th><th>Task and Brief Description</th><th>Source (Chapter 2)</th><th>Included in PS&E Package</th><th>Responsible Branch/Staff</th><th>Action to Comply</th><th>Due Date</th><th>Task Completed By</th><th>Task Completed On</th><th>Remarks</th><th>Mitigation for Significant Impacts Under CEQA?</th></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td>Distance to Exceedance of Vibration Limit by Structure Type
<table><tr><th rowspan="2">Structure Type (Threshold)</th><th colspan="2">Distance to Exceedance of Threshold, feet[1]</th></tr><tr><th>Vibratory Pile Driving</th><th>Other Heavy Construction</th></tr><tr><td>Historic Buildings (0.25 in/sec PPV)</td><td>75 feet</td><td>25 feet</td></tr><tr><td>Older Residences (0.3 in/sec PPV)</td><td>60 feet</td><td>20 feet</td></tr><tr><td>New Residential and Commercial/Industrial Buildings (0.5 in/sec PPV)</td><td>40 feet</td><td>12 feet</td></tr></table>[1]These levels calculated assuming normal propagation conditions, using a standard equation of PPVeqmt-PPVref * (25/D) ^{1.1}, from Caltrans, September 2013.

Source: Noise Study Report (May 2020)
• Conduct a post-survey on structures where complaints of damage occurred. Make appropriate repairs in accordance with the Secretary of the Interior’s Standards where damage has occurred as a result of construction activities.
• The resident engineer will designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person will be clearly posted at the construction site.</td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>Biology</td><td>PF-NC-1 High Visibility Fencing</td><td>Draft EIR/EA, Section 4.1.2</td><td>Yes</td><td>Caltrans Office of Biological Sciences and Permits, Contractor</td><td>Adjacent to the annual grassland area, project limits will be delineated with high visibility fencing to avoid ground disturbance adjacent to work and access areas.</td><td></td><td></td><td></td><td></td><td>No</td></tr>
<tr><td>Biology</td><td>PF-NC-2 BMPs</td><td>Draft EIR/EA, Section 4.1.2</td><td>No</td><td>Contractor</td><td>Implement project site BMPs as follows:
• Access routes and the number and size of staging, access, and work areas will be limited to existing paved, gravel, or other previously compacted surfaces as identified in the project plans. Movement of heavy equipment to and from the site will be restricted to established roadways.
• Routes and boundaries will be clearly marked prior to initiating ground disturbance.</td><td></td><td></td><td></td><td></td><td>No</td></tr>
<tr><td>Biology</td><td>PF-WW-1 BMP Inspection</td><td>Draft EIR/EA, Section 4.2.3</td><td>No</td><td>Contractor</td><td>A water quality inspector will inspect the site after a rain event to ensure the stormwater BMPs are adequate. Corrective action will be taken per Caltrans Standard Specifications for any identified deficiencies.</td><td></td><td></td><td></td><td></td><td>No</td></tr>
<tr><td>Biology</td><td>PF-WW-2 Protect Environmentally Sensitive Areas</td><td>Draft EIR/EA, Section 4.2.3</td><td>No</td><td>Contractor</td><td>Before the start of construction, ESAs (defined as areas containing sensitive habitats adjacent to or within construction work areas for which physical disturbance is not allowed) will be clearly delineated in all construction work areas using temporary high-visibility fencing (ESA fencing). Construction work areas will include the active construction site and all areas providing support for the project, including areas used for vehicle parking, equipment and material storage and staging, and access roads. No construction activities will take place within ESAs and no personnel, materials, or equipment will be placed within ESAs. The ESA fencing will be inspected regularly and</td><td></td><td></td><td></td><td></td><td>No</td></tr>
</table>

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					fully maintained throughout construction. The final project plans will show all locations where the fencing will be installed and will provide installation specifications. The bid solicitation package special provisions will clearly describe acceptable fencing material and prohibited construction-related activities, including vehicle operation, material and equipment storage, access roads, and other surface-disturbing activities within ESAs.					
Biology	AMM-WW-1 Silt and ESA Fence	Draft EIR/EA, Section 4.2.4	Yes	Caltrans Office of Biological Sciences and Permits, Contractor	If construction is planned to occur within 100 feet of saline emergent Wetlands A and B, a silt fence, an ESA fence, and other construction site BMPs will be placed at the project footprint near the wetlands prior to beginning any work in the vicinity. All silt and ESA fencing and other construction site BMPs will be shown on project plans. Silt and ESA fencing will be used to delineate all existing permanent treatment BMPs.					No
Biology	AMM-AS-1 Pre-construction Nesting Bird Surveys	Draft EIR/EA, Section 4.4.4	No	Caltrans Office of Biological Sciences and Permits, Contractor	• Pre-construction surveys for nesting birds will be conducted by a qualified Caltrans-approved biologist no more than 48 hours prior to starting construction activities during the nesting season (February 1-September 30). Surveys will cover any potential nesting sites within 300 feet of construction activity. • Active nest sites will be designated as environmentally sensitive areas and identified with appropriate markers for the duration eggs or juvenile birds are nest dependent. • A qualified Caltrans-approved biologist will develop buffer recommendations that are site specific and at an appropriate distance that will protect normal bird behavior to prevent nesting failure or abandonment. Buffers will be in place for the duration eggs or juvenile birds are nest dependent. • The qualified Caltrans-approved biologist will monitor the behavior of the birds (adults and young when present) at the nest site to ensure they are not disturbed by project construction. Nest monitoring will continue during construction until the biologist has confirmed the young have fully fledged (have completely left the nest site and are no longer dependent on the parents). If it is necessary to prevent birds from nesting at a specific location within the construction area, a nesting bird exclusion plan will be prepared by the contractor. It will specify what Caltrans-approved exclusion measures can be used under what conditions. The exclusion plan will be approved by Caltrans prior to implementation.					No
Biology	AMM-AS-2 Pre-construction Bat Survey	Draft EIR/EA, Section 4.4.4	No	Caltrans Office of Biological Sciences and Permits, Contractor	No more than 48 hours prior to tree removal and structural modifications or demolition, a qualified, Caltrans-approved biologist will conduct a pre-construction survey of trees and structures slated for removal for crevices and cavities that can provide bat roosting habitat or support active bat roosts. If an active roost is observed, a no-disturbance buffer zone will be implemented, and avoidance measures will be developed and approved by Caltrans.					No

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Biology	AMM-AS-3 Protected Species	Draft EIR/EA, Section 4.4.4	No	Caltrans Office of Biological Sciences and Permits, Contractor	If a protected species is discovered within the BSA during pre-construction surveys or construction, construction personnel will be required to immediately notify the resident engineer. The resident engineer will notify the project biologist who will implement avoidance measures as described in AMM-AS-1 and AMM-AS-2, including no disturbance buffers and work stoppages as needed to avoid impacting or taking the species. To avoid a take, the resident engineer will suspend construction activities within a 50-foot radius of the animal until it leaves the site voluntarily or it is removed by the agency-approved biologist.					No
Biology	AMM-AS-4 Evaluate and Replace Trees	Draft EIR/EA, Section 4.4.4	Yes	Caltrans Office of Biological Sciences and Permits, Contractor	To minimize impacts to nesting bird and roosting bat habitats: • Tree removal or work within the drip line (the outer extent of tree branches) will be avoided. • Prior to any tree removals or work within the drip line of any tree, a Caltrans-approved arborist will assess tree health. The project will follow the guidance provided by the arborist for tree removals and protective measures. • Six trees will be planted where space allows. • Where feasible, non-native trees that are removed will be replaced with native species. Trees will be planted close to the original removal location if possible or, at a minimum, within the same city or ROW. Caltrans will coordinate with the local jurisdictions if necessary for tree removal and replacement.					No
Biology	AMM-AS-5 WEAT	Draft EIR/EA, Section 4.4.4	No	Contractor	• Before commencing construction, a qualified Caltrans-approved biologist will conduct an environmental awareness training program for all on-site construction personnel. • Species to be covered will include, but not be limited to, peregrine falcons, bats, and nesting birds. The program will also include information on the protected species, and the habitats likely to be found within or adjacent to the BSA, requirements of federal and state laws pertaining to these species, identification of measures implemented to conserve the species and habitats within the BSA, and distribution of a fact sheet conveying this information to personnel who may enter the BSA. All construction personnel will receive the training. All personnel who receive the training will sign a form to document that they have taken the training. A record of all trained personnel will be kept on-site with the resident engineer and will be available for review upon request.					No
Biology	PF-IS-1 Disposal of Invasive Species	Draft EIR/EA, Section 4.6.3	No	Contractor	If species ranked by the California Invasive Plant Council as moderate- or high-priority invasive weeds are disturbed or removed during construction-related activities, the contractor will contain the plant material and dispose of it in a manner that will not promote the spread of the species. The contractor will be responsible for obtaining all permits, licenses, and environmental clearances for properly disposing of materials. Areas subject to noxious weed removal or disturbance will be replanted with a local native seed mix. If seeding is not possible, the area will be covered to the extent practicable with heavy, black plastic solarization material until the end of the project. The project will be managed to reduce and minimize the propagation of invasive weeds.					No
Biology	PF-IS-2 Fugitive Dust	Draft EIR/EA, Section 4.6.3	No	Contractor	Fugitive dust emissions will be controlled to prevent wind from transporting invasive species seeds and pollen outside of the construction area.					No

