

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

04-ALA-0-ACTC

ATPL 6480 (010)

Dist.-Co.-Rte. (or Local Agency)

P.M./P.M.

E.A/Project No.

Federal-Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION: EAST BAY GREENWAY

The East Bay Greenway project comprises a 16-mile trail, connecting the cities of Oakland, San Leandro, Hayward, and portions of unincorporated Alameda County that generally follows the alignment of the Union Pacific Railroad (UPRR) Oakland Subdivision and Bay Area Rapid Transit (BART) system tracks, providing inter-jurisdictional connections, access to BART, as well as connections to other key destinations along the corridor. The northern project limits are Oak Street and E. 10th/E. 9th Street and the southern project limits is South Hayward BART station. A full project description is provided from page 2 onwards.

CALTRANS CEQA DETERMINATION (Check one)

- ☒ Not Applicable – Caltrans is not the CEQA Lead Agency ☐ Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA

Based on an examination of this proposal, supporting information, and the above statements, the project is:

- ☐ Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)
☐ Categorically Exempt. Class (PRC 21084; 14 CCR 15300 et seq.)

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

- ☐ Exempt by General Rule. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)]

Print Name: Senior Environmental Planner or
Environmental Branch Chief

Print Name: Project Manager

Signature

Date

Signature

Date

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

CALTRANS NEPA DETERMINATION (Check one)

- ☒ 23 USC 326: The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- ☒ 23 CFR 771.117(c): activity (c)(3)
☐ 23 CFR 771.117(d): activity (d)()
☐ Activity listed in Appendix A of the MOU between FHWA and the State

- ☐ 23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327. 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 FHWA and Caltrans.

TOM HOLSTEIN

Print Name: Senior Environmental Planner or
Environmental Branch Chief

Print Name: Project Manager/DLA Engineer

Signature

Date

Signature

Date

Date of Categorical Exclusion Checklist completion: 15Nov18

Date of ECR or equivalent: 14Nov18

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

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CE Continuation Sheet

Project Purpose

The objectives of the East Bay Greenway (EBGW) project are to:

- Improve bicycle and pedestrian network connectivity between Downtown Oakland and South Hayward in Alameda County
- Improve access to regional transit, schools, downtown areas, and major activity centers
- Create a regional trail transportation facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities
- Improve safety for bicyclists and pedestrians by providing a facility that is physically separated from high speed, high volume vehicular traffic, and minimizes conflicts between trail users to the maximum extent feasible
- Support promotion of a multimodal transportation system and reduction of greenhouse gas emissions

Project Need

The project is needed to address the:

- Lack of or discontinuous bicycle and pedestrian routes between Downtown Oakland and South Hayward in Alameda County
- Limited mobility and lack of connectivity (convenient access) for students/elderly/socioeconomically disadvantaged, in the region separate from vehicular traffic
- Lack of public recreational facilities/non-vehicular travel modes in region

There are no extended linear bicycle routes that connect the urbanized areas of Oakland, San Leandro, and Hayward. Existing bicycle routes in the project area are non-existent or discontinuous. Bicyclists and pedestrians (where there are no sidewalks) must use traffic lanes to complete their journey, and the traffic lanes frequently have limited space for shared vehicle-bicycle use.

Facilities are needed to improve non-motorized modes of transportation, connectivity, access, and safety for bicyclists and pedestrians between Oakland and Hayward. Furthermore, the urban area in the vicinity of the project is underserved by other public facilities. There are only a few small neighborhood park and recreation areas within ½ mile of the BART corridor between Oakland and Hayward. Providing a designed route, and where feasible, facilities or improvements that encourage walking and bicycle riding can enhance the appearance of an area and be more inviting to potential users.

Project Limits and Description of Work

The proposed 16-mile long EBGW corridor will generally follow the alignment of the UPRR Oakland Subdivision and BART system tracks. To the extent possible, the EBGW would occur within (or require easements on) the UPRR right of way (ROW), the area immediately adjacent to the UPRR ROW (including BART ROW), and adjacent city streets. At the northerly end, where BART descends underground, the project corridor will divert from the BART alignment, and follow city streets. In the event the UPRR ROW is not available to the project, routes on streets, including those not immediately adjacent to the UPRR ROW have also been considered to maintain continuity.

