

Appendix B. Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Govin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

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Making Conservation
a California Way of Life.

August 2020

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."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

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/civil-rights/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 Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at [<Title.VI@dot.ca.gov>](mailto:Title.VI@dot.ca.gov).

Original signed by
Toks Omishakin
Director

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

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**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 excluida de participar, ni se le negarán los beneficios, o será objeto de discriminación, en ningún programa o actividad que reciba ayuda financiera federal."*

Caltrans hará todos los esfuerzos para asegurar que no exista discriminación en ninguno de sus servicios, programas y actividades, ya sea que reciban fondos del gobierno federal o no, y que los servicios y beneficios sean justamente distribuidos a todas las personas sin importar su raza, color, u origen nacional. Adicionalmente, Caltrans facilitará la participación significativa en el proceso de planeación de los programas de transporte de manera no discriminatoria.

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/civil-rights/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 Derechos Civiles del Departamento de Transporte de California, al 1823 14th Street, MS-79, Sacramento, CA 95811; al teléfono (916) 324-8379 (Teléfono de Texto TTY: 711); o al email: Title.VI@dot.ca.gov

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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 is 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.

<p>Waters of the United States</p>	<p>As defined in 40 Code of Federal Regulations 230.3(s):</p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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.
<p>Wetlands</p>	<p>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.</p>
<p>Wetland Delineation</p>	<p>Determination of the spatial extent of a wetland.</p>

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# 0400000326

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: Lindsay Vivian **Phone No.:** (510) 506-4310

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?
					No commitments in PA&ED.					

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-2 Bike Racks	Final EIR/EA, Section 2.4.4	Yes	Caltrans Environmental Analysis, Alameda CTC	Caltrans will install bike racks will be installed near project area businesses that express interest in new/expanded bicycle parking. A final list of interested businesses will be developed during the design phase. Bike racks will be maintained by the City of Oakland.					Yes
Community Impact Assessment	PF-COM-1 Utility Relocations	Final EIR/EA, Section 2.7.2	Yes	Caltrans Environmental Analysis, Alameda CTC	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)	Final EIR/EA, Section 2.8.3	Yes	Caltrans Environmental Analysis, Alameda CTC	<ul style="list-style-type: none"> • 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	Final EIR/EA, Section 2.9.3	Yes	Caltrans Landscape Architecture, Alameda CTC	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	Final EIR/EA, Section 2.9.4	Yes	Caltrans Landscape Architecture, Alameda CTC	The project will: <ul style="list-style-type: none"> 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	Final EIR/EA, Section 2.9.4	Yes	Caltrans Landscape Architecture, Alameda CTC	Native tree species will be replaced at a ratio of 3:1. All other tree species, with the exception of invasive species, would be replaced at a ratio of 1:1, where feasible					No
Visual Resources	AMM-VA-4 Aesthetic Treatments	Final EIR/EA, Section 2.9.4	Yes	Caltrans Landscape Architecture, Alameda CTC	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	Final EIR/EA, Section 2.9.4	Yes	Caltrans Resident Engineer, Alameda CTC	<ul style="list-style-type: none"> 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	Final EIR/EA, Section 2.9.4	Yes	Caltrans Landscape Architecture; Office of Cultural Resource Studies, Alameda CTC	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
Cultural Resources	MM-CUL-2 National Register Nomination	Final EIR/EA, Section 2.10.2	No	Caltrans Office of Cultural	A National Register Nomination form for the Posey Tube will be prepared by a PQS or equivalent.					Yes

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?
				Resource Studies, Alameda CTC						
Water Quality	PF-WQ-1 Stormwater Design Features	Final EIR/EA, Section 3.2.3	Yes	Caltrans Office of Water Quality, Alameda CTC	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
Water Quality	PF-WQ-2 Maintenance BMPs	Final EIR/EA, Section 3.2.3	Yes	Caltrans Office of Water Quality, Alameda CTC	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	Final EIR/EA, Section 3.2.3	Yes	Caltrans Office of Water Quality, Alameda CTC	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	Final EIR/EA, Section 3.2.4	Yes	Caltrans Office of Water Quality, Alameda CTC	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
Paleontology	AMM-PAL-1 Paleontological Mitigation Plan (PMP)	Final EIR/EA, Section 3.4.4	No	Caltrans Office of Geotechnical Design West, Alameda CTC	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
Other	PF-GE-1 Geotechnical Surveys	Final EIR/EA, Section 3.3.3	Yes	Caltrans Design East, Alameda CTC	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	Final EIR/EA, Section 4.1.2	Yes	Caltrans Office of Biological Sciences and Permits, Alameda CTC	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	Final EIR/EA, Section 4.2.4	Yes	Caltrans, Office of Biological Sciences and Permits, Alameda CTC	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

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-4 Evaluate and Replace Trees	Final EIR/EA, Section 4.4.4	Yes	Caltrans Office of Biological Sciences and Permits, Alameda CTC	To minimize impacts to monarch butterflies, nesting birds, and roosting bat habitats: <ul style="list-style-type: none"> • 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. • Prior to any tree removals, a biologist will be on-site to confirm that the trees do not contain monarch butterfly roosts • Six trees will be planted where space allows. • Where feasible, non-native trees that are removed will be replaced with low-water use, drought tolerant plants that may include 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-6 Lighting	Final EIR/EA, Section 4.4.4	Yes	Caltrans Office of Biological Sciences and Permits, Alameda CTC	Project lighting will be designed to minimize light pollution to natural landscapes where feasible while meeting roadway safety standards. Lighting within 50 feet of annual grassland habitat will be shielded downward to avoid excessive light pollution, produce light at or less than 2700 Kelvin to produce a warm white light, and the light pole arm length and mast heights will be minimized.					No
Biology	PF-IS-3 Landscaping Species	Final EIR/EA, Section 4.6.3	Yes	Caltrans Office of Biological Sciences and Permits, Alameda CTC	The landscaping included in the project will not use species listed on the California Invasive Plant Inventory.					No
Landscape	AMM-GHG-4 Landscaping	Final EIR/EA, Section 3.4.3* <i>*Chapter 3</i>	Yes	Caltrans Landscape Architecture, Alameda CTC	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	Final EIR/EA, Section 3.4.3* <i>*Chapter 3</i>	Yes	Caltrans Design East, Alameda CTC	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	Final EIR/EA, Section 2.4.4	No	Caltrans Environmental Analysis, Contractor, Caltrans ROW, Alameda CTC	Caltrans will work with the City of Oakland, the City of Alameda, and relevant social services regarding the relocation of unsheltered persons. For unsheltered occupancy, prior to construction, adequate notices will be conspicuously posted along all exterior boundaries and at all roads, sidewalks, and trails entering Caltrans' ROW, City of Oakland ROW, and City of Alameda ROW. Noticing will be provided in multiple languages. A Notice to Vacate will formally alert occupants 72 hours prior to the deadline for occupants to leave with their personal property. The Notice to Vacate will include information on available social services and shelters, locations where non-vacated belongings will be stored, and how to retrieve removed belongings. City of Oakland and City of Alameda policies and procedures for noticing prior to the Notice to Vacate will also be followed, as appropriate. This includes informal outreach and coordination with unsheltered occupants up to several weeks prior to the formal Notice to Vacate.					No
Community Impact Assessment	MM-CCC-2 Bike Racks	Final EIR/EA, Section 2.4.4	Yes	Caltrans Environmental Analysis, Contractor, Alameda CTC	Caltrans will install bike racks near project area businesses that express interest in new/expanded bicycle parking. A final list of interested businesses will be developed during the design phase. Bike racks will be maintained by the City of Oakland.					Yes
Community Impact Assessment	PF-COM-1 Utility Relocations	Final EIR/EA, Section 2.7.2	Yes	Caltrans Environmental Analysis, Contractor, Alameda CTC	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)	Final EIR/EA, Section 2.8.3	Yes	Caltrans Environmental Analysis, Caltrans Office of Traffic Operations; Caltrans Office of Highway Operations,	<ul style="list-style-type: none"> 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 					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?
				Contractor, Alameda CTC	<p>participation from local agencies, transit services, local communities, business associations, and affected drivers.</p> <ul style="list-style-type: none"> • 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. 					
Community Impact Assessment	AMM-TRF-1 Parking Restrictions	Final EIR/EA, Section 2.8.4	Yes	Caltrans Environmental Analysis, Contractor, Alameda CTC	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	Final EIR/EA, Section 2.8.4	No	Caltrans Environmental Analysis, Alameda CTC, Contractor	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	Final EIR/EA, Section 2.8.4	Yes	Caltrans Environmental Analysis, Alameda CTC, Contractor	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	Final EIR/EA, Section 2.8.4	No	Caltrans Environmental Analysis, Alameda CTC, Contractor	Caltrans will coordinate with AC Transit to coordinate and provide advance public notifications of temporary bus stop relocations.					No
Cultural Resources	MM-CUL-1 HAER Documentation	Final EIR/EA, Section 2.10.2	No	Caltrans Office of Cultural Resource Studies, Alameda CTC	HAER-level 2 Documentation (or other level as designated by the NPS) will be prepared by a PQS, or equivalent, per the guidelines outlined in the <i>SOIS and Guidelines for Architectural and Engineering Documentation (NPS 1993)</i> . The report will document the Posey Tube as it exists prior to construction. It will include a written history and description of the tube as well as selected drawings and photographs that showcase the historic structure and its unique elements. Alameda CTC will make archival, digital, and bound library-quality copies of the documentation. Copies will be sent to the Caltrans Transportation Library in Sacramento, the California Office of Historic Preservation, and					Yes

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 Caltrans Cultural Studies Office. Additional copies will be offered to the project's Section 106 stakeholders, the California Preservation Foundation, the City of Oakland Cultural Heritage Survey, and other local Oakland and Alameda historical societies as stipulated in the MOA.					
Cultural Resources	MM-CUL-3 Façade Contribution	Final EIR/EA, Section 2.10.2	No	Caltrans Office of Cultural Resource Studies, Alameda CTC	A one-time monetary contribution will be made prior to the initiation of construction to the City of Oakland Façade Improvement Program under an MOU. The MOU will stipulate the dollar amount of the contribution and will limit usage to the current mapped boundaries of the Oakland Waterfront Warehouse District.					Yes
Cultural Resources	MM-CUL-4 Professional Webinar	Final EIR/EA, Section 2.10.2	No	Caltrans Office of Cultural Resource Studies, Alameda CTC	Caltrans will develop and present a webinar on the Posey Tube and Oakland Waterfront Warehouse District to the California Preservation Foundation prior to the end of project construction.					Yes
Cultural Resources	MM-CUL-5 Interpretive Signage	Final EIR/EA, Section 2.10.2	No	Caltrans Office of Cultural Resource Studies, Alameda CTC	Caltrans, in coordination with Jack London Improvement District, will develop and install up to two interpretive panels within the Oakland Waterfront Warehouse District. Content will be designed to be complementary to existing interpretive historic signage.					Yes
Cultural Resources	MM-CUL-6 Educational Packet	Final EIR/EA, Section 2.10.2	No	Caltrans Office of Cultural Resource Studies, Alameda CTC	Caltrans will develop a grade appropriate teachers kit for use in local schools as an educational aid.					Yes
Cultural Resources	MM-CUL-7 Digital Content	Final EIR/EA, Section 2.10.2	No	Caltrans Office of Cultural Resource Studies, Alameda CTC	Caltrans will contribute documentation on the historic context of the Posey Tube and the Oakland Waterfront Warehouse District for online platform use. This information will be distributed to Section 106 stakeholders and posted on Caltrans' and Alameda CTC's websites.					Yes
Cultural Resources	MM-CUL-8 Posey Tube Tour	Final EIR/EA, Section 2.10.2	No	Caltrans Office of Cultural Resource Studies, Alameda CTC	Caltrans will provide access to the Posey Tube Portal Building and Tube for up to three small group tours per year during the term of the MOA. Tours will be free of charge. Tours will not be ADA accessible due to the lack of ADA accessibility in the Portal building.					Yes
Water Quality	PF-WQ-5 SWPPP	Final EIR/EA, Section 3.2.3	No	Caltrans, 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					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?
					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.					
Water Quality	PF-WQ-6 Obtain CGP Coverage	Final EIR/EA, Section 3.2.3	No	Caltrans, 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
Hazardous Waste	AMM-HW-1 Lead in Soils	Final EIR/EA, Section 3.5.4	No	Caltrans Office of Environmental Engineering, Alameda CTC	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	Final EIR/EA, Section 3.5.4	No	Caltrans Office of Environmental Engineering, Alameda CTC	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	Final EIR/EA, Section 3.5.4	No	Caltrans Office of Environmental Engineering, Alameda CTC	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	Final EIR/EA, Section 3.5.4	No	Caltrans Office of Environmental Engineering, Alameda CTC	Groundwater and/or soil contaminants will be characterized prior to construction as part of the site investigation.					No
Noise	AMM-VIB-2 Vibration Monitoring	Final EIR/EA, Section 3.7.4	No	Caltrans Office of Environmental Engineering, Contractor, Alameda CTC	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: <ul style="list-style-type: none"> • 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

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?														
					<p>Distance to Exceedance of Vibration Limit by Structure Type</p> <table border="1"> <thead> <tr> <th rowspan="2">Structure Type (Threshold)</th> <th colspan="2">Distance to Exceedance of Threshold, feet¹</th> </tr> <tr> <th>Vibratory Pile Driving</th> <th>Other Heavy Construction</th> </tr> </thead> <tbody> <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> </tbody> </table> <p>¹These levels calculated assuming normal propagation conditions, using a standard equation of $PPV_{eqmt} = PPV_{ref} * (2.5/D)^{1.1}$, from Caltrans, September 2013.</p> <ul style="list-style-type: none"> 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. <p>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.</p>	Structure Type (Threshold)	Distance to Exceedance of Threshold, feet ¹		Vibratory Pile Driving	Other Heavy Construction	Historic Buildings (0.25 in/sec PPV)	75 feet	25 feet	Older Residences (0.3 in/sec PPV)	60 feet	20 feet	New Residential and Commercial/Industrial Buildings (0.5 in/sec PPV)	40 feet	12 feet					
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Biology	PF-WW-2 Protect Environmentally Sensitive Areas	Final EIR/EA, Section 4.2.3	No	Caltrans Office of Biological Sciences and Permits, Resident Engineer, Contractor, Alameda CTC	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.					No														
Biology	AMM-WW-1 Silt and ESA Fence	Final EIR/EA, Section 4.2.4	Yes	Caltrans Office of Biological Sciences and Permits, Contractor, Alameda CTC	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	Final EIR/EA, Section 4.4.4	No	Caltrans Office of Biological Sciences and	<ul style="list-style-type: none"> 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. 					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?
				Permits, Contractor, Alameda CTC	<ul style="list-style-type: none"> 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. 					
Biology	AMM-AS-2 Pre-construction Bat Survey	Final EIR/EA, Section 4.4.4	No	Caltrans Office of Biological Sciences and Permits, Contractor, Alameda CTC	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-4 Evaluate and Replace Trees	Final EIR/EA, Section 4.4.4	Yes	Caltrans Office of Biological Sciences and Permits, Contractor, Alameda CTC	<p>To minimize impacts to monarch butterflies, nesting birds, and roosting bat habitats:</p> <ul style="list-style-type: none"> 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. Prior to any tree removals, a biologist will be on-site to confirm that the trees do not contain monarch butterfly roosts. 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
Other	AMM-GHG-3 Local Sourcing	Final 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	MM-CCC-1 Parking Spaces	Final EIR/EA, Section 2.4.4	Yes	Caltrans Environmental Analysis, Caltrans ROW, Contractor	To offset potential localized impacts to area businesses associated with the loss of publicly available on-street parking, Caltrans will coordinate with the City of Oakland to implement a new long-term lease of multiple surface lots between Broadway and Oak Street under I-880 that would make a minimum 156 fee based parking spots available to the general public year round for the duration of the lease agreement. Parking spaces would be available for use following completion of project construction.					Yes
Community Impact Assessment	MM-CCC-2 Bike Racks	Final EIR/EA, Section 2.4.4	Yes	Caltrans Environmental Analysis, Caltrans Resident Engineer, C Contractor	Caltrans will install bike racks near project area businesses that express interest in new/expanded bicycle parking. A final list of interested businesses will be developed during the design phase. Bike racks will be maintained by the City of Oakland.					Yes
Community Impact Assessment	AMM-PRF-1 Neptune Park Restoration	Final EIR/EA, Section 2.3.4	Yes	Caltrans Environmental Analysis, Caltrans Resident Engineer, 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	Final EIR/EA, Section 2.7.2	Yes	Caltrans Environmental Analysis, Caltrans Resident Engineer, 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