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Biology	PF-IS-3 Landscaping Species	Draft EIR/EA, Section 4.6.3	No	Caltrans Office of Biological Sciences and Permits, Contractor	The landscaping included in the project will not use species listed on the California Invasive Plant Inventory.					No
Biology	PF-IS-4 Waste Management	Draft EIR/EA, Section 4.6.3	No	Contractor	During construction, all food-related waste will be disposed of in closed containers and regularly removed from the job site.					No
Other	AMM-GHG-1 Tire Pressure	Draft EIR/EA, Section 3.3.28 **Chapter 3*	No	Contractor	All motor vehicles used as part of the project, including haul trucks and off-road equipment, will maintain proper tire pressures.					No
Other	AMM-GHG-2 Recycling	Draft EIR/EA, Section 3.3.2* **Chapter 3*	No	Contractor	The contractor will maximize waste diversion to recycling and composting, including construction materials, landscape materials, and food waste. The contractor will provide recycling and composting for use by on-site workers. The contractor will also maximize the use of recycled materials in project construction, such as recycled fiber for erosion control, concrete, water, steel, polyvinyl chloride, and paint, that meet the requirements of Caltrans Standard Specifications.					No
Other	AMM-GHG-3 Local Sourcing	Draft EIR/EA, Section 3.3.2* **Chapter 3*	No	Contractor	The contractor will, where feasible, use local sources of materials and local disposal sites to reduce emissions associated with transport of construction materials to and from the site.					No

POST-CONSTRUCTION

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Community Impact Assessment	AMM-PRF-1 Neptune Park Restoration	Draft EIR/EA, Section 2.3.4	No	Caltrans Environmental Analysis, Contractor	Restore Neptune Park after construction and coordinate with the City of Alameda on the restoration of the disturbed areas. Access at all times will be maintained to Neptune Park during construction.					No
Landscape	PF-VA-2 Landscape Plantings	Draft EIR/EA, Section 2.9.3	Yes	Caltrans Landscape Architecture	Within Caltrans' ROW, use drought-tolerant plants, including California native species, as part of the planting palette where regionally appropriate. Planting must be maintainable, low maintenance, durable, MWELO compliant, and site appropriate.					No
Landscape	PF-VA-3 Plant Establishment Period	Draft EIR/EA, Section 2.9.3	No	Caltrans Landscape Architecture, Contractor	Fund requirement planting through the parent roadway contract to be completed as a separate contract (within two years of roadway completion) with a three-year PEP, unless the estimated cost within Caltrans' ROW is below $300,000 (then only a one-year PEP is needed).					No

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Landscape	AMM-VA-3 Revegetation Planting	Draft EIR/EA, Section 2.9.4	No	Contractor	Disturbed areas will be treated with hydroseed erosion control grasses and locally native grasses if appropriate.					No
Water Quality	PF-WQ-3 Permanent Erosion Control BMPs	Draft EIR/EA, Section 3.2.3	No	Caltrans Resident Engineer, Contractor	Permanent erosion control BMPs will be implemented prior to, during, and after construction to prevent silt and sediment from entering drainage facilities and discharging to the Oakland Estuary or the Lake Merritt Channel. Permanent erosion control measures will be applied to all exposed areas once grading or soil disturbance work is completed as a permanent measure to achieve final slope stabilization. These measures may include hydraulically applying a combination of hydroseed, hydromulch, straw, tackifier, and compost to promote vegetation establishment, and installing fiber rolls to prevent sheet flow from concentrating and causing gullies.					No

ENVIRONMENTAL COMPLIANCE REVIEW

Category	Task and Brief Description	Source (Chapter 2)	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed By	Task Completed On	Remarks	Mitigation for Significant Impacts Under CEQA?
Paleontology	AMM-PAL-6 Paleontological Mitigation Report	Draft EIR/EA, Section 3.4.4	No	Caltrans Office of Geotechnical Design West	As required by the PMP, a Paleontological Mitigation Report will be completed at the end of project construction that outlines the results of the mitigation program.					No

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Appendix E. List of Acronyms and Abbreviations

AB	Assembly Bill or aggregate base
ABAG	Association of Bay Area Governments
ACHP	Advisory Council on Historic Preservation
ACM	asbestos containing material
ACS	American Community Survey
AC Transit	Alameda-Contra Costa Transit District
ADA	Americans with Disabilities Act
ADL	aerially deposited lead
AIA	airport influence area
ALA	Alameda
Alameda CTC	Alameda County Transportation Commission
AMM	avoidance and minimization measure
APE	Area of Potential Effects
APN	Accessor Parcel Number
AQR	Air Quality Report
ARDR	Aquatic Resources Delineation Report
AS	aggregate subbase
ASR	Archaeological Survey Report
AT&T	American Telephone and Telegraph Company
AVSF	Austin Vault Sand Filters
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BCDC	San Francisco Bay Conservation and Development Commission
bgs	below ground surface
BMP	best management practices
BP	before present
BSA	Biological Study Area
ca.	circa
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CARB	California Air Resources Board
CARP	Climate Action and Resiliency Plan

CBD	Central Business District
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH_4	methane
CIA	Community Impact Assessment
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO2e	carbon dioxide equivalent
COC	contaminants of concern
CRHR	California Register of Historical Resources
CTP	California Transportation Plan
CT-EMFAC	Caltrans EMission FACtor
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
dB	decibel
dBA	A-weighted decibel
DDT	dichlorodiphenyltrichloroethane
DOI	Department of Interior
DOSP	Downtown Oakland Specific Plan
DOT	Department of Transportation
DPS	distinct population segment
DSA	Disturbed Soil Area
DTSC	Department of Toxic Substances Control
EA	Environmental Assessment
EB	eastbound
EBMUD	East Bay Municipal Utility District

ECR	Environmental Commitments Record
EFH	essential fish habitat
EIA	Energy Information Administration
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
Elev.	Elevation
EO	Executive Order
ESA	environmentally sensitive area
ESU	evolutionary significant unit
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FGC	Fish and Game Code
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FISCA	Fleet and Industrial Supply Center
FMP	Fishery Management Plan
FOE	Finding of Effect
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas
GWP	global warming potential
H&SC	Health and Safety Code
HEI	Health Effects Institute
HFC	hydrofluorocarbons
HMA	hot mix asphalt
HOV	high-occupancy vehicle
HPSR	Historic Property Survey Report
HRER	Historic Resources Evaluation Report
I	Interstate
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
ISA	Initial Site Assessment

kV	kilovolt
LBP	lead-based paint
lbs	pounds
LCFS	low carbon fuel standard
LED	light-emitting diode
LEDPA	least environmentally damaging practicable alternative
LEP	limited English proficient
$L_{eq[h]}$	hourly equivalent continuous sound level
L_{max}	maximum sound level
LHS	Location Hydraulic Study
LOS	Level of Service
LPAB	Landmarks Preservation Advisory Board
LPI	leading pedestrian interval
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MEP	maximum extent practicable
MLK Jr.	Martin Luther King Jr.
MM	mitigation measure
MMPA	Marine Mammal Protection Act
MMTCO2e	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
mph	miles per hour
MPO	Metropolitan Planning Organization
MRP	Municipal Regional Permit
MS4	municipal separate storm sewer systems
MSAT	mobile source air toxics
MTBE	methyl tert-butyl ether
MT	metric tons
MTC	Metropolitan Transportation Commission
MWELO	Model Water Efficient Landscape Ordinance
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards