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The project corridor's northern limit is the Lake Merritt BART Station at Oak Street and E. 9th Street in Oakland. From this point to the Fruitvale BART Station, the project corridor would run east of and generally parallel to the BART alignment via city streets (E. 9th Street, Fallon Street, E. 10th Street, E. 8th Street, and E. 12th Street) as Class IV facilities. Between Fruitvale BART Station (35th Avenue) and 47th Avenue, a Class I is proposed within BART ROW.

South of 47th Avenue, where the UPRR connection from the Niles Subdivision crosses San Leandro Street beneath the aerial BART tracks and becomes the Oakland Subdivision, the project corridor remains within or adjacent to the UPRR/BART alignment, to the southern project limit at Tennyson Road and the South Hayward BART Station (approximately 12 miles). Between 47th Avenue and Tennyson Road the project connects to the Coliseum-Oakland International Airport, San Leandro, Bay Fair, and Hayward BART stations.

Class I trail facilities will comprise a nominal 10-foot wide paved trail with 2-foot wide shoulders each side, except where localized constraints or opportunities exist. On-street facilities will comprise of Class IV protected cycle tracks (one- or two-way). The final EBGW project alignment and configuration will depend on the availability of access to the UPRR and BART ROW and the specific constraints of each particular corridor segment. Within the approved corridor alignment south of 47th Avenue, two design options (Rail to Trail and Rail with Trail) are therefore included in this NEPA clearance.

The Rail to Trail design option would use the full width of the UPRR Oakland Subdivision ROW (80 to 100 feet) and would require abandonment of rail service for the length of the project corridor. Under this option, all railroad tracks, appurtenances, facilities, and crossing gate assemblies in the project area would be removed or salvaged. The Class I facility under the Rail to Trail option would range from 18 to 34 feet, including separate pathways for bicyclists and pedestrians in many sections. Deviations from these preferences are based on physical constraints, including bridges and other structures as well as topographic constraints. Grading would be required south of 47th Avenue to lower rail embankments or reduce side slope. Under the Rail to Trail option, additional ROW not used for project trail facilities could form opportunity areas for landscaping, programmed recreation uses, or redeveloped over time.

The Rail with Trail design option would maintain the Oakland Subdivision as an active rail line for the length of the project corridor. This option would encroach into UPRR ROW only in sections where there is no feasible way to implement a Class I facility in public ROW or where a Class I facility wholly outside of UPRR ROW would require tradeoffs such as parking loss, tree removal, private ROW takes, or construction of the trail facility immediately adjacent to residential areas. Trail facility placement and configuration under the Rail with Trail option takes requirements related to active rail line setbacks into consideration.¹

The Rail with Trail option would provide Class I facilities for bicyclists and pedestrians that range in width from 10 to 14 feet. Where there is sufficient ROW the project includes opportunities for landscaping and placemaking amenities. Under Rail with Trail, grading would be required to provide the trail within the UPRR (or a joint-use easement [JUE] with BART) or on street ROW, adjacent to the active rail line, to new structure approaches, or to conform to existing grade.

¹ Project trail setbacks would comply to the extent possible with UPRR requirements (25 feet from rail centerline) and would comply in all cases with California Public Utilities Commission (CPUC) requirements (10 feet from rail centerline). **Currently, chain link fencing is found throughout much of the project corridor as a barrier between roadways, sidewalks, and easement areas, and the BART and UPRR ROW. Fencing would be required to protect trail users from the rail ROW. Depending on the design option, the length of fencing would vary.**

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The project includes various modifications to intersections for enhanced bicycle and pedestrian safety, along with two road diets on San Leandro Street between 47th Avenue and Seminary Avenue in Oakland and from Broadmoor Boulevard to Peralta Avenue in San Leandro.

Relocation of existing underground utilities, including but not limited to water, wastewater, electric/gas, and telephone/cable/internet may be required. The project would be located within or adjacent to existing road ROWs and thus utility relocation would be integrated into the existing systems. Maximum excavation for underground utilities is not anticipated to exceed depths of 15 feet with a diameter of 54 inches.