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-TRF-1 Transportation Management Plan (TMP)	Final EIR/EA, Section 2.8.3	Yes	Caltrans Environmental Analysis, Caltrans Resident Engineer, Contractor	<ul style="list-style-type: none"> 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	PF-TRF-2 Construction Site Security	Final EIR/EA, Section 2.8.3	Yes	Caltrans Resident Engineer, Contractor	<ul style="list-style-type: none"> 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	Final EIR/EA, Section 2.8.4	Yes	Caltrans Environmental Analysis, Caltrans Resident Engineer, 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	Final EIR/EA, Section 2.8.4	No	Caltrans Environmental Analysis, Caltrans Resident Engineer, Contractor	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

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-3 Laney College	Final EIR/EA, Section 2.8.4	Yes	Caltrans Environmental Analysis, Caltrans Resident Engineer, Contractor	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	Final EIR/EA, Section 2.8.4	No	Caltrans Environmental Analysis, Caltrans Resident Engineer, Contractor	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	Final EIR/EA, Section 2.9.3	Yes	Caltrans Landscape Architecture, Caltrans Resident Engineer, 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	PF-VA-2 Landscape Plantings	Final EIR/EA, Section 2.9.3	Yes	Caltrans Landscape Architecture, Caltrans Resident Engineer, Contractor	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	AMM-VA-1 Vegetation Removal Measures	Final EIR/EA, Section 2.9.4	Yes	Caltrans Landscape Architecture, Caltrans Resident Engineer, Contractor	The project will: <ul style="list-style-type: none"> • 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	Final EIR/EA, Section 2.9.4	Yes	Caltrans Resident Engineer, Contractor	Disturbed areas will be treated with hydroseed erosion control grasses and locally native grasses if appropriate.					No

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Visual Resources	AMM-VA-5 Construction Impact Measures	Final EIR/EA, Section 2.9.4	Yes	Caltrans Resident Engineer, Contractor	<ul style="list-style-type: none"> 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	Final EIR/EA, Section 2.10.1	Yes	Caltrans Office of Cultural Resource Studies, Caltrans Resident Engineer, 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	Final EIR/EA, Section 2.10.1	Yes	Caltrans Office of Cultural Resource Studies, Caltrans Resident Engineer, 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	Final EIR/EA, Section 2.10.2	Yes	Caltrans Office of Cultural Resource Studies, Caltrans Resident Engineer, 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: <ul style="list-style-type: none"> • 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
Cultural Resources	AMM-CUL-2 Pylon Base Preservation	Final EIR/EA Section 2.10.2	Yes	Caltrans Office of Cultural Resource Studies, Caltrans Resident Engineer, Contractor	During construction, Caltrans will protect the eastern pylon base at the Oakland Approach of the Posey Tube with ESA fencing to mark the protected area. Caltrans shall clean, stabilize, and preserve in place the eastern pylon base, including its metal plaque. In the event that the western pylon base can be relocated, it will be protected by ESA fencing and measures outlined in the BETP will be applied regarding treatment.					No
Cultural Resources	MM-CUL-2 National Register Nomination	Final EIR/EA, Section 2.10.2	No	Caltrans Office of Cultural Resource Studies, Alameda CTC	A National Register Nomination form for the Posey Tube will be prepared by a PQS or equivalent.					Yes
Cultural Resources	MM-CUL-8 Posey Tube Tour	EIR/EA, Section 2.10.2	No	Caltrans Office of Cultural Resource Studies, Alameda CTC	Caltrans will provide access to the Posey Tube Portal Building and Tube for up to three small group tours per year during the term of the MOA. Tours will be free of charge. Tours will not be ADA accessible due to the lack of ADA accessibility in the Portal building.					Yes
Water Quality	PF-WQ-3 Permanent Erosion Control BMPs	Final EIR/EA, Section 3.2.3	Yes	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,					No

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					straw, tackifier, and compost to promote vegetation establishment, and installing fiber rolls to prevent sheet flow from concentrating and causing gullies.					
Water Quality	PF-WQ-7 Construction BMPs	Final EIR/EA, Section 3.2.3	Yes	Caltrans Resident Engineer, Contractor	<p>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' <i>Construction Site Best Management Practices Manual</i>, and local standards will be determined during the design phase. Protective measures will be included in the contract documents, including, at a minimum:</p> <ul style="list-style-type: none"> • 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 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. 					No

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	

Construction BMP	Purpose
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.
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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	Final EIR/EA, Section 3.2.3	Yes	Caltrans Resident Engineer, Contractor	Dewatering activities will comply with the Caltrans Standard Specifications and <i>Field Guide to Construction Site Dewatering</i> .					No
Water Quality	PF-WQ-9 Spill Response	Final EIR/EA, Section 3.2.3	Yes	Caltrans Resident Engineer, 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
Paleontology	AMM-PAL-2 WEAT	Final EIR/EA, Section 3.4.4	Yes	Caltrans Office of Geotechnical Design West, Caltrans Resident Engineer, 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	Final EIR/EA, Section 3.4.4	Yes	Caltrans Office of Geotechnical Design West, Caltrans Resident Engineer, Contractor	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	Final EIR/EA, Section 3.4.4	Yes	Caltrans Office of Geotechnical Design West, Caltrans Resident Engineer, Contractor	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	Final EIR/EA, Section 3.4.4	No	Caltrans Office of Geotechnical Design West, Caltrans Resident Engineer, Contractor	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

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Hazardous Waste	PF-HW-1 Yellow Paint and Thermoplastic	Final EIR/EA, Section 3.5.3	Yes	Caltrans Office of Environmental Engineering, Caltrans Resident Engineer, 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	Final EIR/EA, Section 3.5.3	Yes	Caltrans Office of Environmental Engineering, Caltrans Resident Engineer, 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	Final EIR/EA, Section 3.5.3	Yes	Caltrans Resident Engineer, 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
Hazardous Waste	AMM-HW-5 Unexpected Contamination	Final EIR/EA, Section 3.5.4	Yes	Caltrans Resident Engineer, 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	Final EIR/EA, Section 3.5.4	Yes	Caltrans Resident Engineer, 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	Final EIR/EA, Section 3.5.4	Yes	Caltrans Resident Engineer, 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

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Air Quality	PF-AQ-1 Dust Control	Final EIR/EA, Section 3.6.3	Yes	Caltrans Resident Engineer, 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	Final EIR/EA, Section 3.6.4	Yes	Caltrans Resident Engineer, Contractor	The project will minimize fugitive dust. The following measures will be implemented to control fugitive dust: <ul style="list-style-type: none"> • 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	Final EIR/EA, Section 3.6.4	Yes	Caltrans Resident Engineer, 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: <ul style="list-style-type: none"> • 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	Final EIR/EA, Section 3.7.4	Yes	Caltrans Resident Engineer, 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	Final EIR/EA, Section 3.7.4	Yes	Caltrans Resident Engineer, 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	Final EIR/EA, Section 3.7.4	Yes	Caltrans Resident Engineer, Contractor	Unnecessary idling of internal combustion engines within 100 feet of residences will be strictly prohibited.					No
Noise	AMM-NOI-2 Stationary Equipment	Final EIR/EA, Section 3.7.4	Yes	Caltrans Resident Engineer, 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

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Noise	AMM-NOI-3 Noise Monitoring Program	Final EIR/EA, Section 3.7.4	Yes	Caltrans Resident Engineer, 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	Final EIR/EA, Section 3.7.4	Yes	Caltrans Resident Engineer, 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
Noise	AMM-NOI-5 Equipment Muffling	Final EIR/EA, Section 3.7.4	Yes	Caltrans Resident Engineer, 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	Final EIR/EA, Section 3.7.4	Yes	Caltrans Resident Engineer, 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	Final EIR/EA, Section 3.7.4	Yes	Caltrans Resident Engineer, 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	Final EIR/EA, Section 3.7.4	Yes	Caltrans Resident Engineer, 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

APN/ Resource Name	Location	Historic Name	Community
1-147-6	302 4 th Street	Impurgia Warehouse/ Hirsch Wright	Oakland
1-147-7	308 4 th Street	Oakland Poultry Company	Oakland
1-147-12	300-310 Webster Street	Tyre Bros. Glass Company	Oakland
1-147-46	309 4 th Street	Oakland Plumbing Supply	Oakland
1-149-6	229 Harrison Street	Poultry Producers of Central CA	Oakland
1-151-2	281 3 rd Street	American Bag Company Annex	Oakland
1-151-45	255 3 rd Street	N/A	Oakland
1-153-1	444 Harrison Street	Stephanos Building	Oakland
1-153-10	292 4 th Street	Wright's West Warehouse/Paper Works International, Inc.	Oakland
1-153-14	261-267 4 th Street	N/A	Oakland
1-153-15	255 4 th 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 4 th Street	Nelson lee Paper/ Food Cash	Oakland
1-153-9	278 4 th Street	Makins Produce Company Warehouse/ French Fries, Inc.	Oakland
1-153-115	283 4 th Street	Oakland Wholesale Grocery Company	Oakland
1-155-5	401 Jackson Street	New California Poultry	Oakland
1-155-50	247 4 th Street	Western States Grocery Company Headquarters; Montgomery Ward & Company	Oakland

APN/ Resource Name	Location	Historic Name	Community
1-155-104	201 4 th Street	Safeway Stores Corporate Headquarters	Oakland
1-157-29	225 3 rd 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
1-153-12-1	318-322 Harrison Street	Saroni Wholesale Sugar & Rice Warehouse	Oakland
1-155-6	220 4 th Street	Eagle Sales Inc.	Oakland
1-167-2	77-79 7 th Street	Rosling House	Oakland
1-167-4	65 7 th 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 8 th Street	Josephs House	Oakland
1-169-6	59 8 th Street	Sullivan House	Oakland
1-169-7	55 8 th Street	N/A	Oakland
1-169-8	51 8 th Street	Lougee/Baugartner 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 7 th Street	N/A	Oakland
1-169-14	68 7 th Street	Grasso House	Oakland
1-169-15	70-72 7 th Street	N/A	Oakland
1-169-16	74-76 7 th Street	Beckert House	Oakland
1-169-17	92 7 th Street	Open Door Mission	Oakland
1-169-18	708-710 Oak Street	N/A	Oakland
1-169-19	714 Oak Street	N/A	Oakland

APN/ Resource Name	Location	Historic Name	Community
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 7 th Street	Sturm House	Oakland
1-173-3	123-125 7 th Street	N/A	Oakland
1-173-4	121 7 th Street	N/A	Oakland
1-173-5	119 7 th 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 7 th Street	Kellaher House	Oakland
1-175-4	616 Jackson Street	Kuhne House	Oakland
1-175-5	181 7 th Street	Gilligan House	Oakland
1-175-6	177 7 th 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 6 th Street	Lesser House	Oakland
1-175-16	178 6 th Street	Cary House & Cottage	Oakland
1-175-17	182 6 th Street	N/A	Oakland
1-175-18	186 6 th Street	Casjen House	Oakland
1-175-19	190 6 th Street	Sanderson House	Oakland
1-175-21	612 Jackson Street	Kravenhagen Foy House	Oakland
1-177-3	173-175 8 th Street	N/A	Oakland

APN/ Resource Name	Location	Historic Name	Community
1-177-4	171 8 th Street	Jacobvich House	Oakland
1-177-5	167-169 8 th Street	Kelly House #2	Oakland
1-177-6	165 8 th Street	Kelly House #1	Oakland
1-177-7	161-163 8 th Street	N/A	Oakland
1-177-8	157-159 8 th Street	Cheney House	Oakland
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 7 th Street	N/A	Oakland
1-177-15	166 7 th Street	Williamson House	Oakland
1-177-16	170 7 th Street	N/A	Oakland
1-177-17	176 7 th Street	Stulz House	Oakland
1-177-18	178 7 th Street	Dolan House	Oakland
1-177-19	180-182 7 th Street	Kellaheer House	Oakland
1-177-21	192-196 7 th Street	Purcell Grocery & Residence	Oakland
1-179-6	200-206 8 th Street	N/A	Oakland
1-179-7	208-214 8 th Street	McMullen House	Oakland
1-179-14	225-227 8 th Street	N/A	Oakland
1-179-16	213-215 8 th Street	Butler House	Oakland
1-179-18	701-715 Jackson Street	N/A	Oakland
1-179-20	228 7 th Street	N/A	Oakland
1-179-21	230 7 th Street	N/A	Oakland
1-179-22	234 7 th 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

APN/ Resource Name	Location	Historic Name	Community
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 7 th Street	Lundin (August) House	Oakland
1-181-8	213-215 7 th 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 6 th 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 7 th Street	N/A	Oakland
1-185-22	262-264 7 th Street	N/A	Oakland
1-185-23	268-270 7 th Street	Maynard Residence & Flat	Oakland
1-185-24	272 7 th 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

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?
Noise	AMM-VIB-2 Vibration Monitoring	Final EIR/EA, Section 3.7.4	Yes	Caltrans Resident Engineer, 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:					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?														
					<ul style="list-style-type: none"> • 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. <p>Distance to Exceedance of Vibration Limit by Structure Type</p> <table border="1"> <thead> <tr> <th rowspan="2">Structure Type (Threshold)</th> <th colspan="2">Distance to Exceedance of Threshold, feet¹</th> </tr> <tr> <th>Vibratory Pile Driving</th> <th>Other Heavy Construction</th> </tr> </thead> <tbody> <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> </tbody> </table> <p>¹These levels calculated assuming normal propagation conditions, using a standard equation of $PPV_{eqmt} = PPV_{ref} * (25/D)^{1.1}$, from Caltrans, September 2013.</p> <p>Source: Noise Study Report (May 2020)</p> <ul style="list-style-type: none"> • 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. 	Structure Type (Threshold)	Distance to Exceedance of Threshold, feet ¹		Vibratory Pile Driving	Other Heavy Construction	Historic Buildings (0.25 in/sec PPV)	75 feet	25 feet	Older Residences (0.3 in/sec PPV)	60 feet	20 feet	New Residential and Commercial/Industrial Buildings (0.5 in/sec PPV)	40 feet	12 feet					
Structure Type (Threshold)	Distance to Exceedance of Threshold, feet ¹																							
	Vibratory Pile Driving	Other Heavy Construction																						
Historic Buildings (0.25 in/sec PPV)	75 feet	25 feet																						
Older Residences (0.3 in/sec PPV)	60 feet	20 feet																						
New Residential and Commercial/Industrial Buildings (0.5 in/sec PPV)	40 feet	12 feet																						
Biology	PF-NC-1 High Visibility Fencing	Final EIR/EA, Section 4.1.2	Yes	Caltrans Office of Biological Sciences and Permits, Caltrans Resident Engineer, Contractor	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.					No														
Biology	PF-NC-2 BMPs	Final EIR/EA, Section 4.1.2	Yes	Caltrans Resident Engineer, Contractor	<p>Implement project site BMPs as follows:</p> <ul style="list-style-type: none"> • 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. 					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-WW-1 BMP Inspection	Final EIR/EA, Section 4.2.3	Yes	Caltrans Resident Engineer, Contractor	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.					No
Biology	PF-WW-2 Protect Environmentally Sensitive Areas	Final EIR/EA, Section 4.2.3	Yes	Caltrans Resident Engineer, Contractor	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 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.					No
Biology	AMM-WW-1 Silt and ESA Fence	Final EIR/EA, Section 4.2.4	Yes	Caltrans Office of Biological Sciences and Permits, Caltrans Resident Engineer, 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	Final EIR/EA, Section 4.4.4	Yes	Caltrans Office of Biological Sciences and Permits, Caltrans Resident Engineer, Contractor	<ul style="list-style-type: none"> • 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 					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?
					will specify what Caltrans-approved exclusion measures can be used under what conditions. The exclusion plan will be approved by Caltrans prior to implementation.					
Biology	AMM-AS-2 Pre-construction Bat Survey	Final EIR/EA, Section 4.4.4	Yes	Caltrans Office of Biological Sciences and Permits, Caltrans Resident Engineer, 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-3 Protected Species	Final EIR/EA, Section 4.4.4	No	Caltrans Office of Biological Sciences and Permits, Caltrans Resident Engineer, 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	Final EIR/EA, Section 4.4.4	Yes	Caltrans Office of Biological Sciences and Permits, Caltrans Resident Engineer, Contractor	To minimize impacts to monarch butterflies, nesting bird and roosting bat habitats: <ul style="list-style-type: none"> • 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. • Prior to any tree removals, a biologist will be on-site to confirm that the trees do not contain monarch butterfly roosts. • Six trees will be planted where space allows. • Where feasible, non-native trees that are removed will be replaced with low-water use, drought tolerant plants that may include 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	Final EIR/EA, Section 4.4.4	Yes	Caltrans Office of Biological Sciences and Permits, Caltrans Resident Engineer, Contractor	<ul style="list-style-type: none"> • 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, monarch butterflies, 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. 					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?
					<ul style="list-style-type: none"> 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. 					
Biology	PF-IS-1 Disposal of Invasive Species	Final EIR/EA, Section 4.6.3	Yes	Caltrans Resident Engineer, 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	Final EIR/EA, Section 4.6.3	Yes	Caltrans Resident Engineer, Contractor	Fugitive dust emissions will be controlled to prevent wind from transporting invasive species seeds and pollen outside of the construction area.					No
Biology	PF-IS-3 Landscaping Species	Final EIR/EA, Section 4.6.3	Yes	Caltrans Office of Biological Sciences and Permits, Caltrans Resident Engineer, 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	Final EIR/EA, Section 4.6.3	Yes	Caltrans Resident Engineer, 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	Final EIR/EA, Section 3.3.28 *Chapter 3	Yes	Caltrans Resident Engineer, 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	Final EIR/EA, Section 3.3.2* *Chapter 3	Yes	Caltrans Resident Engineer, 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	Final EIR/EA, Section 3.3.2* *Chapter 3	Yes	Caltrans Resident Engineer, 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	Final EIR/EA, Section 2.3.4	Yes	Caltrans Environmental Analysis, Caltrans Resident Engineer, 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-3 Plant Establishment Period	Final EIR/EA, Section 2.9.3	Yes	Caltrans Landscape Architecture, Caltrans Resident Engineer, 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
Landscape	AMM-VA-3 Revegetation Planting	Final EIR/EA, Section 2.9.4	Yes	Caltrans Resident Engineer, Contractor	Disturbed areas will be treated with hydroseed erosion control grasses and locally native grasses if appropriate.					No
Paleontology	AMM-PAL-6 Paleontological Mitigation Report	Final EIR/EA, Section 3.4.4	Yes	Caltrans Office of Geotechnical Design West, Caltrans Resident Engineer, Contractor	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
Water Quality	PF-WQ-3 Permanent Erosion Control BMPs	Final EIR/EA, Section 3.2.3	Yes	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