NAC	noise abatement criteria
NAHC	Native American Heritage Commission
NAVD 88	North American Vertical Datum of 1988
NB	northbound
NCCP	Natural Community Conservation Planning
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES-MI	Natural Environment Study-Minimal Impact
NHPA	National Historic Preservation Act
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
OHA	Oakland Heritage Alliance
OHWM	ordinary high water mark
OSHA	Occupational Safety and Health Act
PA	Programmatic Agreement
PA/ED	Project Approval/Environmental Documentation
PAH	polyaromatic hydrocarbons
PCB	polychlorobiphenyl
PCC	plain cement concrete
PDS	Project Development Support
PDT	Project Development Team
PEP	plant establishment period
PF	project feature
PG&E	Pacific Gas & Electric
PGR	Preliminary Geotechnical Report
PHB	pedestrian hybrid beacon
PID	Project Initiation Document
PIR/PER	Paleontological Identification Report/Paleontological Evaluation Report
PLAC	permits, licenses, agreements, and certifications

PM	post mile or particulate matter
PMP	Paleontological Mitigation Plan
POAQC	project of air quality concern
POM	polycyclic organic matter
ppb	parts per billion
ppm	parts per million
ppt	parts per trillion
PPV	peak particle velocity
PR	Project Report
PRC	Public Resources Code
PSR	Project Study Report
R	realignment
RAP	Relocation Assistance Program
RCEM	Road Construction Model
RCRA	Resource Conservation and Recovery Act
ROG	reactive organic gases
ROW	right-of-way
RSA	Resource Study Area
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel-Efficient
SB	southbound or Senate Bill
SCS	Sustainable Communities Strategy
SDC	Seismic Design Criteria
SER	Standard Environmental Reference
SF_6	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLR	sea-level rise
SMART	Stormwater Multiple Application and Report Tracking System
SO_2	sulfur dioxide
SR	State Route
SSC	species of special concern

STIP	State Transportation Improvement Program
SWG	Stakeholder Working Group
SWITRS	Statewide Integrated Traffic Records System
SWMP	Stormwater Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TASAS-TSN	Traffic Accident Surveillance and Analysis System – Transportation Systems Network
TCE	temporary construction easement
TDM	Transportation Demand Management
TEP	Transportation Expenditure Plan
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Loads
TMP	Transportation Management Plan
TOAR	Traffic Operations Analysis Report
TPH	total petroleum hydrocarbons
TSCA	Toxic Substances Control Act
TSM	Transportation System Management
TTY	teleprinter or teletypewriter
TWW	treated wood waste
UPRR	Union Pacific Railroad
U.S.	United States
USACE	United States Army Corps of Engineers
USC	United States Code
U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
VA	value analysis or Visual/Aesthetics
VDECS	Verified Diesel Emissions Control Strategy
VIA	Visual Impact Assessment
VMT	vehicle miles traveled
vpmpl	vehicles per mile per lane
VOC	volatile organic compound

VRP	visibility-reducing particles
WB	westbound
WDR	waste discharge requirements
WEAT	Worker Environmental Awareness Training
WQAR	Water Quality Assessment Report
XPI	Extended Phase 1 Archaeological Investigations
µg/m^3	micrograms per cubic meter

Appendix F. Notice of Preparation

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

Notice of Preparation

September 15, 2017

To: Reviewing Agencies

Re: Oakland Alameda Access Project
SCH# 2017092041

Attached for your review and comment is the Notice of Preparation (NOP) for the Oakland Alameda Access Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Melissa Coppola
California Department of Transportation, District 4
111 Grand Avenue, MS 8B
Oakland, CA 94623-0060

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2017092041
Project Title Oakland Alameda Access Project
Lead Agency Caltrans #4

Type NOP Notice of Preparation

Description The Alameda County Transportation Commission (Alameda CTC) and Caltrans are working in partnership with the cities of Oakland and Alameda to identify freeway access and arterial roadway improvements between I-880, I-980 and local Oakland streets; including access to and from the Posey/Webster Tubes which connect the cities of Oakland and Alameda. The improvements are intended to increase mobility and reduce traffic congestion, reduce freeway-bound regional traffic on local roadways, and improve connectivity for bicycle and pedestrian traffic.

Lead Agency Contact

Name Melissa Coppola
Agency California Department of Transportation, District 4
Phone (510) 286-4736 **Fax**
email
Address 111 Grand Avenue, MS 8B
City Oakland **State** CA **Zip** 94623-0060

Project Location

County Alameda
City Oakland, Alameda
Region
Cross Streets
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Department of Fish and Wildlife, Region 3; Regional Water Quality Control Board, Region 2; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol

Date Received 09/15/2017 **Start of Review** 09/15/2017 **End of Review** 10/16/2017

Note: Blanks in data fields result from insufficient information provided by lead agency.

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

2017092041

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Oakland Alameda Access Project

Lead Agency: Caltrans, District 4 — Contact Person: Melissa Coppola

Mailing Address: 111 Grand Avenue, MS 8B — Phone: (510) 286-4736

City: Oakland — Zip: CA — County: Alameda

Project Location: County: Alameda — City/Nearest Community: Oakland-Alameda

Cross Streets: — Zip Code:

Longitude/Latitude (degrees, minutes and seconds): ____° ____′ ____″ N / ____° ____′ ____″ W Total Acres:

Assessor's Parcel No.: — Section: — Twp.: — Range: — Base:

Within 2 Miles: State Hwy #: — Waterways:

Airports: — Railways: — Schools:

Document Type:

CEQA: ☒ NOP ☐ Draft EIR — NEPA: ☐ NOI ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) ☐ Draft EIS ☐ Other:
☐ Mit Neg Dec ☐ Other:

Governor's Office of Planning & Research
SEP 15 2017
STATE CLEARINGHOUSE

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other:

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational:
☐ Recreational:
☐ Water Facilities: Type ____ MGD ____
☒ Transportation: Type Freeway access improvements
☐ Mining: Mineral
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type
☐ Other:

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☐ Agricultural Land ☐ Flood Plain/Flooding ☐ Schools/Universities ☒ Water Quality
☒ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☐ Sewer Capacity ☐ Wetland/Riparian
☒ Biological Resources ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☐ Coastal Zone ☒ Noise ☐ Solid Waste ☒ Land Use
☐ Drainage/Absorption ☐ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☒ Other: Climate Change/GHG

Present Land Use/Zoning/General Plan Designation:

Project Description: *(please use a separate page if necessary)*
The Alameda County Transportation Commission (Alameda CTC) and Caltrans are working in partnership with the cities of Oakland and Alameda to identify freeway access and arterial roadway improvements between I-880, I-980 and local Oakland streets; including access to and from the Posey/Webster Tubes which connect the cities of Oakland and Alameda. The improvements are intended to increase mobility and reduce traffic congestion, reduce freeway-bound regional traffic on local roadways, and improve connectivity for bicycle and pedestrian traffic.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

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NOP Distribution List

County: Alameda **SCH#** 2017092041

Resources Agency

- ■ **Resources Agency** Nadell Gayou
- ☐ **Dept. of Boating & Waterways** Denise Peterson
- ☐ **California Coastal Commission** Allyson Hitt
- ☐ **Colorado River Board** Lisa Johansen
- ☐ **Dept. of Conservation** Crina Chan
- ☐ **Cal Fire** Dan Foster
- ☐ **Central Valley Flood Protection Board** James Herota
- ☐ **Office of Historic Preservation** Ron Parsons
- ■ **Dept of Parks & Recreation** Environmental Stewardship Section
- ■ **S.F. Bay Conservation & Dev't. Comm.** Steve Goldbeck
- ■ **Dept. of Water Resources** Resources Agency Nadell Gayou