Construction

Construction activities are generally anticipated to include, but not be limited to, retaining walls (foundations up to 6 feet in depth), clear-span bridge modification and/or construction (piers/foundations up to 15 feet in depth), concrete and/or asphalt paving (2 feet in depth), restriping roadways, construction of median islands and bulb outs, reconstruction of sidewalk, curb extension and ramps, bus platform extension, earthwork, relocating and/or resetting utilities and drainage facilities (4 feet in depth), relocating and new roadside signs, installing or modifying electrical facilities such as lighting (6 feet in depth) and signals (9 feet in depth), relocating trees, installing landscaping/hardscaping, installing signs (3 feet in depth), narrowing travel lanes, fencing, hand-railing, and providing intersection crossing controls treatments.

The project could use up to seven potential staging areas located throughout the corridor and included within this NEPA approval.

Due to the length of the project and determination of UPRR ROW availability, and in order to open portions of the project to the public in the near term, the project could be implemented in phases, and could involve a mix of the two design options identified above.

Anticipated Right of Way Requirements

The project may acquire up to 150 parcels. These are currently predicted to be partial acquisitions (no relocations) rather than easements. The project also requires Right of Way discussions with UPRR to determine the extent of UPRR Right of Way available to the EBGW and the form of that transfer (e.g. acquisition or easement). These discussions will proceed through negotiation. The project can be constructed without any relocation of rail facilities or rail served facilities. Yet UPRR's intentions regarding their business decisions are unknown until any such Right of Way discussions are concluded and the relocation impacts of the project may therefore need to be revisited once the Right of Way phase is concluded.

Alameda CTC is the implementing project sponsor through the environmental phase and may continue as project sponsor during design and construction otherwise local jurisdictions, who will ultimately assume ownership of the trail segments within their jurisdictions, will become project sponsor during construction. There has been a close and productive working relationship with stakeholder agencies throughout the project process. This manifests through recurring bi-monthly Project Development Team meetings, which include the cities of Oakland, San Leandro, and Hayward, Alameda County, BART, Caltrans, and East Bay Regional Parks District.

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Table 1-1. Project Corridor Illustrative Cross-Section Details

Project Cross-Section Details		
Location	Facility Class	Description
<i>All Design Options</i>		
Lake Merritt BART Station (Oak Street and E. 9 th Street) to 9 th Avenue	Class IV (two-way)	8 to 13 feet wide bikeway on City streets
9 th Avenue to 14 th Avenue	Class IV (two-way)	10 feet-wide bikeway on City streets
14 th Avenue to Fruitvale Avenue (<u>Fruitvale BART Station</u>)	Class IV (one-way)	7 to 8-feet wide bikeway on City streets
Fruitvale Avenue to 33 rd Avenue (<u>Fruitvale BART Station</u>)	Class IV (two-way)	10-foot wide bikeway on city streets
35 th Avenue to 47 th Avenue (<u>Fruitvale BART Station</u>)	Class I (multi-use path)	12 to 14-feet wide path on UPRR ROW
<i>Rail-to-Trail</i>		
47 th Avenue to Davis Street (<u>Coliseum BART Station</u>)	Class I (separated bike/pedestrian path)	25 to 34-feet wide path on UPRR ROW
San Leandro Tech Campus: Paseo (<u>San Leandro BART Station</u>)		
Thornton Street to Sunset Boulevard (<u>Bay Fair BART Station</u>)	Class I (multi-use path)	18-feet wide path on UPRR ROW
Sunset Boulevard to Berry Avenue; Harder Road to Sorenson Road (<u>Hayward BART Station</u>)	Class I (separated bike/pedestrian path)	30 to 32-feet wide path on UPRR ROW
Berry Avenue to Harder Road; Sorenson Road to South Hayward BART	Class I (multi-use path)	21-feet wide path on UPRR ROW
<i>Rail-with-Trail</i>		
47 th Avenue to 71 st Avenue (<u>Coliseum BART Station</u>)	Class I (multi-use path)	12 to 14-feet wide path on City streets
71 st Avenue to 73 rd Avenue (<u>Coliseum BART Station</u>)	Class IV (two-way)	14-feet wide bikeway on City streets (10 feet at spot locations at BART columns)
73 rd Avenue to Hegenberger Road (<u>Coliseum BART Station</u>)	Class I (multi-use path)	10 feet wide path on City streets due to be consistent with the existing Class I
Hegenberger Road to 85 th Avenue (Existing Class I)		
85 th Avenue to Davis Street (<u>San Leandro BART Station</u>)	Class I (multi-use path)	10 to 14 feet wide path on City streets/UPRR ROW
San Leandro Tech Campus: Paseo (<u>San Leandro BART Station</u>)		
Thornton Street to Tennyson Road (South Hayward BART)	Class I (multi-use path)	11 to 14 feet wide path on City streets/UPRR ROW