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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
BETP	Built Environment Treatment Plan
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

Appendix E. List of Acronyms and Abbreviations

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
CEQ	Council on Environmental Quality
CFGF	California Fish and Game Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH₄	methane
CIA	Community Impact Assessment
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO₂	carbon dioxide
CO_{2e}	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
DIB	Design Information Bulletin
DNAC	District Native American Contact
DOI	Department of Interior
DOSP	Downtown Oakland Specific Plan
DOT	Department of Transportation
DPS	distinct population segment

Appendix E. List of Acronyms and Abbreviations

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
HAER	Historic American Building Engineering Record Survey
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
MMTCO_{2e}	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

Appendix E. List of Acronyms and Abbreviations

MTBE	methyl tert-butyl ether
MT	metric tons
MTC	Metropolitan Transportation Commission
MWELO	Model Water Efficient Landscape Ordinance
N₂O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAC	noise abatement criteria
NACTO	National Association of City Transportation Officials
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
NO₂	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NRHP	National Register of Historic Places
O₃	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

Appendix E. List of Acronyms and Abbreviations

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
PQS	Professional Qualified Staff
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

Appendix E. List of Acronyms and Abbreviations

SER	Standard Environmental Reference
SF₆	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLR	sea-level rise
SMART	Stormwater Multiple Application and Report Tracking System
SO₂	sulfur dioxide
SOIS	Secretary of Interior's Standards
SoNIC	South of the Nimitz Improvement Council
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
TSP	Transit Signal Priority
TSM	Transportation System Management
TTY	teleprinter or teletypewriter
TWW	treated wood waste
UPRR	Union Pacific Railroad
U.S.	United States

Appendix E. List of Acronyms and Abbreviations

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/m³	micrograms per cubic meter

Appendix F. Notice of Preparation

Appendix C

Notice of Completion & Environmental Document Transmittal

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 # 2017092041

Project Title: Oakland Alameda Access Project

Lead Agency: California Dept. of Transportation, District 4 Contact Person: Wahida Rashid
Mailing Address: 111 Grand Avenue Phone: (510) 504-3139
City: Oakland Zip: 94612 County: Alameda

Project Location: County: Alameda City/Nearest Community: Oakland and Alameda
Cross Streets: Webster & Posey Tubes; 5th & 6th St. (Oakland); Webster St. (Alameda) Zip Code: 94607, 94612
Longitude/Latitude (degrees, minutes and seconds): _____ " N _____ " W Total Acres: 6.2 acres
Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____
Within 2 Miles: State Hwy #: I-880 and SR 260 Waterways: Oakland Estuary, San Francisco Bay
Airports: None Railways: UPRR, CC, Amtrak Schools: N/A

Document Type:

CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) _____ Draft EIS Other: Draft Individual
 Min Neg Dec Other: _____ FONSI Section 4(f) Evaluation

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: Transportation Improvement

Development Type:

Residential: Units _____ Acres _____
 Office: Sq.ft. _____ Acres _____ Employees _____ Transportation: Type Interstate ramp and complete streets improvements
 Commercial: Sq.ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Power: Type _____ MW
 Educational: _____ Waste Treatment: Type _____ MGD
 Recreational: _____ Hazardous Waste: Type _____
 Water Facilities: Type _____ MGD _____ 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: _____

Present Land Use/Zoning/General Plan Designation:

Transportation, park and recreation, residential, and commercial

Project Description: (please use a separate page if necessary)

Alameda CTC and Caltrans propose roadway improvements to increase mobility for travelers between I-880, the Posey and Webster Tubes, and the Cities of Oakland and Alameda. Freeway-bound congestion would be reduced on local roadways. Existing interstate ramps would be reconstructed, local streets in downtown Oakland would be reconfigured, and bicycle and pedestrian connectivity would be improved within and between both cities.

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

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X". If you have already sent your document to the agency please denote that with an "S".

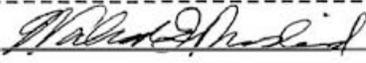
- | | |
|---|--|
| <input checked="" type="checkbox"/> Air Resources Board | <input checked="" type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input type="checkbox"/> Parks & Recreation, Department of |
| <input checked="" type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans District # 4 | <input checked="" type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Regional WQCB # 2 |
| <input checked="" type="checkbox"/> Caltrans Planning | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input checked="" type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input checked="" type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region # 3 | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input checked="" type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | |
| <input type="checkbox"/> Health Services, Department of | <input checked="" type="checkbox"/> Other: <u>California Transportation Commission</u> |
| <input type="checkbox"/> Housing & Community Development | <input type="checkbox"/> Other: _____ |
| <input checked="" type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date September 29, 2020 Ending Date November 30, 2020

Lead Agency (Complete if applicable):

Consulting Firm: _____ Applicant: _____
 Address: _____ Address: _____
 City/State/Zip: _____ City/State/Zip: _____
 Contact: _____ Phone: _____
 Phone: _____

Signature of Lead Agency Representative:  Date: 9/25/2020

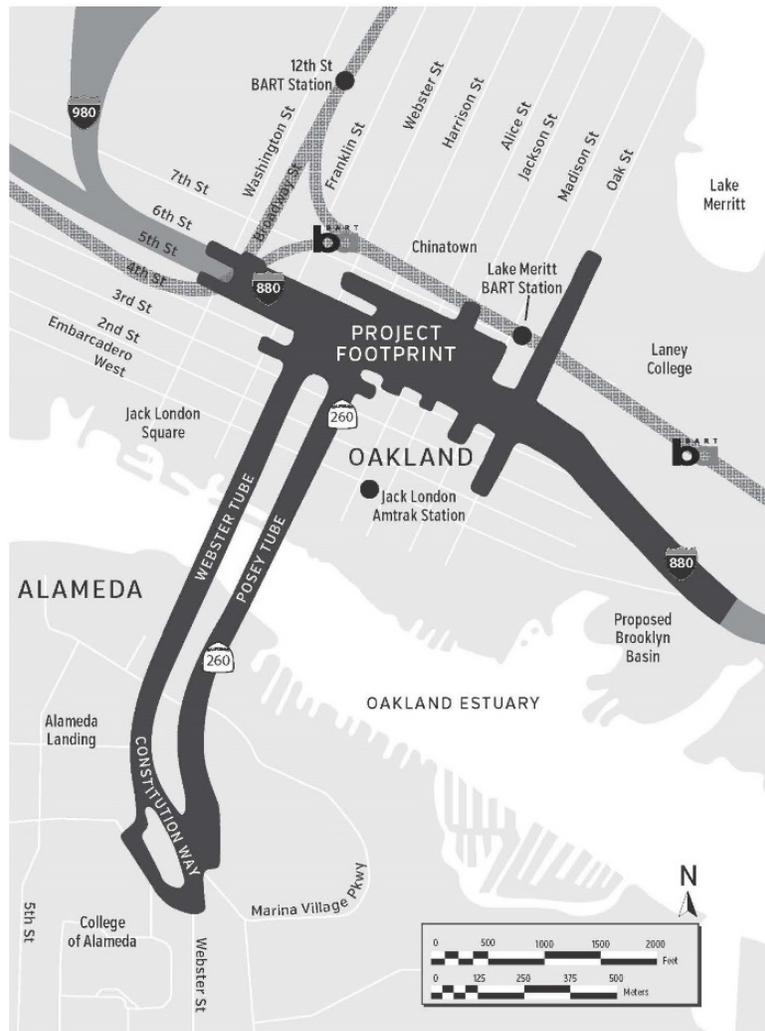
Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Revised 2010



Public Notice

Notice of Availability (NOA) of a Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) and Draft Individual Section 4(f) Evaluation for the Oakland Alameda Access Project with Opportunity for Virtual Public Hearing



WHAT'S BEING PLANNED: The California Department of Transportation (CALTRANS), in partnership with Alameda County Transportation Commission (Alameda CTC), proposes the **Oakland Alameda Access Project**, formerly known as the I-880/Broadway-Jackson Interchange Improvements Project, to improve motorist, pedestrian, and bicyclist safety and reduce conflicts between regional and local traffic, and enhance bicycle and pedestrian accessibility and connectivity within the project area. The project will improve mobility and accessibility between Interstate 880, State Route 260, City of Oakland downtown neighborhoods, and the City of Alameda. The proposed project is located within the cities of Oakland and Alameda on State Route 260 (between post miles [PM] realignment [R] 0.78 and PM R 1.90) and Interstate 880 (PM 30.47 to PM 31.61) in

Alameda County, California.

The proposed work will have an adverse effect on historic properties listed and/or eligible for listing on the National Register of Historic Places. The proposed project will also result in a "use" under Section 4(f).

Project-level conformity analysis shows that the proposed project will conform to the State Implementation Plan (SIP), including localized impact analysis with interagency consultation for particulate matter (PM_{2.5}) required by 40 Code of Federal Regulations (CFR) 93.116 and 93.123. This proposed project is not considered a project of air quality concern regarding particulate matter (PM_{2.5}) as defined in 40 CFR 93.123(b)(1). A detailed PM_{2.5} hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis. The proposed project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis.

WHY THIS AD: CALTRANS has studied the effects this proposed project may have on the environment. The results of these studies are summarized in an environmental document known as a Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) and Draft Individual Section 4(f) Evaluation. The Draft EIR/EA and technical studies, as well as printed copies of the aforementioned reports, are available upon request. The purpose of this notice is to inform the public of the availability of these draft documents to any interested individuals, to provide the public an opportunity to comment, and to notify the public of an online presentation and Q&A (details below).

WHAT'S AVAILABLE: You can review an electronic version of the Draft EIR/EA and Draft Individual Section 4(f) Evaluation at the Project website: (OaklandAlamedaAccessProject.com), the Caltrans District 4 website (<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-oaap/>), or via the Alameda CTC website (<https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>).

WHERE YOU COME IN: Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. *Note: Questions submitted for the live presentation with Q&A will not be part of the official comment record.* Please submit your written comments anytime **from September 29, 2020 until November 30, 2020** to CALTRANS at the following e-mail, phone number, or mailing address.

You can submit written comments via mail at:

Lindsay Vivian, Office Chief
Office of Environmental Analysis
Caltrans District 4
111 Grand Avenue, MS-8B
Oakland CA, 94612
Attn: Oakland Alameda Access Project

Or email comments to Oakland.Alameda.Access@dot.ca.gov (preferred method due to COVID-19)
Or call (510) 880-4195 to leave your comments.

WHEN AND WHERE: Based on the Governor's Executive Order and Department of Public Health recommendations to stay at home, except as needed, in-person public hearings will not be held to maintain social distancing requirements. **Please join a live public hearing with Q&A via the project website: OaklandAlamedaAccessProject.com or phone (510) 880-4195 on October 20, 2020 at 5:30-7:30 PM.** Individuals who require special accommodations are requested to contact the Project team at (510) 880-4195 at least 72 hours prior to the scheduled presentation date.

For more information, please contact us at (510) 880-4195 or OaklandAlamedaAccessProject.com. Thank you for your interest in this project!

Oakland Alameda Access Project

- The public comment period is now open.
- Join us for a live, online public hearing.

Tuesday, October 20, 2020
5:30 – 7:30 pm PT
www.OaklandAlamedaAccessProject.com

「屋崙阿拉美達市進出計劃」

- 公眾諮詢期現正展開
- 請參加我們的現場的虛擬公聽會

2020年10月20日, 星期二
下午5時30分至下午7時30分, 太平洋標準時間
www.OaklandAlamedaAccessProject.com

Proyecto de acceso a Oakland y Alameda

- El período para presentar comentarios públicos ya está abierto.
- Únase a nosotros para participar en una audiencia pública en vivo y en línea.

Martes, 20 de Octubre de 2020
Entre las 5:30 p.m. y 7:30 p.m., hora del Pacífico (PT)
www.OaklandAlamedaAccessProject.com

Dự án Oakland Alameda Access

- Thời gian lấy ý kiến nhận xét của công chúng hiện đã bắt đầu.
- Tham gia buổi điều trần công khai trực tiếp, trực tuyến với chúng tôi.

Thứ Ba, ngày 20 Tháng Mười, 2020
5:30 đến 7:30 pm Giờ Thái Bình Dương (PT)
www.OaklandAlamedaAccessProject.com

Draft Environmental Document Now Available

Public Comment Period Now Open
SEPTEMBER 29, 2020 – NOVEMBER 30, 2020

PROJECT OVERVIEW

The Draft Environmental Impact Report and Environmental Assessment and Draft Individual Section 4(f) Evaluation for the Oakland Alameda Access Project (OAAP) are now available for public review and comment.

The California Department of Transportation (Caltrans) and Alameda County Transportation Commission (Alameda CTC) have been working in partnership with the cities of Oakland and Alameda to address safety, mobility, and access between the I-880 and I-980 freeways and the Webster and Posey Tubes.

The proposed features will improve safety, connectivity, and mobility for drivers, pedestrians, and bicyclists, and will reduce traffic congestion on local streets.

Join Us for the Public Hearing

Tuesday, October 20, 2020
5:30 – 7:30 pm PT

Caltrans and Alameda CTC invite you to attend a live, online public hearing where you can learn about the Oakland Alameda Access Project and comment on the Draft Environmental Document. Interpreters in Chinese, Vietnamese, and Spanish will be available.

To participate in the public hearing and provide comments please visit www.OaklandAlamedaAccessProject.com. Your participation and comments are important to us!