Fish and Game

- ☐ **Depart. of Fish & Wildlife** Scott Flint Environmental Services Division
- ☐ **Fish & Wildlife Region 1** Curt Babcock
- ☐ **Fish & Wildlife Region 1E** Laurie Harnsberger
- ☐ **Fish & Wildlife Region 2** Jeff Drongesen
- ■ **Fish & Wildlife Region 3** Craig Weightman
- ☐ **Fish & Wildlife Region 4** Julie Vance
- ☐ **Fish & Wildlife Region 5** Leslie Newton-Reed Habitat Conservation Program
- ☐ **Fish & Wildlife Region 6** Tiffany Ellis Habitat Conservation Program
- ☐ **Fish & Wildlife Region 6 I/M** Heidi Calvert Inyo/Mono, Habitat Conservation Program
- ☐ **Dept. of Fish & Wildlife M** William Paznokas Marine Region

Other Departments

- ☐ **California Department of Education** Lesley Taylor
- ☐ **OES (Office of Emergency Services)** Monique Wilber
- ☐ **Food & Agriculture** Sandra Schubert Dept. of Food and Agriculture
- ☐ **Dept. of General Services** Cathy Buck Environmental Services Section
- ☐ **Housing & Comm. Dev.** CEQA Coordinator Housing Policy Division

Independent Commissions,Boards

- ☐ **Delta Protection Commission** Erik Vink
- ☐ **Delta Stewardship Council** Kevan Samsam
- ☐ **California Energy Commission** Eric Knight
- ■ **Native American Heritage Comm.** Debbie Treadway
- ■ **Public Utilities Commission** Supervisor
- ☐ **Santa Monica Bay Restoration** Guangyu Wang
- ☐ **State Lands Commission** Jennifer Deleong
- ☐ **Tahoe Regional Planning Agency (TRPA)** Cherry Jacques

Cal State Transportation Agency CalSTA

- ☐ **Caltrans - Division of Aeronautics** Philip Crimmins
- ☐ **Caltrans – Planning HQ LD-IGR** Christian Bushong
- ■ **California Highway Patrol** Suzann Ikeuchi Office of Special Projects

Dept. of Transportation

- ☐ **Caltrans, District 1** Rex Jackman
- ☐ **Caltrans, District 2** Marcelino Gonzalez
- ☐ **Caltrans, District 3** Eric Federicks – South Susan Zanchi - North
- ☐ **Caltrans, District 4** Patricia Maurice
- ☐ **Caltrans, District 5** Larry Newland
- ☐ **Caltrans, District 6** Michael Navarro
- ☐ **Caltrans, District 7** Dianna Watson
- ☐ **Caltrans, District 8** Mark Roberts
- ☐ **Caltrans, District 9** Gayle Rosander
- ☐ **Caltrans, District 10** Tom Dumas
- ☐ **Caltrans, District 11** Jacob Armstrong
- ☐ **Caltrans, District 12** Maureen El Harake

Cal EPA

Air Resources Board

- ☐ **Airport & Freight** Jack Wursten
  - ☐ **Transportation Projects** Nesamani Kalandiyur
  - ☐ **Industrial/Energy Projects** Mike Tollstrup
- ☐ **California Department of Resources, Recycling & Recovery** Sue O'Leary
- ☐ **State Water Resources Control Board** Regional Programs Unit Division of Financial Assistance
- ☐ **State Water Resources Control Board** Cindy Forbes – Asst Deputy Division of Drinking Water
- ☐ **State Water Resources Control Board** **Div. Drinking Water #**_____
- ☐ **State Water Resources Control Board** Student Intern, 401 Water Quality Certification Unit Division of Water Quality
- ☐ **State Water Resouces Control Board** Phil Crader Division of Water Rights
- ☐ **Dept. of Toxic Substances Control** CEQA Tracking Center
- ☐ **Department of Pesticide Regulation** CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- ☐ **RWQCB 1** Cathleen Hudson North Coast Region (1)
- ■ **RWQCB 2** Environmental Document Coordinator San Francisco Bay Region (2)
- ☐ **RWQCB 3** Central Coast Region (3)
- ☐ **RWQCB 4** Teresa Rodgers Los Angeles Region (4)
- ☐ **RWQCB 5S** Central Valley Region (5)
  - ☐ **RWQCB 5F** Central Valley Region (5) Fresno Branch Office
  - ☐ **RWQCB 5R** Central Valley Region (5) Redding Branch Office
- ☐ **RWQCB 6** Lahontan Region (6)
  - ☐ **RWQCB 6V** Lahontan Region (6) Victorville Branch Office
- ☐ **RWQCB 7** Colorado River Basin Region (7)
- ☐ **RWQCB 8** Santa Ana Region (8)
- ☐ **RWQCB 9** San Diego Region (9)

- ☐ **Other** _____
- ☐ _____ Conservancy

Last Updated 8/3/17

COMMENTS SUBMITTAL

Comments and suggestions on the scope of the project and content of the EIR are invited from all interested parties for a period of 30 days from **September 14 through October 13**. Written or verbal comments should be submitted via mail, e-mail or phone number listed below.

意見提交

我們邀請有興趣的人士和組織就項目範圍及環境影響評估報告內容，在9月14日至10月13日的30天內發表意見。書面意見可利用書信和電郵提交，口頭意見可以撥打以下電話。

COMENTARIOS

Comentarios y sugerencias sobre el alcance del proyecto y el contenido del EIR se invitan de todas las partes interesadas por un periodo de 30 días a partir del **14 de septiembre hasta el 13 de octubre**. Los comentarios escritos o verbales deben ser enviados por correo, indicado abajo.

Melissa Coppola
Associate Environmental Planner
Caltrans, District 4
111 Grand Avenue, MS 8B
Oakland, CA 94612

(510) 286-4736

Oakland.Alameda.Access@dot.ca.gov

alamedactc.org/
oakland-alamedaproject

STAY ENGAGED

Visit the project website to learn more or sign up to receive electronic updates!

保持參與

更多詳情，請瀏覽計劃網站，或登記獲取電子最新資料。

QUEDATE INVOLUCRADO

Visite el sitio web del proyecto para obtener más información o suscríbase para recibir anuncios electrónicos.

OAKLAND ALAMEDA ACCESS PROJECT

providing access and connections

SCOPING MEETING

Please join us to learn more and provide valuable input into the scope of the project. Participants will have the opportunity to review displays, watch a brief presentation and speak with project team members. Comments can be submitted via comment card or a Court Reporter.

THURSDAY, SEPT. 28, 2017
4:30 to 7:00 pm

OAKLAND ASIAN CULTURAL CENTER
388 9th Street, Suite 290
Oakland, CA 94607

Parking is available underground in the Pacific Renaissance Plaza. Enter from Franklin or Webster, between 9th and 11th. In the Plaza, take the elevator to the 2nd floor. OACC is the first suite on the left. OACC is also accessible via BART 12th Street Station or AC Transit.

ONLINE MEETING

Unable to attend the in-person scoping meeting? Visit the online meeting at your convenience any time from September 14 through October 13. We encourage you to review information and provide valuable input online. For more details, visit Alameda CTC's website at **alamedactc.org/oakland-alamedaproject**

NOTICE OF PREPARATION

Environmental Impact Report & Scoping Meeting

Caltrans, the Lead Agency for the California Environmental Quality Act (CEQA) and theNational Environmental Policy Act (NEPA), is issuing this Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Oakland Alameda Access Project. **The public scoping period of 30 days will begin on September 14 and end on October 13, 2017.**

During this period, the public is encouraged to provide input on the scope of the project. There will be more ongoing opportunities for public participation and input throughout the development and review of the EIR.

Project Overview

The Oakland Alameda Access Project includes identification of potential arterial and freeway access improvements between I-880, I-980 and local Oakland streets; including access to and from the Posey/Webster Tubes which connect the cities of Oakland and Alameda.