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Table 1-2. Project Structural Elements

Project Structural Elements		
Element Name	Location	Project Element Discussion
<i>Structural Elements Common to Both Design Options</i>		
State Highway 77 (42 nd Avenue) Bridge	Oakland	Project would construct a new approach approximately 18 feet wide and 10 feet long, as well as improve an existing railroad bridge within the City of Oakland ROW.
Estudillo Canal/ Thornally Drive Bridge	San Leandro	Project would widen or construct a new clear span bridge to 18-feet wide and 40-feet in length, within UPRR ROW to the west.
San Lorenzo Creek Bridge	Alameda County	Project would construct a new clear span bridge, 18-feet wide and 190-feet in length, within UPRR ROW to the west.
D Street Retaining Walls	Hayward	Project would construct two new retaining walls, approximately 16-feet in height and 400-feet in length, for access to D Street within the City of Hayward ROW.
Jackson Street Retaining Walls	Hayward	Project would construct two new retaining walls, approximately 16-feet in height and 400-feet in length, for access to Jackson Street within the City of Hayward ROW.
Orchard Avenue Retaining Walls	Hayward	Project would construct two new retaining walls, approximately 16-feet in height and 400-feet in length, for access to Orchard Street within the City of Hayward ROW.
Jefferson Street Underpass	Mason Street and Jefferson Street, Hayward	There is an existing pedestrian underpass (tunnel that runs perpendicular beneath the UPRR line) from Mason Drive to the Bowman Elementary School parking lot in the City of Hayward. A new underpass would be constructed 200-feet south of the existing underpass, to connect the project trail with Jefferson Street. The new underpass would be approximately 20-feet wide and 96-feet in length, with an improved clearance of 16-feet.
<i>Rail-to-Trail</i>		
Tennyson Road Retaining Walls	Hayward	Project would construct two new retaining walls, approximately 16-feet in height and 400-feet in length, for access to Tennyson Road within the City of Hayward and UPRR ROW.
<i>Rail-with-Trail</i>		
San Leandro Creek Bridge	San Leandro	Project would construct a new clear span bridge, 18-feet wide and 140-feet in length, within the BART JUE/UPRR ROW to the west.
Washington Avenue Bridge	San Leandro	Project would construct a new clear span bridge, 18-feet wide and 190-feet in length, within the BART JUE/City of San Leandro ROW to the east.

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Project Structural Elements			
	Element Name	Location	Project Element Discussion
	Washington Avenue Retaining Walls	San Leandro	Project would construct four retaining walls, approximately 8-feet in height and 150-feet in length. Retaining walls north of Washington Avenue are being constructed to avoid a transmission tower within the City of San Leandro ROW.
	Bay Fair BART Station Retaining Walls	San Leandro	Project would construct two new retaining walls up to 10-ft in height and up to 125-feet in length, to provide ramps from the trail to the pedestrian undercrossing for access to the BART station concourse, fare gates, and parking lots.
	Ashland Avenue Bridge	Alameda County	Project would construct a new clear span bridge, 18-feet wide and 105-feet long, within Alameda County ROW to the west.
	D Street Bridge	Hayward	Project would construct a new clear span bridge, 18-feet wide and 195-feet long, within City of Hayward ROW to the west.
	Jackson Street Bridge	Hayward	Project would construct a new clear span bridge, 18-feet wide and 270-feet long, within City of Hayward ROW to the west.
	Whitman Street Retaining Wall	Hayward	Project would construct a new retaining wall, approximately 4-feet in height and 1,300-feet in length, due to a UPRR embankment within the City of Hayward ROW.
	Tennyson Road Retaining Wall	Hayward	Project would construct a new retaining wall, up to 16-feet in height and approximately 400-feet in length, for access to Tennyson Road, within the City of Hayward ROW.
	Tennyson Road Bridge	Hayward	Project would construct a new clear span bridge, 18-ft wide and 200-ft in length, north of the South Hayward BART station and east of the UPRR, within the City of Hayward ROW.
<p>Note: Where the project would use an existing bridge, it would construct a new trail, including surficial treatments such as scraping for striping, treatment, paint, and temporary construction activity at and around the bridge supports.</p>			