Caltrans, District 4
Office of Environmental Analysis
111 Grand Avenue, MS-8B
Oakland, CA 94612

Caltrans

ALAMEDA
County Transportation Commission

How to submit comments via
mail, email, phone or web

Attention: Lindsay Vivian
California Department of Transportation
Office of Environmental Analysis
111 Grand Avenue, MS-8B
Oakland, California 94612

Oakland.Alameda.Access@dot.ca.gov
(510) 880-4195
www.OaklandAlamedaAccessProject.com

		
<p>《環境文件草案》可供索閱</p>	<p>El Borrador del documento ambiental ya se encuentra disponible</p>	<p>Bản Nháp Dự thảo Tài liệu Môi trường Hiện Đã Có Sẵn</p>
<p>公眾諮詢期現正展開 2020年9月29日 — 2020年11月30日</p>	<p>El período para presentar comentarios públicos ya está abierto 29 DE SEPTIEMBRE DE 2020 AL 30 DE NOVIEMBRE DE 2020</p>	<p>Thời gian Lấy Ý kiến Nhận xét của Công chúng Hiện Đã Bắt Đầu 29 THÁNG CHÍN, 2020 – 30 THÁNG MƯỜI MỘT, 2020</p>
<p>「屋崙阿拉美達市進出計劃」《環境影響評估報告 (EIR) 草案 / 環境評估 (EA) 草案》和《個別條文 4 (f) 評審草案》，現可供公眾計劃及發表意見。</p> <p>計劃概述</p> <p>加州公路局 (CALTRANS) 和阿拉美達縣交通委員會 (Alameda CTC) 與屋崙 (奧克蘭) 和阿拉美達兩市攜手合作，改善貫通州際880號公路、州際980號公路、Webster 和 Posey 過海隧道之間的交通安全、道路連接、和交通暢順。</p> <p>擬議的改進特點將改善駕駛者、行人和騎單車者使用道路的安全性、連通性和流動性，並減少當地街道的交通擠塞情況。</p>	<p>DESCRIPCIÓN DEL PROYECTO</p> <p>El Borrador del Informe de Impacto Ambiental, la Evaluación Ambiental y el Borrador de la Evaluación Individual de la Sección 4(f) para el Proyecto de acceso de Oakland y Alameda (OAAP) ya están disponibles para su revisión y presentación de comentarios públicos.</p> <p>El Departamento de Transporte de California (Caltrans) y la Comisión de Transporte del Condado de Alameda (Alameda CTC) han estado trabajando copnjuntamente con las ciudades de Oakland y Alameda para abordar la seguridad, movilidad y acceso entre las autopistas I-880 e I-980 y los túneles Webster y Posey.</p> <p>Las características propuestas mejorarán la seguridad, conectividad y movilidad de los conductores, peatones y ciclistas, y se reducirá la congestión del tráfico en las calles locales.</p>	<p>TỔNG QUAN DỰ ÁN</p> <p>Bản nháp Dự thảo Báo cáo Tác động Môi trường và Đánh giá Môi trường và Dự thảo Đánh giá Riêng Mục 4(f) đối với Dự án Oakland Alameda Access (OAAP) hiện đã có sẵn để công chúng xem xét và cho ý kiến.</p> <p>Sở Giao thông California (Caltrans) và Ủy ban Giao thông Quận Alameda (Alameda CTC) đã hợp tác với các thành phố Oakland và Alameda để giải quyết vấn đề an toàn, cách thức di chuyển và tiếp cận giữa các xa lộ I-880 và I-980 và các đường hầm Webster và Posey Tube.</p> <p>Các điểm được đề xuất sẽ cải thiện vấn đề an toàn, cách thức di chuyển và kết hợp giữa nhiều phương tiện giao thông cho người lái xe, người đi bộ, và người đi xe đạp, đồng thời sẽ giảm tắc nghẽn giao thông trên các khu phố địa phương.</p>
<p>請參加虛擬公共聽證會</p> <p>2020年10月20日, 星期二 下午5時30分至下午7時30分, 太平洋標準時間</p> <p>加州公路局和阿拉美達縣交通委員會邀請大家參加這次現場的虛擬公聽會，讓民眾認識「屋崙阿拉美達市進出計劃」，以及就《環境文件草案》發表意見。屆時將提供廣東話、越南語和西班牙語的翻譯服務。</p> <p>有意參加公聽會和發言的民眾，屆時可以透過計劃網站參加會議 www.OaklandAlamedaAccessProject.com。</p> <p>大家的參與和回應對我們十分重要！</p>	<p>Únase a nosotros para participar en la audiencia pública</p> <p>Martes, 20 de Octubre de 2020 Entre 5:30 p. m. y 7:30 p. m., hora del Pacífico (PT)</p> <p>Caltrans y la Alameda CTC lo invitan a asistir a una audiencia pública en vivo y en línea donde podrá conocer el Proyecto de acceso a Oakland y Alameda y dar sus comentarios sobre el Borrador del documento ambiental. Habrá intérpretes disponibles en chino, vietnamita y español.</p> <p>Para participar en la audiencia pública y presentar comentarios, visite www.OaklandAlamedaAccessProject.com.</p> <p>¡Su participación y comentarios son importantes para nosotros!</p>	<p>Tham gia Buổi Điều trần Công khai với Chúng tôi</p> <p>Thứ Ba, ngày 20 Tháng Mười, 2020 5:30 đến 7:30 pm Giờ Thái Bình Dương (PT)</p> <p>Caltrans và Alameda CTC mời quý vị tham dự buổi điều trần công khai trực tiếp, trực tuyến, để quý vị có thể tìm hiểu về Dự án Oakland Alameda Access và cho ý kiến nhận xét về Dự thảo Tài liệu Môi trường. Sẽ có thông dịch viên Tiếng Trung Hoa, Tiếng Việt và Tiếng Tây Ban Nha.</p> <p>Để tham gia buổi điều trần công khai và đóng góp ý kiến nhận xét, xin vui lòng truy cập www.OaklandAlamedaAccessProject.com.</p> <p>Sự tham gia và đóng góp ý kiến nhận xét của quý vị có ý nghĩa rất quan trọng đối với chúng tôi!</p>



Edmund G. Brown Jr.
Governor

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



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: NOP Joint Document
 Early Cons Supplement/Subsequent EIR EA EA
 Neg Dec (Prior SCH No.) Draft EIS Other:
 Mit Neg Dec Other:

Local Action Type:

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

Development Type:

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

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/GH

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

CM

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 Resources Control Board**
Phil Crader
Division of Water Rights
- Dept. of Toxic Substances Control**
CEQA Tracking Center
- Department of Pesticide Regulation**
CFOA 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](http://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




NOTICE OF PREPARATION

Environmental Impact Report & Scoping Meeting
Caltrans, the Lead Agency for the California Environmental Quality Act (CEQA) and the National 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.

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

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.

PREPARED BY:
 FIRST CLASS
 PERMIT NO. 15
 OAKLAND, CA
 94607-4007

OAKLAND ALAMEDA ACCESS PROJECT
 COMMUNITY OUTREACH
 C/O ACR
 1111 BROADWAY, SUITE 1670
 OAKLAND, CA 94607-4007

 <p>OAKLAND ALAMEDA ACCESS PROJECT providing access and connections</p>  	 <p>OAKLAND ALAMEDA ACCESS PROJECT providing access and connections</p>  	
		
<p>規劃會議</p> <p>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向意見收集員。</p> <p>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。</p> <p>富興中心設有地下停車場。車輛可從富蘭克林街或委士打街，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。</p>	<p>準備通知</p> <p>環境影響評估報告和規劃會議</p> <p>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。</p> <p>諮詢期間，我們希望公眾能夠就計劃範圍發表意見。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。</p> <p>項目概述</p> <p>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。</p> <p>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。</p>	<p>AVISO DE PREPARACIÓN</p> <p>Informe de Impacto Ambiental y Reunión de Alcance del Proyecto</p> <p>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 período de alcance público de 30 días comenzará el 14 de septiembre y finalizará el 13 de octubre de 2017.</p> <p>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.</p> <p>Descripción del Proyecto</p> <p>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.</p> <p>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.</p>
<p>網絡會議</p> <p>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)</p>	<p>REUNIÓN DE ALCANCE DEL PROYECTO</p> <p>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.</p> <p>JUEVES, 28 DE SEPTIEMBRE, 2017 4:30 a 7:00 pm</p> <p>CENTRO CULTURAL ASIATICO DE OAKLAND 388 9th Street, Suite 290 Oakland, CA 94607</p> <p>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.</p> <p>REUNION EN LINEA</p> <p>¿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</p>	<p>AVISO DE PREPARACIÓN</p> <p>Informe de Impacto Ambiental y Reunión de Alcance del Proyecto</p> <p>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 período de alcance público de 30 días comenzará el 14 de septiembre y finalizará el 13 de octubre de 2017.</p> <p>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.</p> <p>Descripción del Proyecto</p> <p>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.</p> <p>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.</p>
<p>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。</p> <p>Para alojamientos especiales (intérprete 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 intérpretes cantoneses y españoles disponibles.</p>		

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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
<i>Accipiter cooperii</i> Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
<i>Ambystoma californiense pop. 1</i> California tiger salamander - central California DPS	AAAAA01181	Threatened	Threatened	G2G3	S2S3	WL
<i>Antrozous pallidus</i> pallid bat	AMACC10010	None	None	G4	S3	SSC
<i>Aquila chrysaetos</i> golden eagle	ABNKC22010	None	None	G5	S3	FP
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	None	G4	S3	SSC
<i>Bombus caliginosus</i> obscure bumble bee	IIHYM24380	None	None	G4?	S1S2	
<i>Bombus crotchii</i> Crotch bumble bee	IIHYM24480	None	Candidate Endangered	G3G4	S1S2	
<i>Bombus occidentalis</i> western bumble bee	IIHYM24250	None	Candidate Endangered	G2G3	S1	
<i>Charadrius nivosus nivosus</i> western snowy plover	ABNNB03031	Threatened	None	G3T3	S2	SSC
<i>Cicindela hirticollis gravida</i> sandy beach tiger beetle	IICOL02101	None	None	G5T2	S2	
<i>Circus hudsonius</i> northern harrier	ABNKC11011	None	None	G5	S3	SSC
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	AMACC08010	None	None	G4	S2	SSC
<i>Coturnicops noveboracensis</i> yellow rail	ABNME01010	None	None	G4	S1S2	SSC
<i>Danaus plexippus pop. 1</i> monarch - California overwintering population	IILEPP2012	Candidate	None	G4T2T3	S2S3	
<i>Dipodomys heermanni berkeleyensis</i> Berkeley kangaroo rat	AMAFD03061	None	None	G4T1	S1	
<i>Elanus leucurus</i> white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
<i>Emys marmorata</i> western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
<i>Eucyclogobius newberryi</i> tidewater goby	AFCQN04010	Endangered	None	G3	S3	



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
<i>Euphydryas editha bayensis</i> Bay checkerspot butterfly	IILEPK4055	Threatened	None	G5T1	S1	
<i>Falco peregrinus anatum</i> American peregrine falcon	ABNKD06071	Delisted	Delisted	G4T4	S3S4	FP
<i>Geothlypis trichas sinuosa</i> saltmarsh common yellowthroat	ABPBX1201A	None	None	G5T3	S3	SSC
<i>Helminthoglypta nickliniana bridgesi</i> Bridges' coast range shoulderband	IMGASC2362	None	None	G3T1	S1S2	
<i>Lasionycteris noctivagans</i> silver-haired bat	AMACC02010	None	None	G3G4	S3S4	
<i>Lasiurus cinereus</i> hoary bat	AMACC05030	None	None	G3G4	S4	
<i>Laterallus jamaicensis coturniculus</i> California black rail	ABNME03041	None	Threatened	G3G4T1	S1	FP
<i>Masticophis lateralis euryxanthus</i> Alameda whipsnake	ARADB21031	Threatened	Threatened	G4T2	S2	
<i>Melospiza melodia pusillula</i> Alameda song sparrow	ABPBXA301S	None	None	G5T2?	S2S3	SSC
<i>Microcina leei</i> Lee's micro-blind harvestman	ILARA47040	None	None	G1	S1	
<i>Neotoma fuscipes annectens</i> San Francisco dusky-footed woodrat	AMAFF08082	None	None	G5T2T3	S2S3	SSC
<i>Nyctinomops macrotis</i> big free-tailed bat	AMACD04020	None	None	G5	S3	SSC
<i>Phalacrocorax auritus</i> double-crested cormorant	ABNFD01020	None	None	G5	S4	WL
<i>Rallus obsoletus obsoletus</i> California Ridgway's rail	ABNME05011	Endangered	Endangered	G3T1	S1	FP
<i>Rana boylei</i> foothill yellow-legged frog	AAABH01050	None	Endangered	G3	S3	SSC
<i>Rana draytonii</i> California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC
<i>Reithrodontomys raviventris</i> salt-marsh harvest mouse	AMAFF02040	Endangered	Endangered	G1G2	S1S2	FP
<i>Rynchops niger</i> black skimmer	ABNNM14010	None	None	G5	S2	SSC
<i>Scapanus latimanus parvus</i> Alameda Island mole	AMABB02031	None	None	G5T1Q	SH	SSC
<i>Sorex vagrans halicoetes</i> salt-marsh wandering shrew	AMABA01071	None	None	G5T1	S1	SSC
<i>Spirinchus thaleichthys</i> longfin smelt	AFCHB03010	Candidate	Threatened	G5	S1	



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
<i>Sternula antillarum browni</i> California least tern	ABNNM08103	Endangered	Endangered	G4T2T3Q	S2	FP
<i>Taxidea taxus</i> American badger	AMAJF04010	None	None	G5	S3	SSC
<i>Tryonia imitator</i> mimic tryonia (=California brackishwater snail)	IMGASJ7040	None	None	G2	S2	

Record Count: 42



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 Northern Coastal Salt Marsh	CTT52110CA	None	None	G3	S3.2	
Northern Maritime Chaparral Northern Maritime Chaparral	CTT37C10CA	None	None	G1	S1.2	
Serpentine Bunchgrass Serpentine Bunchgrass	CTT42130CA	None	None	G2	S2.2	