The improvements are intended to increase mobility and reduce traffic congestion, reduce freeway-bound regional traffic on local roadways, and improve connectivity for bicycle and pedestrian traffic.

For special accommodations (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.), please contact Melissa Coppola at (510) 286-4736 or Oakland.Alameda.Access@dot.ca.gov. Telecommunications Device for the Deaf (TDD) users may contact the California Relay Service TDD at (800) 735-2922 or 711. Cantonese and Spanish interpreters available at the public meeting. Other language interpreters available upon request.

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規劃會議

請參加會議了解項目涵蓋的範圍，就計劃提供寶貴意見。會議將對計劃進行簡介，讓參加者參觀展覽，以及與計劃工作小組成員交流意見。民眾可以用意見卡發表建議或直接告訴意見收集員。

會議將於2017年9月28日，星期四，下午4時30分至7時，在屋崙九街388號，290室，屋崙亞洲文化中心舉行。

富興中心設有地下停車場。車輛可從富蘭倫街或委士打街，在九和十一街之間進入停車場。亞洲文化中心位於富興中心二樓，大家可以乘升降機上去二樓，轉左前往。民眾亦可利用捷運（十二街站下車）和東灣巴士前去亞洲文化中心。

網絡會議

假如未能親身參加規劃會議，民眾可於9月14日至10月13日期間參與網絡會議。我們鼓勵民眾審閱有關資料並於網絡平台上發表寶貴意見。詳情可瀏覽阿拉美達縣交通委員會(alamedactc.org/oakland-alamedaproject)

準備通知

環境影響評估報告和規劃會議

加州環境質量法案（CEQA）和國家環境政策法案（NEPA）的倡導機構加州公路局，現正就屋崙阿拉美達市進出計劃進行環境影響評估報告（EIR）簽發準備通知（NOP）。將會有30天的諮詢期進行公眾研究會議，諮詢期由9月14日開始至10月13日結束。

諮詢期間，我們希望公眾能夠就計劃範疇發表意見。此外隨著計劃的發展，市民大眾將會有更多的機會參與及提供意見，並審閱環境影響評估報告。

項目概述

屋崙阿拉美達市進出計劃的範圍，包括確認阿拉美達市連結位於屋崙880和980公路的主要幹道，加強交通進出流量，以及修繕包括相連兩市的Posey/Webster海底隧道的屋崙街道。

道路改善的目標是加強交通流量，減少擠塞和舒緩前往公路交通對地方道路所構成的壓力，並增強單車和行人與交通之間的連結。

如有特殊需要（美國手語翻譯，無障礙席位安排，其他文件格式等）請致電 *(510) 286-4736* 或電郵 *Oakland.Alameda.Access@dot.ca.gov*聯絡*Melissa Coppola*。需要聾啞電訊設備（*TDD*）人士，可以致電加州中繼服務*TDD (800) 735-2922* 或 *711*。屆時將有粵語和西班牙語的傳譯服務。

OAKLAND ALAMEDA ACCESS PROJECT
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REUNIÓN DE ALCANCE DEL PROYECTO

Únase con nosotros para aprender más y aportar valiosos aportes del alcance del proyecto. Participantes tendrán la oportunidad de revisar exposiciones, ver una breve presentación y hablar con los miembros del equipo del proyecto. Comentarios pueden ser enviados a través de la tarjeta de comentarios o un reportero de la corte.

JUEVES, 28 DE SEPTIEMBRE, 2017
4:30 a 7:00 pm

CENTRO CULTURAL ASIATICO DE OAKLAND
388 9th Street, Suite 290
Oakland, CA 94607

Estacionamiento subterráneo está disponible en el Pacific Renaissance Plaza. Entre por Franklin o Webster entre 9th y 11th. En la Plaza, tome el ascensor hasta el 2do piso. OACC es la primera oficina a la izquierda. OACC también es accesible a través de BART Estación 12th Street o AC Transit.

REUNION EN LINEA

¿No puede asistir la reunión de alcance del proyecto? Visite la reunión en línea a su conveniencia en cualquier momento del 14 de septiembre al 13 de octubre. Le recomendamos que revise la información y proporcione información valiosa en línea. Para más detalles, visite el sitio web de Alameda CTC en **alamedactc.org/oakland-alamedaproject**

AVISO DE PREPARACIÓN

Informe de Impacto Ambiental y Reunión de Alcance del Proyecto

Caltrans, la Agencia Principal para la Ley de Calidad Ambiental de California (CEQA) y la Ley Nacional de Política Ambiental (NEPA), está emitiendo este Aviso de Preparación (NOP) de un Informe de Impacto Ambiental (EIR) del Proyecto de Acceso Oakland Alameda. **El periodo de alcance público de 30 días comenzara el 14 de septiembre y finalizara el 13 de octubre de 2017.**

Durante este periodo, se anima al público a dar su opinión sobre el alcance del proyecto. Habrá más oportunidades continuas para la participación pública y el aporte a lo largo del desarrollo y revisión del EIR.

Descripción del Proyecto

El Proyecto de Acceso de Oakland Alameda incluye la identificación de potenciales mejoras en el acceso a las arterias y autopistas entre I-880, I-980 y calles locales de Oakland; incluyendo el acceso desde los Tubos Posey/Webster que conectan las ciudades de Oakland y Alameda.

Las mejoras tienen por objeto aumentar la movilidad y reducir la congestión del tráfico, reducir el tráfico regional en las carreteras locales y mejorar la conectividad para el tráfico de bicicletas y peatones.

Para alojamientos especiales (interprete de lenguaje de señas americano, asientos accesibles, documentación en formatos alternos, etc.) comuníquese con Melissa Coppola al (510) 286-4736 o Oakland.Alameda.Access@dot.ca.gov. Los usuarios de Dispositivos de Telecomunicaciones para Sordos (TDD) pueden comunicarse con el TDD de California Relay Service al (800) 735-2922 o 711. Hay interpretes cantoneses y españoles disponibles.

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Appendix G. Species Lists

Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database

Query Criteria: Quad IS (Oakland East (3712272) OR Oakland West (3712273) OR San Leandro (3712262) OR Hunters Point (3712263))
 AND Taxonomic Group IS (Fish OR Amphibians OR Reptiles OR Birds OR Mammals OR Mollusks OR Arachnids OR Crustaceans OR Insects)

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Accipiter cooperii Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
Ambystoma californiense California tiger salamander	AAAAA01180	Threatened	Threatened	G2G3	S2S3	WL
Antrozous pallidus pallid bat	AMACC10010	None	None	G5	S3	SSC
Aquila chrysaetos golden eagle	ABNKC22010	None	None	G5	S3	FP
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Bombus caliginosus obscure bumble bee	IIHYM24380	None	None	G4?	S1S2	
Bombus occidentalis western bumble bee	IIHYM24250	None	Candidate Endangered	G2G3	S1	
Charadrius alexandrinus nivosus western snowy plover	ABNNB03031	Threatened	None	G3T3	S2S3	SSC
Cicindela hirticollis gravida sandy beach tiger beetle	IICOL02101	None	None	G5T2	S2	
Circus hudsonius northern harrier	ABNKC11011	None	None	G5	S3	SSC
Corynorhinus townsendii Townsend's big-eared bat	AMACC08010	None	None	G3G4	S2	SSC
Coturnicops noveboracensis yellow rail	ABNME01010	None	None	G4	S1S2	SSC
Danaus plexippus pop. 1 monarch - California overwintering population	IILEPP2012	None	None	G4T2T3	S2S3	
Dipodomys heermanni berkeleyensis Berkeley kangaroo rat	AMAFD03061	None	None	G3G4T1	S1	
Elanus leucurus white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Eucyclogobius newberryi tidewater goby	AFCQN04010	Endangered	None	G3	S3	SSC
Euphydryas editha bayensis Bay checkerspot butterfly	IILEPK4055	Threatened	None	G5T1	S1	