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Table 1-3. Project Creek and Waterbody Crossings

Project Creek and Waterbody Crossings			
Water Feature Name (Bridge)	Location/City at Crossing	Description of Waterbody	Construction at or Encroaching on Waterbody ^b
Lake Merritt Channel	E. 10 th Street near 2 nd Avenue/City of Oakland	Open channel; surface exposure. Brackish, tidal, wide channel. Natural substrate (i.e. mud) with no vegetation.	Project to use existing E. 10 th Street bridge over waterbody.
Sausal Creek	E. 12 th Street, near 30 th Avenue/City of Oakland	Culverted and underground in ROW; no surface exposure. Nearest daylight 750 feet NW of project corridor.	None. Waterbody located underground.
Peralta Creek	E. 12 th Street, near 34 th Avenue/City of Oakland	Culverted and underground in ROW; no surface exposure. Nearest daylight 2,950 feet NW of project corridor.	None. Waterbody located underground.
Lion Creek	San Leandro Street, near 69 th Avenue/City of Oakland	Culverted and underground in ROW; no surface exposure. Brackish, tidal, wide, channel. Concrete-lined with no vegetation.	None. Waterbody located underground.
Arroyo Viejo	San Leandro Street, south, near Hegenberger Road/City of Oakland	Culverted and underground in ROW; no surface exposure. Brackish, tidal, wide channel. Concrete-lined with no vegetation.	None. Waterbody located underground.
Elmhurst Creek	San Leandro Street, near 85 th Avenue/City of Oakland	Open channel in UPRR ROW; surface exposure. Freshwater, channel with no vegetation in UPRR ROW. Culverted and underground in BART ROW; no surface exposure. Concrete-lined with no vegetation in BART ROW.	Project to use existing UPRR bridge.
San Leandro Creek	San Leandro Boulevard, between Lille Avenue and Antonio Street/ City of San Leandro	Culverted and underground in UPRR ROW; no surface exposure. Freshwater, vegetated, narrow, channel outside ROW.	None. Waterbody located underground.
Estudillo Canal	West of Thornally Drive/City of San Leandro	Open channel in UPRR ROW; surface exposure. Freshwater, wide channel. Concrete-lined with no vegetation.	Project to widen or construct a new clear span bridge.

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Project Creek and Waterbody Crossings				
	Water Feature Name (Bridge)	Location/City at Crossing	Description of Waterbody	Construction at or Encroaching on Waterbody ^b
	San Lorenzo Creek	North of Hampton Road and Western Boulevard intersection/ City of Hayward	Open channel in UPRR ROW; surface exposure. Freshwater wide channel. Concrete-lined with no vegetation.	Project to construct a new clear span bridge.
	Ward Creek	West of Pinedale Court (West end)/Hayward	Culverted and underground in BART ROW; no surface exposure, concrete-lined with no vegetation. Open channel in UPRR ROW; surface exposure, freshwater, shallow channel with no vegetation. Outside of UPRR/ BART ROW channel is vegetated.	Project to use existing UPRR bridge.
	Unnamed drainage	Whitman Street near Culp Avenue/ City of Hayward	Culverted and underground in ROW; no surface exposure. Nearest daylight 180ft SW of project.	None. Waterbody located underground.
	Zeile Creek	Whitman Street near Ainslee Court/City of Hayward	Open channel in ROW; surface exposure. Freshwater channel. Concrete-lined with no vegetation.	Use of existing UPRR bridges or sidewalk.
Note: All bridge widening or expansion proposed by the project will be clear span, and all work conducted and installation of all bridge components (including foundations) would be done outside of banks.				