Record Count: 3



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



Query Criteria: Quad (Oakland East (3712272) OR Oakland West (3712273) OR San Leandro (3712262) OR Hunters Point (3712263)) AND Taxonomic Group (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
<i>Amsinckia lunaris</i> bent-flowered fiddleneck	PDBOR01070	None	None	G3	S3	1B.2
<i>Arctostaphylos pallida</i> pallid manzanita	PDERI04110	Threatened	Endangered	G1	S1	1B.1
<i>Astragalus tener</i> var. <i>tener</i> alkali milk-vetch	PDFAB0F8R1	None	None	G2T1	S1	1B.2
<i>Carex comosa</i> bristly sedge	PMCYP032Y0	None	None	G5	S2	2B.1
<i>Centromadia parryi</i> ssp. <i>congdonii</i> Congdon's tarplant	PDAST4R0P1	None	None	G3T1T2	S1S2	1B.1
<i>Chloropyron maritimum</i> ssp. <i>palustre</i> Point Reyes salty bird's-beak	PDSCR0J0C3	None	None	G4?T2	S2	1B.2
<i>Chorizanthe cuspidata</i> var. <i>cuspidata</i> San Francisco Bay spineflower	PDPGN04081	None	None	G2T1	S1	1B.2
<i>Chorizanthe robusta</i> var. <i>robusta</i> robust spineflower	PDPGN040Q2	Endangered	None	G2T1	S1	1B.1
<i>Clarkia concinna</i> ssp. <i>automixa</i> Santa Clara red ribbons	PDONA050A1	None	None	G5?T3	S3	4.3
<i>Clarkia franciscana</i> Presidio clarkia	PDONA050H0	Endangered	Endangered	G1	S1	1B.1
<i>Dirca occidentalis</i> western leatherwood	PDTHY03010	None	None	G2	S2	1B.2
<i>Eriogonum luteolum</i> var. <i>caninum</i> Tiburon buckwheat	PDPGN083S1	None	None	G5T2	S2	1B.2
<i>Eryngium jepsonii</i> Jepson's coyote-thistle	PDAP10Z130	None	None	G2	S2	1B.2
<i>Extriplex joaquinana</i> San Joaquin spearscale	PDCHE041F3	None	None	G2	S2	1B.2
<i>Fissidens pauperculus</i> minute pocket moss	NBMUS2W0U0	None	None	G3?	S2	1B.2
<i>Fritillaria liliacea</i> fragrant fritillary	PMLIL0V0C0	None	None	G2	S2	1B.2
<i>Gilia capitata</i> ssp. <i>chamissonis</i> blue coast gilia	PDPLM040B3	None	None	G5T2	S2	1B.1
<i>Gilia millefoliata</i> dark-eyed gilia	PDPLM04130	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
<i>Helianthella castanea</i> Diablo helianthella	PDAST4M020	None	None	G2	S2	1B.2
<i>Hemizonia congesta ssp. congesta</i> congested-headed hayfield tarplant	PDAST4R065	None	None	G5T2	S2	1B.2
<i>Heteranthera dubia</i> water star-grass	PMPON03010	None	None	G5	S2	2B.2
<i>Holita strobilina</i> Loma Prieta holita	PDFAB5Z030	None	None	G2?	S2?	1B.1
<i>Holocarpha macradenia</i> Santa Cruz tarplant	PDAST4X020	Threatened	Endangered	G1	S1	1B.1
<i>Horkelia cuneata var. sericea</i> Kellogg's horkelia	PDROS0W043	None	None	G4T1?	S1?	1B.1
<i>Lasthenia conjugens</i> Contra Costa goldfields	PDAST5L040	Endangered	None	G1	S1	1B.1
<i>Layia camosa</i> beach layia	PDAST5N010	Endangered	Endangered	G2	S2	1B.1
<i>Leptosiphon rosaceus</i> rose leptosiphon	PDPLM09180	None	None	G1	S1	1B.1
<i>Meconella oregana</i> Oregon meconella	PDPAP0G030	None	None	G2G3	S2	1B.1
<i>Monolopia gracilens</i> woodland woollythreads	PDAST6G010	None	None	G3	S3	1B.2
<i>Plagiobothrys chorisianus var. chorisianus</i> Choris' popcornflower	PDBOR0V061	None	None	G3T1Q	S1	1B.2
<i>Plagiobothrys diffusus</i> San Francisco popcornflower	PDBOR0V080	None	Endangered	G1Q	S1	1B.1
<i>Polygonum marinense</i> Marin knotweed	PDPGN0L1C0	None	None	G2Q	S2	3.1
<i>Sanicula maritima</i> adobe sanicle	PDAPH1Z0D0	None	Rare	G2	S2	1B.1
<i>Spergularia macrotheca var. longistyla</i> long-styled sand-spurrey	PDCAR0W062	None	None	G5T2	S2	1B.2
<i>Streptanthus albidus ssp. peramoenus</i> most beautiful jewelflower	PDBRA2G012	None	None	G2T2	S2	1B.2
<i>Stuckenia filiformis ssp. alpina</i> northern slender pondweed	PMPOT03091	None	None	G5T5	S2S3	2B.2
<i>Suaeda californica</i> California seablite	PDCHE0P020	Endangered	None	G1	S1	1B.1
<i>Trifolium hydrophilum</i> saline clover	PDFAB400R5	None	None	G2	S2	1B.2
<i>Triphysaria floribunda</i> 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
<i>Viburnum ellipticum</i> oval-leaved viburnum	PDCPR07080	None	None	G4G5	S37	2B.3

Record Count: 40

Final Environmental Impact Report/Environmental Assessment and Final Individual Section 4(f) Evaluation with Finding of No Significant Impact
Appendix G. Species Lists

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Inventory of Rare and Endangered Plants of California - CNPS

Inventory of Rare and Endangered Plants of California



HOME ABOUT CHANGES REVIEW HELP

Search:

Search Results

45 matches found. Click on scientific name for details

Search Criteria: Quad is one of [3712272,3712273,3712262,3712263]

Search:

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	PHOTO
<u><i>Amsinckia lunaris</i></u>	bent-flowered fiddleneck	Boraginaceae	annual herb	Mar-Jun	None	None	G3	S3	1B.2	No Photo Available
<u><i>Arctostaphylos pallida</i></u>	pallid manzanita	Ericaceae	perennial evergreen shrub	Dec-Mar	FT	CE	G1	S1	1B.1	No Photo Available
<u><i>Astragalus tener</i> var. <i>tener</i></u>	alkali milk-vetch	Fabaceae	annual herb	Mar-Jun	None	None	G2T1	S1	1B.2	No Photo Available
<u><i>Calochortus umbellatus</i></u>	Oakland star-tulip	Liliaceae	perennial bulbiferous herb	Mar-May	None	None	G3?	S3?	4.2	No Photo Available
<u><i>Carex comosa</i></u>	bristly sedge	Cyperaceae	perennial rhizomatous herb	May-Sep	None	None	G5	S2	2B.1	 Dean Wm. Taylor 1997
<u><i>Castilleja ambigua</i> var. <i>ambigua</i></u>	johnny-nip	Orobanchaceae	annual herb (hemiparasitic)	Mar-Aug	None	None	G4T4	S3S4	4.2	No Photo Available
<u><i>Centromadia parryi</i> ssp. <i>congdonii</i></u>	Congdon's tarplant	Asteraceae	annual herb	May-Oct(Nov)	None	None	G3T1T2	S1S2	1B.1	No Photo Available
<u><i>Chloropyron maritimum</i> ssp. <i>palustre</i></u>	Point Reyes salty bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	Jun-Oct	None	None	G4?T2	S2	1B.2	No Photo Available
<u><i>Chorizanthe cuspidata</i> var. <i>cuspidata</i></u>	San Francisco Bay spineflower	Polygonaceae	annual herb	Apr-Jul(Aug)	None	None	G2T1	S1	1B.2	No Photo Available
<u><i>Chorizanthe robusta</i></u>	robust	Polygonaceae	annual herb	Apr-Sep	FE	None	G2T1	S1	1B.1	No Photo Available

https://rareplants.cnps.org/Search/Results

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Scientific Name	Common Name	Family	Life Form	Blooming	Fed Name	State Name	Global Rank	State Rank	CA Rare Plant Rank	Photo Available
<i>robusta</i> var. <i>robusta</i>	spineflower								CA RARE PLANT RANK	No Photo Available
<i>Clarkia concinna</i>	San Joaquin	Onagraceae	annual herb	Apr-May	None	None	G5R3	S2	RANK	PHOTO Available
<i>ssp. automixa</i>	ribbons			Jun(Jul)						No Photo Available
<i>Clarkia franciscana</i>	Presidio clarkia	Onagraceae	annual herb	May-Jul	FE	CE	G1	S1	1B.1	No Photo Available
<i>Dirca occidentalis</i>	western leatherwood	Thymelaeaceae	perennial deciduous shrub	Jan-Mar(Apr)	None	None	G2	S2	1B.2	No Photo Available
<i>Eriogonum luteolum</i> var. <i>caninum</i>	Tiburon buckwheat	Polygonaceae	annual herb	May-Sep	None	None	G5T2	S2	1B.2	No Photo Available
<i>Eryngium jepsonii</i>	Jepson's coyote-thistle	Apiaceae	perennial herb	Apr-Aug	None	None	G2	S2	1B.2	No Photo Available
<i>Erythranthe laciniata</i>	cut-leaved monkeyflower	Phrymaceae	annual herb	Apr-Jul	None	None	G4	S4	4.3	No Photo Available
<i>Extriplex joaquinana</i>	San Joaquin spearscale	Chenopodiaceae	annual herb	Apr-Oct	None	None	G2	S2	1B.2	No Photo Available
<i>Fissidens pauperculus</i>	minute pocket moss	Fissidentaceae	moss		None	None	G3?	S2	1B.2	 ©2021 Scot Loring
<i>Erythranthe liliacea</i>	fragrant fritillary	Liliaceae	perennial bulbiferous herb	Feb-Apr	None	None	G2	S2	1B.2	No Photo Available
<i>Gilia capitata</i> ssp. <i>chamissonis</i>	blue coast gilia	Polemoniaceae	annual herb	Apr-Jul	None	None	G5T2	S2	1B.1	No Photo Available
<i>Gilia millefoliata</i>	dark-eyed gilia	Polemoniaceae	annual herb	Apr-Jul	None	None	G2	S2	1B.2	No Photo Available
<i>Helianthella castanea</i>	Diablo helianthella	Asteraceae	perennial herb	Mar-Jun	None	None	G2	S2	1B.2	No Photo Available
<i>Hemizonia congesta</i> ssp. <i>congesta</i>	congested-headed hayfield tarplant	Asteraceae	annual herb	Apr-Nov	None	None	G5T2	S2	1B.2	No Photo Available
<i>Heteranthera dubia</i>	water star-grass	Pontederiaceae	perennial herb (aquatic)	Jul-Oct	None	None	G5	S2	2B.2	No Photo Available

<https://rareplants.cnps.org/Search/Results>

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▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	RANK	PLANT RANK	PHOTO
<i>Hoita strobilina</i>	Loma Prieta hoita	Fabaceae	perennial herb	May-Jul(Aug- Oct)	None	None	G2?	S2?	1B.1	CA RARE	 PHOTO © 2004 Janell Hillman
<i>Holocarpha macradenia</i>	Santa Cruz tarplant	Asteraceae	annual herb	Jun-Oct	FT	CE	G1	S1	1B.1		No Photo Available
<i>Horkelia cuneata</i> <i>var. sericea</i>	Kellogg's horkelia	Rosaceae	perennial herb	Apr-Sep	None	None	G4T1?	S1?	1B.1		No Photo Available
<i>Lasthenia conjugens</i>	Contra Costa goldfields	Asteraceae	annual herb	Mar-Jun	FE	None	G1	S1	1B.1		No Photo Available
<i>Layia carnosa</i>	beach layia	Asteraceae	annual herb	Mar-Jul	FE	CE	G2	S2	1B.1		No Photo Available
<i>Leptosiphon acicularis</i>	bristly leptosiphon	Polemoniaceae	annual herb	Apr-Jul	None	None	G4?	S4?	4.2		No Photo Available
<i>Leptosiphon grandiflorus</i>	large-flowered leptosiphon	Polemoniaceae	annual herb	Apr-Aug	None	None	G3G4	S3S4	4.2		No Photo Available
<i>Leptosiphon rosaceus</i>	rose leptosiphon	Polemoniaceae	annual herb	Apr-Jul	None	None	G1	S1	1B.1		No Photo Available
<i>Meconella oregana</i>	Oregon meconella	Papaveraceae	annual herb	Mar-Apr	None	None	G2G3	S2	1B.1		 © 2021 Scot Loring
<i>Monolopia gracilens</i>	woodland woollythreads	Asteraceae	annual herb	(Feb)Mar-Jul	None	None	G3	S3	1B.2		No Photo Available
<i>Plagiobothrys chorisianus</i> <i>var. chorisianus</i>	Choris' popcornflower	Boraginaceae	annual herb	Mar-Jun	None	None	G3T1Q	S1	1B.2		No Photo Available
<i>Plagiobothrys diffusus</i>	San Francisco popcornflower	Boraginaceae	annual herb	Mar-Jun	None	CE	G1Q	S1	1B.1		No Photo Available
<i>Polygonum marinense</i>	Marin knotweed	Polygonaceae	annual herb	(Apr)May-Aug(Oct)	None	None	G2Q	S2	3.1		No Photo Available
<i>Sanicula maritima</i>	adobe sanicle	Apiaceae	perennial herb	Feb-May	None	CR	G2	S2	1B.1		No Photo Available

<https://rareplants.cnps.org/Search/Results>

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Final Environmental Impact Report/Environmental Assessment and Final Individual Section 4(f) Evaluation with Finding of No Significant Impact
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SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD (Mar)Apr-	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	RARE PLANT RANK	PHOTO
<i>Spergularia macrotheca</i> var. <i>long-styled</i>	sand-spurrey	Caryophyllaceae	perennial herb	Feb-May	None	None	G1?2	S2	1B.2 CA RARE PLANT	No Photo Available
<i>Streptanthus albidus</i> ssp. <i>peramoenus</i>	jewelflower	Brassicaceae	annual herb	Sep(Oct)	None	None	G2?2	S2	1B.2	No Photo Available

<i>Stuckenia filiformis</i> ssp. <i>alpina</i>	northern slender pondweed	Potamogetonaceae	perennial rhizomatous herb (aquatic)	May-Jul	None	None	G5?5	S2S3	2B.2	 Dana York (2016)
<i>Suaeda californica</i>	California seablite	Chenopodiaceae	perennial evergreen shrub	Jul-Oct	FE	None	G1	S1	1B.1	No Photo Available
<i>Trifolium hydrophilum</i>	saline clover	Fabaceae	annual herb	Apr-Jun	None	None	G2	S2	1B.2	No Photo Available
<i>Triphysaria floribunda</i>	San Francisco owl's-clover	Orobanchaceae	annual herb	Apr-Jun	None	None	G2?	S2?	1B.2	No Photo Available
<i>Viburnum ellipticum</i>	oval-leaved viburnum	Adoxaceae	perennial deciduous shrub	May-Jun	None	None	G4G5	S3?	2B.3	 © 2006 Tom Engstrom

Showing 1 to 45 of 45 entries

CONTACT US

Send questions and comments to rareplants@cnps.org.



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CONTRIBUTORS

[The Calflora Database](#)
[The California Lichen Society](#)
[California Natural Diversity Database](#)
[The Jepson Flora Project](#)
[The Consortium of California Herbaria](#)
[CalPhotos](#)

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From: Rechs, Matthew@DOT <Matthew.Rechs@dot.ca.gov>
Sent: Friday, July 30, 2021 10:04 AM
To: Rosanna McGuire <rmcguire@HNTB.com>
Cc: Carie Montero <cmontero@HNTB.com>; Rashid, Wahida@DOT <wahida.rashid@dot.ca.gov>; Mu, Lily@DOT <Lily.Mu@dot.ca.gov>
Subject: FW: Federal ESA - - NOAA Fisheries Species List Re: FHWA-Caltrans EA 04-0G360 OAAP

For your records.

From: NMFS SpeciesList - NOAA Service Account <nmfs.wcrca.specieslist@noaa.gov>
Sent: Thursday, July 29, 2021 3:51 PM
To: Rechs, Matthew@DOT <Matthew.Rechs@dot.ca.gov>
Subject: Federal ESA - - NOAA Fisheries Species List Re: FHWA-Caltrans EA 04-0G360 OAAP

EXTERNAL EMAIL. Links/attachments may not be safe.

nmfs.wcrca.specieslist@noaa.gov as proof of your official Endangered Species Act SPECIES LIST. The email you send to NOAA should include the following information: your first and last name; email address; phone number; federal agency name (or delegated state agency such as Caltrans); mailing address; project title; brief description of the project; and a copy of a list of threatened or endangered species identified within specified geographic areas derived from the NOAA Fisheries, West Coast Region, California Species List Tool. You may only receive this instruction once per week. If you have questions, contact your local NOAA Fisheries liaison.

From: Rechs, Matthew@DOT <Matthew.Rechs@dot.ca.gov>
Sent: Thursday, July 29, 2021 3:51 PM
To: nmfs.wcrca.specieslist@noaa.gov
Cc: Carie Montero <cmontero@HNTB.com>; Rashid, Wahida@DOT <wahida.rashid@dot.ca.gov>; Rosanna McGuire <rmcguire@HNTB.com>; Mu, Lily@DOT <Lily.Mu@dot.ca.gov>
Subject: FHWA-Caltrans EA 04-0G360 OAAP

Hello,

Below you will find the results from a search of the NMFS Resources in California KMZ for the Caltrans 04-0G360 project. Thank you.

Search Results:

List Date: July 29, 2021

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**

Project Description:

The Oakland Alameda Access Project is located in the cities of Oakland and Alameda in Alameda County, California. The project proposes to improve access along Interstate 880 (I-880) and in and around the Webster and Posey Tubes (State Route 260 [SR-260] tunnels under the Oakland Estuary [Tubes]), downtown Oakland, and the City of Alameda. Within the approximately 1-mile-long project, I-880 (ALA PM 30.47 to PM 31.61) and SR-260 (ALA PM R0.78 to R1.90) are major transportation corridors. Also, the I-880 freeway viaduct is a physical barrier, limiting bicycle and pedestrian connectivity between downtown Oakland and Chinatown to the north and the Jack

London District and Oakland Estuary to the south. Existing local street patterns across I-880 are intertwined with on- and off-ramps and the Tubes connecting Oakland and Alameda affecting the cross-freeway circulation of motorists, bicyclists, and pedestrians.