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Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Falco peregrinus anatum American peregrine falcon	ABNKD06071	Delisted	Delisted	G4T4	S3S4	FP
Geothlypis trichas sinuosa saltmarsh common yellowthroat	ABPBX1201A	None	None	G5T3	S3	SSC
Helminthoglypta nickliniana bridgesi Bridges' coast range shoulderband	IMGASC2362	None	None	G3T1	S1S2	
Lasionycteris noctivagans silver-haired bat	AMACC02010	None	None	G5	S3S4	
Lasiurus cinereus hoary bat	AMACC05030	None	None	G5	S4	
Laterallus jamaicensis coturniculus California black rail	ABNME03041	None	Threatened	G3G4T1	S1	FP
Masticophis lateralis euryxanthus Alameda whipsnake	ARADB21031	Threatened	Threatened	G4T2	S2	
Melospiza melodia pusillula Alameda song sparrow	ABPBXA301S	None	None	G5T2?	S2S3	SSC
Microcina leei Lee's micro-blind harvestman	ILARA47040	None	None	G1	S1	
Neotoma fuscipes annectens San Francisco dusky-footed woodrat	AMAFF08082	None	None	G5T2T3	S2S3	SSC
Nyctinomops macrotis big free-tailed bat	AMACD04020	None	None	G5	S3	SSC
Phalacrocorax auritus double-crested cormorant	ABNFD01020	None	None	G5	S4	WL
Rallus obsoletus obsoletus California Ridgway's rail	ABNME05011	Endangered	Endangered	G5T1	S1	FP
Rana boylii foothill yellow-legged frog	AAABH01050	None	Endangered	G3	S3	SSC
Rana draytonii California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC
Reithrodontomys raviventris salt-marsh harvest mouse	AMAFF02040	Endangered	Endangered	G1G2	S1S2	FP
Rynchops niger black skimmer	ABNNM14010	None	None	G5	S2	SSC
Scapanus latimanus parvus Alameda Island mole	AMABB02031	None	None	G5THQ	SH	SSC
Sorex vagrans halicoetes salt-marsh wandering shrew	AMABA01071	None	None	G5T1	S1	SSC
Spirinchus thaleichthys longfin smelt	AFCHB03010	Candidate	Threatened	G5	S1	
Sternula antillarum browni California least tern	ABNNM08103	Endangered	Endangered	G4T2T3Q	S2	FP

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Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Taxidea taxus	AMAJF04010	None	None	G5	S3	SSC
American badger						
Tryonia imitator	IMGASJ7040	None	None	G2	S2	
mimic tryonia (=California brackishwater snail)						

Record Count: 41

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Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Oakland East (3712272) OR Oakland West (3712273) OR San Leandro (3712262) OR Hunters Point (3712263))
 AND Taxonomic Group IS (Dune OR Scrub OR Herbaceous OR Marsh OR Riparian OR Woodland OR Forest OR Alpine OR Inland Waters OR Marine OR Estuarine OR Riverine OR Palustrine)

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Northern Coastal Salt Marsh	CTT52110CA	None	None	G3	S3.2	
Northern Coastal Salt Marsh						
Northern Maritime Chaparral	CTT37C10CA	None	None	G1	S1.2	
Northern Maritime Chaparral						
Serpentine Bunchgrass	CTT42130CA	None	None	G2	S2.2	
Serpentine Bunchgrass						

Record Count: 3

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Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Oakland East (3712272) OR Oakland West (3712273) OR San Leandro (3712262) OR Hunters Point (3712263))
 AND Taxonomic Group IS (Ferns OR Gymnosperms OR Monocots OR Dicots OR Lichens OR Bryophytes)

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Amsinckia lunaris bent-flowered fiddleneck	PDBOR01070	None	None	G3	S3	1B.2
Arctostaphylos pallida pallid manzanita	PDERI04110	Threatened	Endangered	G1	S1	1B.1
Astragalus tener var. tener alkali milk-vetch	PDFAB0F8R1	None	None	G2T1	S1	1B.2
Carex comosa bristly sedge	PMCYP032Y0	None	None	G5	S2	2B.1
Centromadia parryi ssp. congdonii Congdon's tarplant	PDAST4R0P1	None	None	G3T1T2	S1S2	1B.1
Chloropyron maritimum ssp. palustre Point Reyes salty bird's-beak	PDSCR0J0C3	None	None	G4?T2	S2	1B.2
Chorizanthe cuspidata var. cuspidata San Francisco Bay spineflower	PDPGN04081	None	None	G2T1	S1	1B.2
Chorizanthe robusta var. robusta robust spineflower	PDPGN040Q2	Endangered	None	G2T1	S1	1B.1
Clarkia concinna ssp. automixa Santa Clara red ribbons	PDONA050A1	None	None	G5?T3	S3	4.3
Clarkia franciscana Presidio clarkia	PDONA050H0	Endangered	Endangered	G1	S1	1B.1
Dirca occidentalis western leatherwood	PDTHY03010	None	None	G2	S2	1B.2
Eriogonum luteolum var. caninum Tiburon buckwheat	PDPGN083S1	None	None	G5T2	S2	1B.2
Eryngium jepsonii Jepson's coyote-thistle	PDAPI0Z130	None	None	G2	S2	1B.2
Extriplex joaquinana San Joaquin spearscale	PDCHE041F3	None	None	G2	S2	1B.2
Fissidens pauperculus minute pocket moss	NBMUS2W0U0	None	None	G3?	S2	1B.2
Fritillaria liliacea fragrant fritillary	PMLIL0V0C0	None	None	G2	S2	1B.2
Gilia capitata ssp. chamissonis blue coast gilia	PDPLM040B3	None	None	G5T2	S2	1B.1
Gilia millefoliata dark-eyed gilia	PDPLM04130	None	None	G2	S2	1B.2

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Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Helianthella castanea Diablo helianthella	PDAST4M020	None	None	G2	S2	1B.2
Hemizonia congesta ssp. congesta congested-headed hayfield tarplant	PDAST4R065	None	None	G5T2	S2	1B.2
Heteranthera dubia water star-grass	PMPON03010	None	None	G5	S2	2B.2
Hoita strobilina Loma Prieta hoita	PDFAB5Z030	None	None	G2?	S2?	1B.1
Holocarpha macradenia Santa Cruz tarplant	PDAST4X020	Threatened	Endangered	G1	S1	1B.1
Horkelia cuneata var. sericea Kellogg's horkelia	PDROS0W043	None	None	G4T1?	S1?	1B.1
Lasthenia conjugens Contra Costa goldfields	PDAST5L040	Endangered	None	G1	S1	1B.1
Layia carnosa beach layia	PDAST5N010	Endangered	Endangered	G2	S2	1B.1
Leptosiphon rosaceus rose leptosiphon	PDPLM09180	None	None	G1	S1	1B.1
Meconella oregana Oregon meconella	PDPAP0G030	None	None	G2G3	S2	1B.1
Monolopia gracilens woodland woollythreads	PDAST6G010	None	None	G3	S3	1B.2
Plagiobothrys chorisianus var. chorisianus Choris' popcornflower	PDBOR0V061	None	None	G3T1Q	S1	1B.2
Plagiobothrys diffusus San Francisco popcornflower	PDBOR0V080	None	Endangered	G1Q	S1	1B.1
Polygonum marinense Marin knotweed	PDPGN0L1C0	None	None	G2Q	S2	3.1
Sanicula maritima adobe sanicle	PDAPI1Z0D0	None	Rare	G2	S2	1B.1
Spergularia macrotheca var. longistyla long-styled sand-spurrey	PDCAR0W062	None	None	G5T2	S2	1B.2
Streptanthus albidus ssp. peramoenus most beautiful jewelflower	PDBRA2G012	None	None	G2T2	S2	1B.2
Stuckenia filiformis ssp. alpina slender-leaved pondweed	PMPOT03091	None	None	G5T5	S2S3	2B.2
Suaeda californica California seablite	PDCHE0P020	Endangered	None	G1	S1	1B.1
Trifolium hydrophilum saline clover	PDFAB400R5	None	None	G2	S2	1B.2
Triphysaria floribunda San Francisco owl's-clover	PDSCR2T010	None	None	G2?	S2?	1B.2

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Viburnum ellipticum	PDCPR07080	None	None	G4G5	S3?	2B.3
oval-leaved viburnum						

Record Count: 40

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CNPS California Native Plant Society

*The database used to provide updates to the Online Inventory is under construction. View updates and changes made since May 2019 here.