Federal Lead Agency Name and Address:

Caltrans District 4
Office of Biological Science and Permits
111 Grand Ave, MS-8E
Oakland, CA 94612
Office (510) 507-8673

On behalf of:
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
(202) 366-4000

Non-Federal Lead Name and Address:

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
510.208.7400
contact@alamedactc.org

Point of Contact:

Matthew A. Rechs
Senior Environmental Planner (NS)
Office of Biological Science and Permits
Caltrans District 4
111 Grand Ave, MS-8E
Oakland, CA 94612
Office (510) 507-8673
Matthew.Rechs@DOT.ca.gov



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](mailto:kim_squires@fws.gov)



In Reply Refer To:
Consultation Code: 08FBDT00-2020-SLI-0209
Event Code: 08FBDT00-2021-E-00552
Project Name: Oakland Alameda Access Project

July 28, 2021

Subject: Updated list of threatened and endangered species that may occur in your proposed project location 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.

07/28/2021

Event Code: 08FBTD00-2021-E-00552

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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:

San Francisco Bay-Delta Fish And Wildlife

650 Capitol Mall
Suite 8-300
Sacramento, CA 95814
(916) 930-5603

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:

Sacramento Fish And Wildlife Office

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

07/28/2021

Event Code: 08FBDT00-2021-E-00552

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Project Summary

Consultation Code: 08FBDT00-2020-SLI-0209

Event Code: 08FBDT00-2021-E-00552

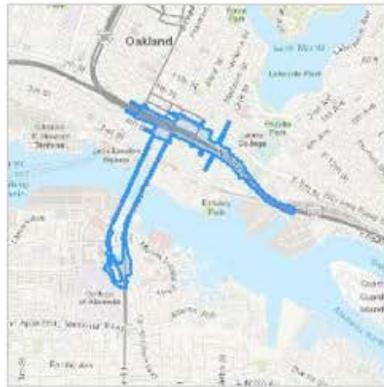
Project Name: Oakland Alameda Access Project

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/@37.79124588130587,-122.26119070013291,14z>



Counties: Alameda County, California

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 Fisheries¹, 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 <i>Reithrodontomys raviventris</i> 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 <i>Rallus longirostris obsoletus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4240	Endangered
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Western Snowy Plover <i>Charadrius nivosus nivosus</i> 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. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened

07/28/2021

Event Code: 08FBDT00-2021-E-00552

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Reptiles

NAME	STATUS
Alameda Whipsnake (=striped Racer) <i>Masticophis lateralis euryxanthus</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5524	Threatened
Green Sea Turtle <i>Chelonia mydas</i> 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 <i>Rana draytonii</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened

Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened

Flowering Plants

NAME	STATUS
California Seablite <i>Suaeda californica</i> Population: 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.



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: 08ESMF00-2021-E-06961
Project Name: Oakland Alameda Access Project

July 28, 2021

Subject: Updated list of threatened and endangered species that may occur in your proposed project location 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

07/28/2021

Event Code: 08ESMF00-2021-E-06961

2

Project Summary

Consultation Code: 08ESMF00-2020-SLI-2279

Event Code: 08ESMF00-2021-E-06961

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/@37.79124588130587,-122.26119070013291,14z>



Counties: Alameda County, California

Endangered Species Act Species

There is a total of 11 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 Fisheries¹, 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 <i>Reithrodontomys raviventris</i> 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 <i>Rallus longirostris obsoletus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4240	Endangered
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Western Snowy Plover <i>Charadrius nivosus nivosus</i> 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. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened

07/28/2021

Event Code: 08ESMF00-2021-E-06961

4

Reptiles

NAME	STATUS
Alameda Whipsnake (=striped Racer) <i>Masticophis lateralis euryxanthus</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5524	Threatened
Green Sea Turtle <i>Chelonia mydas</i> 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 <i>Rana draytonii</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened

Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened
Tidewater Goby <i>Eucyclogobius newberryi</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/57	Endangered

Flowering Plants

NAME	STATUS
California Seablite <i>Suaeda californica</i> Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6310	Endangered
Santa Cruz Tarplant <i>Holocarpha macradenia</i> There is final critical habitat for this species. The location of the critical habitat is not available. 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.

INTENTIONALLY LEFT BLANK

Appendix H. Required Consultation/Concurrence Documentation



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

March 4, 2021

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (FAX)

In Reply, Refer To:
HDA-CA

Dina El-Tawansy (Acting), District Director
California Department of Transportation,
District 4
P.O. Box 2366
Oakland, CA 94623-0660

SUBJECT: Project Level Conformity Determination for the Oakland Alameda Access Project
(CTIPS ID#206000036780)

Dear Ms. El-Tawansy:

On February 12, 2021, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a complete request for a project level conformity determination for the Oakland Alameda Access Project. The project is in an area that is designated Non-Attainment or Maintenance for Ozone, and Particulate Matter (PM 2.5).

The project level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 CFR Part 93 have been met. The project is included in the Metropolitan Transportation Commission's (MTC) current Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), as amended. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

As required by 40 CFR 93.116 and 93.123, the localized PM_{2.5} and PM₁₀ analyses are included in the documentation. The analyses demonstrate that the project will not create any new violations of the standards or increase the severity or number of existing violations.

Based on the information provided, FHWA finds that the Oakland Alameda Access Project conforms with the State Implementation Plan (SIP) in accordance with 40 CFR Part 93.

If you have any questions pertaining to this conformity finding, please contact Joseph Vaughn at (916) 498-5346 or Joseph.Vaughn@dot.gov.

Sincerely,

ANTONIO
JOHNSON

Digitally signed by
ANTONIO JOHNSON
Date: 2021.03.04
11:01:18 -0800

Antonio Johnson
Team Leader, Planning & Air Quality
Federal Highway Administration

Final Environmental Impact Report/Environmental Assessment and Final Individual Section 4(f) Evaluation with Finding of No Significant Impact
Appendix H. Required Consultation/Concurrence Documentation

From: [Harold Brazil](#)
To: [Carie Montero](#); [Tavitas, Rodney A@DOT](#)
Cc: [Sanchez, Lucas@DOT](#); [Vaughn, Joseph \(FHWA\)](#); [Krewson, Kevin@DOT](#); [Laurino, Daisy Loida S@DOT](#); [Rodney Pimentel](#); [External, GSidhu@DOT](#); [Mu, Lily@DOT](#); [Rashid, Wahida@DOT](#); [Thomas Warrner](#); [Rosanna McGuire](#); [Vivian, Lindsay@DOT](#)
Subject: Re: 0G360 Oakland Alameda Access Project- FHWA Conformity Determination request-revised letter
Date: Tuesday, February 16, 2021 12:38:42 PM
Attachments: [image003.png](#)
[image004.png](#)
[Re December Air Quality Conformity Task Force Meeting - OAAP.msg](#)
[RE December Air Quality Conformity Task Force Meeting - OAAP.msg](#)

Hi Carie and Rodney, the attached emails confirm the ***“not a project of air quality concern”*** determination for the 0G360 Oakland Alameda Access project from FHWA, FTA, EPA and Caltrans.

Sorry I wasn't able to get this to you earlier and if you have any questions, let me know.

Thanks,
Harold

Harold Brazil
Senior Planner
hbrazil@bayareametro.gov

BAY AREA METRO | BayAreaMetro.gov
Metropolitan Transportation Commission
Association of Bay Area Governments

Bay Area Metro Center
375 Beale Street, Suite 800
[Note: Visitors must check in with the receptionist on the 7th floor]
San Francisco, CA 94105
Phone: 415-778-6747
Gen. 415-778-6700
<http://www.mtc.ca.gov/>

From: Carie Montero <cmontero@HNTB.com>
Sent: Tuesday, February 16, 2021 2:21 PM
To: Tavitas, Rodney A@DOT <rodney.tavitas@dot.ca.gov>
Cc: Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>; Harold Brazil <HBrazil@bayareametro.gov>; Krewson, Kevin@DOT <kevin.krewson@dot.ca.gov>; Laurino, Daisy Loida S@DOT <daisy.laurino@dot.ca.gov>; Rodney Pimentel <rspimentel@HNTB.com>; External, GSidhu@DOT <gsidhu@alamedactc.org>; Mu, Lily@DOT <Lily.Mu@dot.ca.gov>; Rashid, Wahida@DOT <wahida.rashid@dot.ca.gov>; Thomas Warrner <twarrner@HNTB.com>; Rosanna McGuire <rmcguire@HNTB.com>; Vivian, Lindsay@DOT

<lindsay.vivian@dot.ca.gov>

Subject: RE: 0G360 Oakland Alameda Access Project- FHWA Conformity Determination request-revised letter

Hi Rodney,

Yes please see the attached correspondence.

Regards,

Carie

Carie S. Montero, MA, RPA

Associate Vice President

Environmental Planning Director- Northern California

Tel (510) 587-8631 Cell (510) 542-1079 Email cmontero@hntb.com

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From: Tavitas, Rodney A@DOT <rodney.tavitas@dot.ca.gov>

Sent: Tuesday, February 16, 2021 2:11 PM

To: Carie Montero <cmontero@HNTB.com>

Cc: Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>; Vaughn, Joseph (FHWA) <joseph.Vaughn@dot.gov>; Harold Brazil <HBrazil@bayareametro.gov>; Krewson, Kevin@DOT <kevin.krewson@dot.ca.gov>; Laurino, Daisy Loida S@DOT <daisy.laurino@dot.ca.gov>; Rodney Pimentel <rspimentel@HNTB.com>; External, GSidhu@DOT <gsidhu@alamedactc.org>; Mu, Lily@DOT <Lily.Mu@dot.ca.gov>; Rashid, Wahida@DOT <wahida.rashid@dot.ca.gov>; Thomas Warrner <twarrner@HNTB.com>; Rosanna McGuire <rmcguire@HNTB.com>; Vivian, Lindsay@DOT <lindsay.vivian@dot.ca.gov>

Subject: RE: 0G360 Oakland Alameda Access Project- FHWA Conformity Determination request-revised letter

Hi Carie,

I remember this project. I believe there's some confusion in the process with 23 USC 327 projects and the requirements. If I am not mistaking, we could not concur on the project at the time because it wasn't known if the project is a 23 USC 326 or 327 for NEPA assignment because the box was left blank. After reviewing the materials you provided, there seems to be no documentation of the project receiving concurrence from the IAC partners (EPA, FWA, and Caltrans) that the project is NOT a project of air quality concern.

"Final Determination; Following The final determination on the Oakland/Alameda Access project was deferred until receipt the truck ADT volume difference information. After the receipt of the truck ADT volume information, the Task Force followed-up (via email) and made the final determination that the Oakland/Alameda project was not of air quality concern."

Can you please provide us with the email chain or documentation stating that we all (EPA, FWA, and Caltrans) concurred the 0G360 Oakland Alameda Access project is NOT a project of air quality concern?

Sincerely,

Rodney Tavitas
Air Quality, Environment, and Health Branch
California Department of Transportation
1120 N Street, MS-32, Sacramento, CA 95814
Office: (916)653-1069
Cell: (916)207-6113
rodnev.tavitas@dot.ca.gov
<http://www.dot.ca.gov/hq/env/air/index.htm>

From: Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>
Sent: Tuesday, February 16, 2021 11:14 AM
To: Carie Montero <cmontero@HNTB.com>
Cc: Tavitas, Rodney A@DOT <rodnev.tavitas@dot.ca.gov>; Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>; Harold Brazil <HBrazil@bayareametro.gov>; Krewson, Kevin@DOT <kevin.krewson@dot.ca.gov>; Laurino, Daisy Loida S@DOT <daisy.laurino@dot.ca.gov>; Rodney Pimentel <rspimentel@HNTB.com>; External, GSidhu@DOT <gsidhu@alamedactc.org>; Mu, Lily@DOT <Lily.Mu@dot.ca.gov>; Rashid, Wahida@DOT <wahida.rashid@dot.ca.gov>; Thomas Warrner <twarrner@HNTB.com>; Rosanna McGuire <rmcguire@HNTB.com>; Vivian, Lindsay@DOT <lindsay.vivian@dot.ca.gov>
Subject: RE: 0G360 Oakland Alameda Access Project- FHWA Conformity Determination request-revised letter

EXTERNAL EMAIL. Links/attachments may not be safe.

Thank you—I see that it was corrected/documented as 327, was looking for FHWA concurrence then? Didn't see it—do you this documentation. Thanks!

Joseph Vaughn
Environmental Specialist
FHWA, CA Division
(916) 498-5346

From: Carie Montero [<mailto:cmontero@HNTB.com>]
Sent: Monday, February 15, 2021 12:45 PM
To: Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>
Cc: 'rodney.tavitas@dot.ca.gov' <rodney.tavitas@dot.ca.gov>; Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>; Harold Brazil <HBrazil@bayareametro.gov>; Kevin Krewson <kevin.krewson@dot.ca.gov>; Daisy Laurino <daisy.laurino@dot.ca.gov>; Rodney Pimentel <rspimentel@HNTB.com>; Gary Sidhu <gsidhu@alamedactc.org>; Lilly Mu <lily.mu@dot.ca.gov> <lily.mu@dot.ca.gov>; wahida.rashid <wahida.rashid@dot.ca.gov> <wahida.rashid@dot.ca.gov>; Thomas Warrner <twarrner@HNTB.com>; Rosanna McGuire <rmcguire@HNTB.com>; Vivian, Lindsay@DOT <lindsay.vivian@dot.ca.gov>
Subject: RE: OG360 Oakland Alameda Access Project- FHWA Conformity Determination request-revised letter

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Hi Joseph,

Please see the revised letter with addition email correspondence clearing up the question from Rodney Tavitas regarding the 327 classification for the Oakland Alameda Access project (PDF pages 11-18).

Hopefully this is the documentation you were looking for.

Kind regards,

Carie

Carie S. Montero, MA, RPA

Associate Vice President
Environmental Planning Director- Northern California
Tel (510) 587-8631 Cell (510) 542-1079 Email cmontero@hntb.com

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From: Carie Montero
Sent: Friday, February 12, 2021 4:04 PM
To: 'Vaughn, Joseph (FHWA)' <Joseph.Vaughn@dot.gov>
Cc: 'rodney.tavitas@dot.ca.gov' <rodney.tavitas@dot.ca.gov>; Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>; Harold Brazil <HBrazil@bayareametro.gov>

Subject: RE: OG360 Oakland Alameda Access Project- FHWA Conformity Determination request

Hi Joseph,

Thanks so much for the quick review. I am going to look into this and will get back to you early next week.

Regards,

Carie

Carie S. Montero, MA, RPA

Associate Vice President

Environmental Planning Director- Northern California

Tel (510) 587-8631 Cell (510) 542-1079 Email cmontero@hntb.com

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From: Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>

Sent: Friday, February 12, 2021 3:34 PM

To: Carie Montero <cmontero@HNTB.com>

Cc: 'rodney.tavitas@dot.ca.gov' <rodney.tavitas@dot.ca.gov>; Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>; Harold Brazil <HBrazil@bayareametro.gov>

Subject: RE: OG360 Oakland Alameda Access Project- FHWA Conformity Determination request

Greetings—taking a quick look—see that there was some confusion as to the classification of this project at the Dec. 2019 IAC meeting—326 or 327. Rodney Tavitas of Caltrans raised the question. It doesn't appear that that was clarified during the process. Can you please document where the project was presented to the IAC group as a 327 project. This is important, as if this didn't occur, the project would have to be brought back to the IAC for documentation and concurrence. Thank you!

Joseph Vaughn

Environmental Specialist

FHWA, CA Division

(916) 498-5346

From: Carie Montero [<mailto:cmontero@HNTB.com>]

Sent: Friday, February 12, 2021 3:16 PM

To: Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>

Cc: melanie.brent@dot.ca.gov; Vivian, Lindsay@DOT <lindsay.vivian@dot.ca.gov>; Rodney Pimentel

<rspimentel@HNTB.com>; Gary Sidhu <gsidhu@alamedactc.org>; Lilly Mu (lily.mu@dot.ca.gov) <lily.mu@dot.ca.gov>; wahida.rashid (wahida.rashid@dot.ca.gov) <wahida.rashid@dot.ca.gov>; Thomas Warrner <twarrner@HNTB.com>; Trinity Nguyen (tnguyen@alamedactc.org) <tnguyen@alamedactc.org>; Kevin Krewson (kevin.krewson@dot.ca.gov) <kevin.krewson@dot.ca.gov>; Daisy Laurino (daisy.laurino@dot.ca.gov) <daisy.laurino@dot.ca.gov>
Subject: 0G360 Oakland Alameda Access Project- FHWA Conformity Determination request

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Hello Mr. Vaughn,

On behalf of the California Department of Transportation (the Department) I am enclosing a request for the Federal Highway Administration to issue a project-level conformity determination for the Oakland Alameda Access Project (CTIPS ID#20600003678), EA 04-0G360/ Project ID 0400000326.

To support your review I have attached the project level conformity determination and provided a drop box link to the attached letter and a separate link to the Air Quality Report supporting this determination as follows.

Air quality Report:

https://www.dropbox.com/s/84cmr95lwr8xbve/0G360-OAAP%20AQS_CT_20200916_clean.pdf?dl=0

Oakland Alameda Access Project, project-level Conformity Letter:

https://www.dropbox.com/s/18f9lblomttym79/0G360-OAAP_FHWA%20Conformity%20Package_20210212.pdf?dl=0

Please do not hesitate to contact me if you have any issues accessing the Dropbox file links. We look forward to your response.

Regards,

Carie

Carie S. Montero, MA, RPA

Associate Vice President

Environmental Planning Director- Northern California

Tel (510) 587-8631 Cell (510) 542-1079 Email cmontero@hntb.com

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From: [Harold Brazil](#)
To: [Stauffer, Panah](#); [Kraft, Dominique \(FTA\)](#); [Fahey, Dick@DOT](#); [Tavitas, Rodney A@DOT](#); [Vaughn, Joseph \(FHWA\)](#); [Sanchez, Lucas@DOT](#)
Cc: [Adam Crenshaw](#)
Subject: Re: December Air Quality Conformity Task Force Meeting - OAAP
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Thank you all and much appreciated.

Harold

From: Stauffer, Panah <Stauffer.Panah@epa.gov>
Sent: Tuesday, December 10, 2019 4:09 PM
To: Kraft, Dominique (FTA) <Dominique.Kraft@dot.gov>; Harold Brazil <HBrazil@bayareametro.gov>
Cc: Adam Crenshaw <ACrenshaw@bayareametro.gov>; Fahey, Dick@DOT <dick.fahey@dot.ca.gov>; Tavitas, Rodney A@DOT <rodney.tavitas@dot.ca.gov>; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>; Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>
Subject: RE: December Air Quality Conformity Task Force Meeting - OAAP

Hello All,

I agree that this is not a project of air quality concern. For future projects, if not all intersections are reported, I would like to have a better sense of why that is and how traffic volumes change across the project area. My impression is that project applicants typically report most of the intersections affected by a project. The choice of intersections reported in this case is still a bit confusing to me.

Thanks a lot,

Panah Stauffer
Air Division (AIR-2)
US EPA Region 9
75 Hawthorne Street
San Francisco, CA 94105
415-972-3247

From: Kraft, Dominique (FTA) <Dominique.Kraft@dot.gov>
Sent: Tuesday, December 10, 2019 12:02 PM
To: Harold Brazil <HBrazil@bayareametro.gov>
Cc: Adam Crenshaw <ACrenshaw@bayareametro.gov>; Fahey, Dick@DOT <dick.fahey@dot.ca.gov>; Stauffer, Panah <Stauffer.Panah@epa.gov>; Tavitas, Rodney A@DOT <rodney.tavitas@dot.ca.gov>; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>; Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>
Subject: RE: December Air Quality Conformity Task Force Meeting - OAAP

Hi Harold,

I'm writing to advise that I too do not believe this is a project of air quality concern.

Thanks and happy holidays!

Dominique M. Kraft

Federal Transit Administration, Region IX
90 Seventh Street, Suite 15-300
San Francisco, CA 94103-6701
Phone Number: 415-734-9469
Email: dominique.kraft@dot.gov

From: Fahey, Dick@DOT [<mailto:dick.fahey@dot.ca.gov>]

Sent: Tuesday, December 10, 2019 11:44 AM

To: Harold Brazil <HBrazil@bayareametro.gov>; Stauffer, Panah <Stauffer.Panah@epa.gov>; Tavitias, Rodney A@DOT <rodney.tavitias@dot.ca.gov>; Kraft, Dominique (FTA) <Dominique.Kraft@dot.gov>; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>; Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>

Cc: Adam Crenshaw <ACrenshaw@bayareametro.gov>

Subject: RE: December Air Quality Conformity Task Force Meeting - OAAP

Hello Harold,

Thank you for the follow-up information. I do not believe this is a project of air quality concern.

Thank you,

-df

Richard Fahey, GISP, AICP | Senior Transportation Planner
[Caltrans - District 4](#) | Office of System and Regional Planning
111 Grand Avenue, Oakland, CA 94612 | (510) 286-5761

From: Harold Brazil <HBrazil@bayareametro.gov>

Sent: Tuesday, December 10, 2019 9:45 AM

To: Stauffer, Panah <Stauffer.Panah@epa.gov>; Tavitias, Rodney A@DOT <rodney.tavitias@dot.ca.gov>; Kraft, Dominique (FTA) <Dominique.Kraft@dot.gov>; Fahey, Dick@DOT <dick.fahey@dot.ca.gov>; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>; Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>

Cc: Adam Crenshaw <ACrenshaw@bayareametro.gov>

Subject: FW: December Air Quality Conformity Task Force Meeting - OAAP

Task Force members, please see ACTC's response to questions about the truck ADT volume difference between build and no build alternatives and the NEPA delegation type [it is Section 327 – Non-Categorical Exclusion] in their Oakland/Alameda Access project assessment form.

Please let us know:

1. your determination on the project; or
2. if you have additional questions

Thanks,
Harold

From: Rodney Pimentel <rspimentel@HNTB.com>
Sent: Monday, December 9, 2019 4:52 PM
To: Harold Brazil <HBrazil@bayareametro.gov>
Cc: Elisabeth Suh <elsuh@HNTB.com>; Lillie Lam <LLam@HNTB.com>; schang@alamedactc.org;
Rosanna McGuire <rmcguire@HNTB.com>
Subject: RE: December Air Quality Conformity Task Force Meeting - OAAP

Harold,
In response to the questions raised by the Air Quality Task Force on 12/5, here is the response from our traffic consultant.

For OAAP, the difference in forecasted truck ADT volumes between Build and No Build is negligible for 2025, 2040, and 2045. For the reported freeway segments, the differences are less than 1% in all cases. For the Webster/Posey Tubes, the largest difference is only 1.7% or 26 trucks over a 24-hour period. This reported difference in truck volumes may be attributed to "noise" within the travel demand model. Marginal differences in trip distribution and assignment is expected between full model runs due to rounding of trip tables at various steps in the modeling process and different degree of assignment convergence. The project is expected to have no impact on regional truck traffic as the proposed improvements are localized.

We have also revised the Project Assessment Form attached with 327 identified as the type of NEPA assignment. Please let me know if you need any additional information.

Thanks,
Rodney

From: Harold Brazil <HBrazil@bayareametro.gov>
Sent: Tuesday, December 3, 2019 9:43 AM
To: Rosanna McGuire <rmcguire@HNTB.com>
Cc: Elisabeth Suh <elsuh@HNTB.com>; Rodney Pimentel <rspimentel@HNTB.com>; Lillie Lam <LLam@HNTB.com>; schang@alamedactc.org
Subject: Re: December Air Quality Conformity Task Force Meeting - OAAP

Hi Rosanna, your powerpoint looks great and thank you very much.

Talk to you on Thursday.

Harold

From: Rosanna McGuire <rmcguire@HNTB.com>
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Thank you!

Rosanna McGuire
Environmental Planner/Biologist
Planning
Tel (510) 587-8743 Email rmcguire@hntb.com

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1111 Broadway, 9th Floor | Oakland, CA 94607 | hntb.com

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Final Environmental Impact Report/Environmental Assessment and Final Individual Section 4(f) Evaluation with Finding of No Significant Impact
Appendix H. Required Consultation/Concurrence Documentation

From: [Vaughn, Joseph \(FHWA\)](#)
To: [Harold Brazil](#); [Stauffer, Panah](#); [Tavitas, Rodney A@DOT](#); [Kraft, Dominique \(FTA\)](#); [Fahey, Dick@DOT](#); [Lucas.Sanchez@dot.ca.gov](#); [Johnson, Antonio \(FHWA\)](#)
Cc: [Adam Crenshaw](#)
Subject: RE: December Air Quality Conformity Task Force Meeting - OAAP
Date: Tuesday, December 10, 2019 11:03:40 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

External Email

FHWA concurs that this is not a project of air quality concern. Thanks

Joseph Vaughn
Environmental Specialist
FHWA, CA Division
(916) 498-5346

From: Harold Brazil [mailto:HBrazil@bayareametro.gov]
Sent: Tuesday, December 10, 2019 9:45 AM
To: Stauffer, Panah <Stauffer.Panah@epa.gov>; Tavitas, Rodney A@DOT <rodney.tavitas@dot.ca.gov>; Kraft, Dominique (FTA) <Dominique.Kraft@dot.gov>; Fahey, Dick@DOT <dick.fahey@dot.ca.gov>; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>; Lucas.Sanchez@dot.ca.gov
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Project-Level Conformity Determination Request: Enclosures
Oakland Alameda Access Project
EA 04-0G360; Project ID 0400000326

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
111 Grand Avenue, MS-1A
Oakland, CA 94612
PHONE (510) 286-5900
FAX (510) 286-5903
TTY 711
www.dot.ca.gov



Making Conservation
a California Way of Life.

February 11, 2021

Mr. Antonio Johnson
U.S. Department of Transportation
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Attention: Joseph Vaughn

Dear Mr. Antonio Johnson:

The California Department of Transportation (the Department) requests that the Federal Highway Administration issue a project-level conformity determination for the Oakland Alameda Access Project (CTIPS ID# 20600003678), EA 04-0G360 / Project ID 0400000326. The project would improve multimodal safety and reduce conflicts between regional and local traffic; enhance bicycle and pedestrian accessibility and connectivity within the project study area; and improve vehicular mobility and accessibility between I-880, SR-260, the City of Oakland's downtown neighborhoods, and the City of Alameda. It is located in Alameda County between PM 30.47 to PM 31.61 and PM 0.78 to PM R1.90. The project is in an area that is designated Nonattainment or Maintenance for Ozone, CO, and PM2.5. Details of the analysis are contained in the enclosed Air Quality Report and related materials.

The project area is subject to regional conformity analysis requirements. The attached conformity analysis demonstrates that the project is listed in the conforming Metropolitan Transportation Commission's 2040 Regional Transportation Plan and 2019 Transportation Improvement Program, and

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Mr. Antonio Johnson
February 11, 2021
Page 2

therefore it meets regional conformity requirements for a project-level conformity determination.

The project area is subject to project-level hot-spot analysis requirements for PM2.5. The attached conformity analysis shows that hot-spot analysis requirements listed in 40 CFR 93.116 and 123 are met.

Interagency Consultation and public involvement requirements related to PM2.5 has been completed in accordance with the Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (U.S. EPA, 2015). Interagency Consultation concluded on December 12, 2019. The Interagency Consultation partners concurred, as shown in the attached materials, that the project is not exempt from conformity analysis requirements, but that it is not a Project of Concern for PM2.5 as defined at 40 CFR 93.123(b)(1). As such, an explicit, detailed PM2.5 hot-spot analysis is not required.

Public involvement included advertising the availability of the conformity analysis for 60 days beginning on September 29, 2020. Response to public comments is included in the attached conformity analysis.

This project has been assigned to the Department under 23 USC 327 (NEPA Assignment) and the proposed approval date of the final NEPA document is

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Mr. Antonio Johnson
February 11, 2021
Page 3

expected on or about September 28, 2021. We would appreciate your assistance with providing a conformity determination prior to that date.

If you have any questions regarding this conformity analysis, please contact Kevin Krewson at (510) 812-6331 or kevin.krewson@dot.ca.gov.

Sincerely,

Kevin Krewson

Kevin Krewson
Branch Chief
Air Quality and Noise
Office of Environmental Engineering
Division of Planning and Engineering

c: Melanie Brent

Enclosures:

Air Quality Conformity Task Force Meeting Notes and Determination Email
RTP Information
TIP Listing
Advertisement
Public Comments and Responses
Air Quality Report (under separate cover)

Project-Level Conformity Determination Request: Enclosures
Oakland Alameda Access Project
EA 04-0G360; Project ID 0400000326

Air Quality Conformity Task Force Meeting Notes and Determination Email

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**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

Air Quality Conformity Task Force

Metropolitan Transportation Commission
Bay Area Metro Center

Mount Hamilton Conference Room

375 Beale Street, Suite 800

(Note: Visitors must check in with the receptionist on the 7th floor)
San Francisco, CA

Conference Call Number: Dial - (415) 655-0002 (Access Code: 923 200 597)

Participant ID is # button.

January 23, 2020

9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions
2. PM_{2.5} Project Conformity Interagency Consultations
 - a. Confirm Projects Are Exempt from PM_{2.5} Conformity
Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Revision to the Bay Area Conformity Protocol and Interagency Consultation Procedures
4. Consent Calendar
 - a. December 5, 2019 Air Quality Conformity Task Force Meeting Summary
5. Other Items

Next Meeting: February 27, 2020

MTC Staff Liaison: Harold Brazil

hbrazil@bayareametro.gov

**Air Quality Conformity Task Force
Summary Meeting Notes
December 5, 2019**

Participants:

Andrea Gordon – BAAQMD
Panah Stauffer – EPA
Elisabeth Suh – HNTB
Rodney Pimentel – HNTB
Susan Chang – Alameda County
Transportation Commission

Dick Fahey – Caltrans
Dominique Kraft – FTA
Lucas Sanchez – Caltrans
Rodney Tavitas – Caltrans
Adam Crenshaw – MTC
Harold Brazil – MTC

1. Welcome and Self Introductions: Harold Brazil (MTC) called the meeting to order at 9:35 am.

2. PM_{2.5} Project Conformity Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. Oakland/Alameda Access Project

Susan Chang (Alameda County Transportation Commission) began the Oakland/Alameda Access project presentation by stating that the ACTC was conducting the project in partnership with Caltrans. Rodney Pimentel (HNTB) continued the presentation of Oakland/Alameda Access project by indicating the purpose of the project is to:

- Provide robust multi-modal facilities throughout I-880, Alameda, and Downtown Oakland
- Reduce congestion and conflict between regional and local traffic by taking freeway-bound traffic off local roads
- Improve connectivity and access for bicyclists and pedestrians within the project area

Mr. Pimentel also mentioned most of the construction with the project will be occurring in Oakland which will include the location where 6th Street becomes reconstructed and that the Oakland/Alameda Access project included many safety improvements which also produced travel time savings.

Rodney Tavitas (Caltrans) pointed out that the assessment form for the project did not indicate which NEPA code is was (either 326 or 327).

Dominique Kraft (FTA) asked if the Oakland/Alameda Access project impacted any bus movements in the project area and if transit access would be affected by the project. Mr. Pimentel responded by indicating all the access to transit in the project area would be maintained.

Panah Stauffer (EPA) asked why some of the intersections included in the analysis, showed LOS values of “N/A” and Mr. Pimentel answered by saying that those intersections do not exist until

after the project is built. Ms. Stauffer also asked if there was a net (or overall project) change or difference in the diesel vehicle counts between the build and no-build scenarios and Mr. Pimemtel responded by stating that all the diesel vehicle traffic movements are maintained in the build scenario with no predicted increase in emissions.

Ms. Chang mentioned that the project area is already at capacity and Mr. Tavitis asked for the Task Force that ACTC provide an explanation for the truck ADT volume difference between build and no build alternatives. Mr. Pimemtel stated that he would put his response together and send it to Harold Brazil (MTC) for distribution to the Task Force.

Final Determination; Following The final determination on the Oakland/Alameda Access project was deferred until receipt the truck ADT volume difference information. After the receipt of the truck ADT volume information, the Task Force followed-up (via email) and made the final determination that the Oakland/Alameda project was not of air quality concern.

b. Confirm Projects Are Exempt from PM_{2.5} Conformity

i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern

Task Force members had no comments.