Plant List

39 matches found. *Click on scientific name for details*

Search Criteria

Found in Quads 3712273, 3712272 3712263 and 3712262;

Modify Search Criteria | Export to Excel | Modify Columns | Modify Sort | Display Photos

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Amsinckia lunaris	bent-flowered fiddleneck	Boraginaceae	annual herb	Mar-Jun	1B.2	S3	G3
Arctostaphylos pallida	pallid manzanita	Ericaceae	perennial evergreen shrub	Dec-Mar	1B.1	S1	G1
Astragalus tener var. tener	alkali milk-vetch	Fabaceae	annual herb	Mar-Jun	1B.2	S1	G2T1
Balsamorhiza macrolepis	big-scale balsamroot	Asteraceae	perennial herb	Mar-Jun	1B.2	S2	G2
Calochortus umbellatus	Oakland star-tulip	Liliaceae	perennial bulbiferous herb	Mar-May	4.2	S3?	G3?
Castilleja ambigua var. ambigua	johnny-nip	Orobanchaceae	annual herb (hemiparasitic)	Mar-Aug	4.2	S3S4	G4T4
Centromadia parryi ssp. congdonii	Congdon's tarplant	Asteraceae	annual herb	May-Oct(Nov)	1B.1	S1S2	G3T1T2
Chloropyron maritimum ssp. palustre	Point Reyes bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	Jun-Oct	1B.2	S2	G4?T2
Chorizanthe cuspidata var. cuspidata	San Francisco Bay spineflower	Polygonaceae	annual herb	Apr-Jul(Aug)	1B.2	S1	G2T1
Chorizanthe robusta var. robusta	robust spineflower	Polygonaceae	annual herb	Apr-Sep	1B.1	S1	G2T1
Clarkia concinna ssp. automixa	Santa Clara red ribbons	Onagraceae	annual herb	(Apr)May-Jun(Jul)	4.3	S3	G5?T3
Clarkia franciscana	Presidio clarkia	Onagraceae	annual herb	May-Jul	1B.1	S1	G1
Dirca occidentalis	western leatherwood	Thymelaeaceae	perennial deciduous shrub	Jan-Mar(Apr)	1B.2	S2	G2
Eriogonum luteolum var. caninum	Tiburon buckwheat	Polygonaceae	annual herb	May-Sep	1B.2	S2	G5T2
Eryngium jepsonii	Jepson's coyote thistle	Apiaceae	perennial herb	Apr-Aug	1B.2	S2?	G2?
Extriplex joaquinana	San Joaquin	Chenopodiaceae	annual herb	Apr-Oct	1B.2	S2	G2

	spearscale						
Fritillaria liliacea	fragrant fritillary	Liliaceae	perennial bulbiferous herb	Feb-Apr	1B.2	S2	G2
Gilia capitata ssp. chamissonis	blue coast gilia	Polemoniaceae	annual herb	Apr-Jul	1B.1	S2	G5T2
Gilia millefoliata	dark-eyed gilia	Polemoniaceae	annual herb	Apr-Jul	1B.2	S2	G2
Helianthella castanea	Diablo helianthella	Asteraceae	perennial herb	Mar-Jun	1B.2	S2	G2
Hoita strobilina	Loma Prieta hoita	Fabaceae	perennial herb	May-Jul(Aug-Oct)	1B.1	S2?	G2?
Holocarpha macradenia	Santa Cruz tarplant	Asteraceae	annual herb	Jun-Oct	1B.1	S1	G1
Horkelia cuneata var. sericea	Kellogg's horkelia	Rosaceae	perennial herb	Apr-Sep	1B.1	S1?	G4T1?
Lasthenia conjugens	Contra Costa goldfields	Asteraceae	annual herb	Mar-Jun	1B.1	S1	G1
Leptosiphon acicularis	bristly leptosiphon	Polemoniaceae	annual herb	Apr-Jul	4.2	S4?	G4?
Meconella oregana	Oregon meconella	Papaveraceae	annual herb	Mar-Apr	1B.1	S2	G2G3
Micropus amphibolus	Mt. Diablo cottonweed	Asteraceae	annual herb	Mar-May	3.2	S3S4	G3G4
Monolopia gracilens	woodland woolythreads	Asteraceae	annual herb	(Feb)Mar-Jul	1B.2	S3	G3
Plagiobothrys chorisianus var. chorisianus	Choris' popcornflower	Boraginaceae	annual herb	Mar-Jun	1B.2	S1	G3T1Q
Plagiobothrys diffusus	San Francisco popcornflower	Boraginaceae	annual herb	Mar-Jun	1B.1	S1	G1Q
Polygonum marinense	Marin knotweed	Polygonaceae	annual herb	(Apr)May-Aug(Oct)	3.1	S2	G2Q
Sanicula maritima	adobe sanicle	Apiaceae	perennial herb	Feb-May	1B.1	S2	G2
Spergularia macrotheca var. longistyla	long-styled sand-spurrey	Caryophyllaceae	perennial herb	Feb-May(Jun)	1B.2	S2	G5T2
Streptanthus albidus ssp. peramoenus	most beautiful jewelflower	Brassicaceae	annual herb	(Mar)Apr-Sep(Oct)	1B.2	S2	G2T2
Stuckenia filiformis ssp. alpina	slender-leaved pondweed	Potamogetonaceae	perennial rhizomatous herb (aquatic)	May-Jul	2B.2	S2S3	G5T5
Suaeda californica	California seablite	Chenopodiaceae	perennial evergreen shrub	Jul-Oct	1B.1	S1	G1
Trifolium hydrophilum	saline clover	Fabaceae	annual herb	Apr-Jun	1B.2	S2	G2
Triphysaria floribunda	San Francisco owl's-clover	Orobanchaceae	annual herb	Apr-Jun	1B.2	S2?	G2?
Viburnum ellipticum	oval-leaved viburnum	Adoxaceae	perennial deciduous shrub	May-Jun	2B.3	S3?	G4G5

Suggested Citation

California Native Plant Society, Rare Plant Program. 2020. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website http://www.rareplants.cnps.org [accessed 02 September 2020].

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The Consortium of California Herbaria
CalPhotos

Questions and Comments
rareplants@cnps.org

From: NMFSWCRCA Specieslist - NOAA Service Account
To: Baker, Carli@DOT
Subject: Re: Species List: 0G360- Oakland/Alameda Access Project (9/2/2020)
Date: Wednesday, September 2, 2020 1:37:51 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Receipt of this message confirms that NMFS has received your email to nmfswcrca.specieslist@noaa.gov. If you are a federal agency (or representative) and have followed the steps outlined on the California Species List Tools web page (http://www.westcoast.fisheries.noaa.gov/maps_data/california_species_list_tools.html), you have generated an official Endangered Species Act species list.

Messages sent to this email address are not responded to directly. For project specific questions, please contact your local NMFS office.

Northern California/Klamath (Arcata) 707-822-7201

North-Central Coast (Santa Rosa) 707-387-0737

Southern California (Long Beach) 562-980-4000

California Central Valley (Sacramento) 916-930-3600

From: Baker, Carli@DOT
To: nmfswcrca.specieslist@noaa.gov
Subject: Species List: 0G360- Oakland/Alameda Access Project (9/2/2020)
Date: Wednesday, September 2, 2020 1:37:32 PM

Hello,

Below you will find the results from a search of the NMFS Resources in California KMZ for the 0G360 project, which reflects results from the Oakland West, Oakland East, San Leandro, and Hunters Point USGS 7.5 minute quadrangles.

This species list is requested by:

California Department of Transportation, District 4

111 Grand Ave, Oakland CA 94606

Attn: Carli Baker, Assoc. Environmental Planner, carli.baker@dot.ca.gov. 510-622-8799

Thank you for your time,

Carli Baker

List Date: Sept 2, 2020

Source: nmfs_wcr_ca_species_list_november_2016.xlsx

Quad Names: Oakland West, Oakland East, San Leandro, Hunters Point

Quad Numbers: 37122-G3, 37122-G2, 37122-F3, 37122-F2

ESA Anadromous Fish

SONCC Coho ESU (T) –

CCC Coho ESU (E) –

CC Chinook Salmon ESU (T) –

CVSR Chinook Salmon ESU (T) - **X**

SRWR Chinook Salmon ESU (E) - **X**

NC Steelhead DPS (T) –

CCC Steelhead DPS (T) - **X**

SCCC Steelhead DPS (T) –

SC Steelhead DPS (E) –

CCV Steelhead DPS (T) - **X**

Eulachon (T) –

sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat –

CCC Coho Critical Habitat –

CC Chinook Salmon Critical Habitat –

CVSR Chinook Salmon Critical Habitat –

SRWR Chinook Salmon Critical Habitat – **X**

NC Steelhead Critical Habitat –

CCC Steelhead Critical Habitat - **X**

SCCC Steelhead Critical Habitat –

SC Steelhead Critical Habitat –

CCV Steelhead Critical Habitat –

Eulachon Critical Habitat –

sDPS Green Sturgeon Critical Habitat – **X**

ESA Marine Invertebrates

Range Black Abalone (E) –

Range White Abalone (E) –

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat –

ESA Sea Turtles

East Pacific Green Sea Turtle (T) –

Olive Ridley Sea Turtle (T/E) –

Leatherback Sea Turtle (E) –

North Pacific Loggerhead Sea Turtle (E) –

ESA Whales

Blue Whale (E) –

Fin Whale (E) –

Humpback Whale (E) –

Southern Resident Killer Whale (E) –

North Pacific Right Whale (E) –

Sei Whale (E) –

Sperm Whale (E) –

ESA Pinnipeds Guadalupe Fur Seal (T) –

Steller Sea Lion Critical Habitat –

Essential Fish Habitat

Coho EFH - **X**

Chinook Salmon EFH - **X**

Groundfish EFH - **X**

Coastal Pelagics EFH - **X**

Highly Migratory Species EFH –

MMPA Species

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office 562-980-4000

MMPA Cetaceans –

MMPA Pinnipeds - **X**

--
Carli Baker
Environmental Planner
Office of Biological Sciences & Permits
Division of Environmental Planning and Engineering
California Department of Transportation - District 4
510-622-8799

Carli Baker
She/her/hers
Associate Environmental Planner (NS)
Alameda and Contra Costa Counties
Caltrans District 4, Oakland
C: (510) 704-3167 W: (510) 622-8799

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To:
Consultation Code: 08ESMF00-2020-SLI-2279
Event Code: 08ESMF00-2020-E-08588
Project Name: Oakland Alameda Access Project

September 02, 2020

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following office, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

San Francisco Bay-Delta Fish And Wildlife
650 Capitol Mall
Suite 8-300
Sacramento, CA 95814
(916) 930-5603

Project Summary

Consultation Code: 08ESMF00-2020-SLI-2279

Event Code: 08ESMF00-2020-E-08588

Project Name: Oakland Alameda Access Project

Project Type: TRANSPORTATION

Project Description: Improve multimodal access between Oakland, Alameda, and I-880

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/37.79124588130587N122.26119070013291W

Counties: Alameda, CA

Endangered Species Act Species

There is a total of 12 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Salt Marsh Harvest Mouse *Reithrodontomys raviventris* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/613	Endangered

Birds

NAME	STATUS
California Clapper Rail *Rallus longirostris obsoletus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4240	Endangered
California Least Tern *Sterna antillarum browni* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Western Snowy Plover *Charadrius nivosus nivosus* Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened

Reptiles

NAME	STATUS
Alameda Whipsnake (=striped Racer) *Masticophis lateralis euryxanthus* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5524	Threatened
Green Sea Turtle *Chelonia mydas* Population: East Pacific DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6199	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/205/office/11420.pdf	Threatened

Fishes

NAME	STATUS
Delta Smelt *Hypomesus transpacificus* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened
Tidewater Goby *Eucyclogobius newberryi* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/57	Endangered

Insects

NAME	STATUS
San Bruno Elfin Butterfly *Callophrys mossii bayensis* There is **proposed** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/3394	Endangered

Flowering Plants

NAME	STATUS
California Seablite *Suaeda californica* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6310	Endangered
Santa Cruz Tarplant *Holocarpha macradenia* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6832	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
San Francisco Bay-Delta Fish And Wildlife
650 Capitol Mall
Suite 8-300
Sacramento, CA 95814
Phone: (916) 930-5603 Fax: (916) 930-5654
http://kim_squires@fws.gov

In Reply Refer To:
Consultation Code: 08FBDT00-2020-SLI-0209
Event Code: 08FBDT00-2020-E-00581
Project Name: Oakland Alameda Access Project

September 02, 2020

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

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Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

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This species list is provided by:

San Francisco Bay-Delta Fish And Wildlife
650 Capitol Mall
Suite 8-300
Sacramento, CA 95814
(916) 930-5603

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Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

Project Summary

Consultation Code: 08FBDT00-2020-SLI-0209

Event Code: 08FBDT00-2020-E-00581

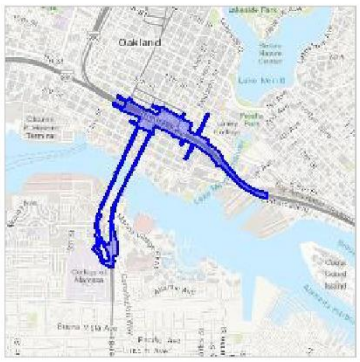
Project Name: Oakland Alameda Access Project

Project Type: TRANSPORTATION

Project Description: Improve multimodal access between Oakland, Alameda, and I-880

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/37.79124588130587N122.26119070013291W



Counties: Alameda, CA

Endangered Species Act Species

There is a total of 9 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Salt Marsh Harvest Mouse *Reithrodontomys raviventris* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/613	Endangered

Birds

NAME	STATUS
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California Least Tern *Sterna antillarum browni* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Western Snowy Plover *Charadrius nivosus nivosus* Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened

Reptiles

NAME	STATUS
Alameda Whipsnake (=striped Racer) *Masticophis lateralis euryxanthus* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5524	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened

Fishes

NAME	STATUS
Delta Smelt *Hypomesus transpacificus* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened

Insects

NAME	STATUS
San Bruno Elfin Butterfly *Callophrys mossii bayensis* There is **proposed** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/3394	Endangered

Flowering Plants

NAME	STATUS
California Seablite *Suaeda californica* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6310	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

INTENTIONALLY LEFT BLANK

List of Technical Studies

Many technical studies were used to analyze the proposed Build Alternative and the No-Build Alternative's impacts; they are summarized in the EIR/EA. These studies include:

- Advance Planning Study, August 2018
- Air Quality Report, May 2020
- Aquatic Resources Delineation Report, March 2020
- Archaeological Survey Report, March 2020
- Community Impact Assessment, September 2020
- Energy Technical Memorandum, August 2020
- Extended Phase I Archaeological Investigations, April 2020
- Historic Property Survey Report, May 2020
- Historic Resources Evaluation Report, March 2020
- Initial Site Assessment, March 2020
- Location Hydraulic Study Report, June 2020
- Natural Environment Study-Minimal Impact, March 2020
- Noise Abatement Decision Report, May 2020
- Noise Study Report, May 2020
- Paleontological Identification/Evaluation Report and Paleontological Mitigation Plan, March 2020
- Preliminary Foundation Report, April 2020
- Preliminary Geotechnical Report, March 2020
- Sea-level Rise Memorandum, May 2020
- Stormwater Data Report, May 2020
- Traffic Operations Analysis Report, March 2020
- Value Analysis Study Report, March 2020
- Visual Impact Assessment, April 2020
- Water Quality Assessment Report, April 2020

Technical studies and copies of the Draft EIR/EA are available for viewing at:

Caltrans District 4

111 Grand Avenue, MS-8B

Oakland, CA 94612

Attn: Lindsay Vivian, Chief, Office of Environmental Analysis

Oakland.Alameda.Access@dot.ca.gov