Final Determination; With input from FTA, FHWA (via email), EPA, Caltrans and MTC, the Task Force agreed that the projects on the exempt list **2b_Exempt List 11222019.pdf** are exempt from PM_{2.5} project level analysis.

After this meeting, as a follow-up (via email) to the Alameda SR-61 SHOPP Roadway Preservation project (VAR170006 (subproject)), MTC staff made the following corrections.

Project name: Alameda SR-61 SHOPP Roadway ~~Preservation~~ Complete Streets

Project Description: In the city of Alameda: on SR-61 (Central Ave) from Broadway/Encinal Avenue to Sherman Street: Pavement rehabilitation, upgrade Americans with Disabilities Act (ADA) curb ramps, improve crosswalks, and implement road diet.

Expanded Description: In the city of Alameda: on SR-61 (Central Ave) from Broadway/Encinal Avenue to Sherman Street, Pavement rehabilitation, upgrade Americans with Disabilities Act (ADA) curb ramps, improve crosswalks, and implement road diet. ~~A road diet is being implemented at this location as part of a related project (ALA170049), which went through interagency consultation on 3/22/2018 and was found to not be a project of air quality concern.~~

Project Type under 40 CFR 93.126: ~~Safety—Pavement resurfacing or rehabilitation~~ Safety - Hazard elimination program

Task Force members had no comments to the follow-up corrections to the Alameda SR-61 SHOPP Roadway Complete Streets project.

3. Projects with Regional Air Quality Conformity Concerns

a. Review of the Regional Conformity Status for New and Revised Projects

Projects Staff Proposing to Include in the 2019 TIP

Adam Crenshaw (MTC) stated that MTC staff had two projects to present to the Task Force. Mr. Crenshaw went on to say that the I-280/Foothill Expressway Off Ramp Improvement project a request from a sponsor to add one individually listed project to the 2019 TIP. Mr. Crenshaw indicated that MTC believes that the project would more correctly be identified as either a non-exempt, not regionally significant project or a project that is exempt from regional conformity under 40 CFR 93.127 – Interchange reconfiguration. Mr. Crenshaw added that the project sponsor would like the project removed from the TIP so that it may proceed as a CEQA-only local project and MTC would like the Task Force’s concurrence that doing so will not require an update to the regional conformity analysis.

Rodney Tavitas (Caltrans) asked if the added lane on the ramp will go pass the gore on the mainline of the freeway and Mr. Crenshaw responded by saying the project sponsor indicated that the additional lane is only on the ramp. Mr. Tavitas added that once an added ramp lane is extended pass the gore, then the project becomes regionally significant and the width of the added lane must be within the ramp itself.

Panah Stauffer (EPA) asked if removing projects from the TIP is common and Mr. Tavitas responded by stating that when projects are going through state and federal environmental review requirements and the funding process, it can be necessary to remove a project. Mr. Crenshaw followed-up by saying the removal of projects from the TIP is not common, but when securing funding for projects – changes can occur when federal funds are not used in a project.

Ms. Stauffer stated, from consulting with Karina O'Connor (EPA), that to remove a project from the TIP – the project must not be regionally significant. Mr. Crenshaw stated he would follow-up with the project sponsor to confirm that the added ramp lane would not extend pass the gore and into the mainline, thereby defining the project as not regionally significant (and able to be removed from the TIP) and pass this information onto the Task Force.

Mr. Crenshaw also discussed the Eastern Contra Costa Transportation Authority’s (ECCTA) Oakley Park and Ride project as being a project exempt from regional conformity per 40 CFR 93.127 – terminals and transfer points. Mr. Tavitas ask how many parking spaces were planned for the park and ride lot and Mr. Crenshaw indicated 164 parking stalls. Mr. Tavitas continued by indicating that (technically) there are no automatic conformity exemptions for park and ride lots, especially for lots with over 30 spaces (rural lots with less than 30 parking spaces are considered not regionally significant) and these projects are dealt with on a case-by-case basis, in urban areas.

Ms. Stauffer indicated that EPA defers to Caltrans on the regional significance of park and ride lots and Mr. Tavitas determined the Oakley Park and Ride project to be regionally significant due to its impacts to travel demand modeling forecasts. Mr. Crenshaw indicated he would follow up with ECCTA (to let them know the project will not be amended to the TIP) and its likely this project will come back to the Task Force under a different action.

Staff also received a request from a project sponsor for a re-evaluation of the regional conformity status of the following project in the 2019 TIP. The project sponsor would like the project removed from the TIP so that it may proceed as a CEQA-only local project. Before removing the project, we would like the Task Force's concurrence that doing so will not require an update to the regional conformity analysis.

4. Proposed Revision to the Bay Area Transportation Air Quality Conformity Protocol and Interagency Consultation Procedures

Harold Brazil (MTC) stated that MTC and BAAQMD staff are updating procedures for interagency consultation to account for additional federal transportation-air quality requirements and (specifically) provide clarity on MTC and SACOG's roles and updated responsibilities on these requirements, constituting a formal revision to the Bay Area elements of the SIP.

Mr. Brazil went onto say that the ABAG Administrative Committee (on 11/8/19) and the BAAQMD Board of Directors (on 11/20/19) delegated authority to MTC to conduct a public hearing at a wintertime 2019-2020 Joint MTC Planning Committee with the ABAG Administrative Committee on behalf of the three co-lead agencies for revising the Conformity Protocol and Interagency Consultation Procedures. The draft schedule for completing the SIP revision process was corrected to include the beginning of the public comment period in late December 2019 and submitting the approved SIP revision to CARB in March 2020.

5. Consent Calendar

a. October 24, 2019 Air Quality Conformity Task Force Meeting Summary

Final Determination; With input from all members, the Task Force concluded that the consent calendar was approved.

6. Other Items

CARB EMFAC Off-Model Adjustment Factors

MTC staff asked if any members of the Task Force had any updated information on CARB's EMFAC Off-Model Adjustment factors and Rodney Tavitas (Caltrans) indicated he had no additional info and added that any CARB adjustment factors need to be found adequate by EPA for use in rate of progress SIPs, transportation conformity emission budget calculations.

Final Environmental Impact Report/Environmental Assessment and Final Individual Section 4(f) Evaluation with Finding of No Significant Impact
Appendix H. Required Consultation/Concurrence Documentation

From: [Fund Management System](#)
To: ybhat@alamedactc.org
Cc: [Fund Management System](#); [Harold Brazil](#)
Subject: FMS POAQC Project TIP ID ALA070009 (Oakland/Alameda Access Project) update: Project is a not a POAQC
Date: Thursday, December 12, 2019 1:07:31 PM

Dear Project Sponsor

Based on the recent interagency consultation with the Air Quality Conformity Task force, Project TIP ID ALA070009 (FMS ID:176.00) does not fit the definition of a project of air quality concern as defined by 40 CFR 93.123(b)(1) or 40 CFR 93.128 and therefore is not subject to PM2.5 project level conformity requirement. Please save this email as documentation confirming the project has undergone and completed the interagency consultation requirement for PM2.5 project level conformity. Note project sponsors are required to undergo a proactive public involvement process which provides opportunity for public review as outlined by 40 CFR 93.105(e). For projects that are not of air quality concern, a comment period is only required for project level conformity determinations if such a comment period would have been required under NEPA. For more information, please see FHWA PM2.5 Project Level Conformity Frequently Asked Questions (FAQ): http://www.fhwa.dot.gov/environment/air_quality/conformity/reference/faqs/pm25faqs.cfm

If you have any questions, please direct them to Harold Brazil at hbrazil@bayareametro.gov or by phone at 415-778-6747

From: Harold Brazil <HBrazil@bayareametro.gov>
Sent: Friday, December 13, 2019 2:29 PM
To: Rodney Pimentel; Rosanna McGuire
Cc: Elisabeth Suh; Lillie Lam; schang@alamedactc.org
Subject: Re: December Air Quality Conformity Task Force Meeting - OAAP
Attachments: Project is a not a POAQC (3.00 KB)

Hello Rosanna and Rodney attached is your email confirming that your Oakland/Alameda Access project has been determined not to be a project of air quality concern by the conformity task force.

If you have any questions, let me know and have a good weekend.

Thanks,
Harold

Harold Brazil
Senior Planner
hbrazil@bayareametro.gov

BAY AREA METRO | BayAreaMetro.gov
Metropolitan Transportation Commission
Association of Bay Area Governments

Bay Area Metro Center
375 Beale Street, Suite 800
[Note: Visitors must check in with the receptionist on the 7th floor]
San Francisco, CA 94105
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Gen. 415-778-6700
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Sent: Tuesday, December 10, 2019 9:25 AM
To: Rodney Pimentel <rspimentel@HNTB.com>
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Rosanna McGuire <rmcguire@HNTB.com>
Subject: Re: December Air Quality Conformity Task Force Meeting - OAAP

Thanks for this Rodney and I will pass it on to the task force.
We will keep you posted.

Talk to you soon,
Harold

Harold Brazil
Senior Planner
hbrazil@bayareametro.gov

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Environmental Planner/Biologist
Planning
Tel (510) 587-8743 Email rmcguire@hntb.com

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1111 Broadway, 9th Floor | Oakland, CA 94607 | hntb.com

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From: Harold Brazil <HBrazil@bayareametro.gov>
Sent: Tuesday, November 19, 2019 3:30 PM
To: Rosanna McGuire <rmcguire@HNTB.com>
Cc: Elisabeth Suh <elsuh@HNTB.com>; Rodney Pimentel <rspimentel@HNTB.com>; Lillie Lam <LLam@HNTB.com>; schang@alamedactc.org
Subject: Re: December Air Quality Conformity Task Force Meeting

Hi Rosanna, Thursday sounds good and thanks. And if you could resubmit your assessment form with the horizon year 2040 intersection LOS tables, that would be great – it's fine to keep tables 6 and 7 in the revised form, also.

If you have any other questions, let me know and thanks again.

Harold

Harold Brazil
Senior Planner
hbrazil@bayareametro.gov

BAY AREA METRO | BayAreaMetro.gov
Metropolitan Transportation Commission
Association of Bay Area Governments

Bay Area Metro Center
375 Beale Street, Suite 800
[Note: Visitors must check in with the receptionist on the 7th floor]
San Francisco, CA 94105
Phone: 415-778-6747
Gen. 415-778-6700
<http://www.mtc.ca.gov/>

From: Rosanna McGuire <rmcguire@HNTB.com>
Sent: Tuesday, November 19, 2019 2:21 PM
To: Harold Brazil <HBrazil@bayareametro.gov>
Cc: Elisabeth Suh <elsuh@HNTB.com>; Rodney Pimentel <rspimentel@HNTB.com>; Lillie Lam <LLam@HNTB.com>; schang@alamedactc.org
Subject: RE: December Air Quality Conformity Task Force Meeting

Hi Harold,

We are estimating the 2040 LOS data and should be able to get it to you late Thursday. Would you like the application to be resubmitted or just the replacement tables?

Thank you!

Rosanna McGuire
Environmental Planner/Biologist
Planning
Tel (510) 587-8743 Email rmcguire@hntb.com

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From: Harold Brazil <HBrazil@bayareametro.gov>
Sent: Tuesday, November 19, 2019 9:49 AM
To: Rosanna McGuire <rmcguire@HNTB.com>
Cc: Elisabeth Suh <elsuh@HNTB.com>; Rodney Pimentel <rspimentel@HNTB.com>; Lillie Lam <LLam@HNTB.com>; schang@alamedactc.org
Subject: Re: December Air Quality Conformity Task Force Meeting

Hello Rosanna, your assessment form looks very good but the task force has been pretty strict on requiring traffic and LOS info for build and no-build alternatives specifically for our RTP horizon year of 2040.

Would it be possible for you to include the LOS data for your existing tables 6 and 7 – with tables for our 2040 RTP horizon year asap?

At the latest, we would like to receive the year 2040 LOS tables by Thursday – November 21st.

Please let me know if this would be possible and thanks!

Harold

From: Rosanna McGuire <rmcguire@HNTB.com>
Sent: Friday, November 15, 2019 10:42 AM
To: Harold Brazil <HBrazil@bayareametro.gov>
Cc: Elisabeth Suh <elsuh@HNTB.com>; Rodney Pimentel <rspimentel@HNTB.com>; Lillie Lam <LLam@HNTB.com>; schang@alamedactc.org
Subject: RE: December Air Quality Conformity Task Force Meeting

Great! Can you confirm the time and location of the Task Force meeting? I don't see it listed on the website.

Thanks!

Rosanna McGuire
Environmental Planner/Biologist
Planning
Tel (510) 587-8743 Email rmcguire@hntb.com

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From: Harold Brazil <HBrazil@bayareametro.gov>
Sent: Friday, November 15, 2019 8:56 AM
To: Rosanna McGuire <rmcguire@HNTB.com>
Cc: Elisabeth Suh <elsuh@HNTB.com>; Rodney Pimentel <rspimentel@HNTB.com>; Lillie Lam <LLam@HNTB.com>; schang@alamedactc.org
Subject: Re: December Air Quality Conformity Task Force Meeting

Thank you very much Rosanna and we will let you know if we have any questions and/or comments on your assessment form.

Have a good weekend!
Harold

From: Rosanna McGuire <rmcguire@HNTB.com>
Sent: Thursday, November 14, 2019 9:05 PM
To: Harold Brazil <HBrazil@bayareametro.gov>
Cc: Elisabeth Suh <elsuh@HNTB.com>; Rodney Pimentel <rspimentel@HNTB.com>; Lillie Lam <LLam@HNTB.com>; schang@alamedactc.org
Subject: RE: December Air Quality Conformity Task Force Meeting

Hello!

Attached is our is the OAAP's Project Assessment Form including cover page. We will start preparing the PowerPoint presentation for submission on December 2nd.

Thank you!

Rosanna McGuire
Environmental Planner/Biologist
Planning
Tel (510) 587-8743 Email rmcguire@hntb.com

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From: Harold Brazil <HBrazil@bayareametro.gov>
Sent: Friday, November 8, 2019 2:50 PM
To: Rosanna McGuire <rmcguire@HNTB.com>
Subject: Re: December Air Quality Conformity Task Force Meeting

Hello Rosanna, could you please fill out the attached project assessment form and cover page for your Oakland Alameda Access project and send it back to me next week **by Thursday, November 14th**. Once we get the forms back from you, we will be able to put the project on the agenda for the December 5th Task Force meeting.

We also encourage project sponsors to submit a 6-8 slide corresponding ppt to facilitate the consultation and we wouldn't need the presentation file until the Monday prior to December task force meeting [which would be Monday, December 2nd].

Let me know if this is doable for you and if you have any questions, let me know.

Have a good weekend.

Harold

Harold Brazil
Senior Planner
hbrazil@bayareametro.gov

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Phone: 415-778-6747
Gen. 415-778-6700
<http://www.mtc.ca.gov/>

From: Rosanna McGuire <rmcguire@HNTB.com>
Sent: Monday, October 28, 2019 3:06 PM
To: Harold Brazil <HBrazil@bayareametro.gov>
Subject: December Air Quality Conformity Task Force Meeting

Hello,

I'm helping manage the Oakland Alameda Access Project for ACTC (<https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>). We would like to get our project in front of the Task Force in December for consultation on the project's air quality concern status.

Could you provide information as to how we can get on the agenda? What information is needed and by when?

Thank you!

Rosanna McGuire
Environmental Planner/Biologist

Planning
Tel (510) 587-8743 Email rmcquire@hntb.com

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1111 Broadway, 9th Floor | Oakland, CA 94607 | hntb.com

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Mr. Antonio Johnson
February 11, 2021
Page 5

RTP Information

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

Final Environmental Impact Report/Environmental Assessment and Final Individual Section 4(f) Evaluation with Finding of No Significant Impact

Appendix H. Required Consultation/Concurrence Documentation

10/2/2019

Plan Bay Area :: Project Data Viewer

METROPOLITAN TRANSPORTATION COMMISSION (HTTP://WWW.MTC.GA.GOV)



Data

Basic Information

What is this project/program? I-880 Broadway/Jackson Interchange Improvements

What would this project/program do? The project proposes to improve connectivity between I-880I-960 and Alameda and Oakland. Improvements include reconfiguration of existing ramps, demolition of existing ones, and construction of new ramps.

RTPID: 17-01-0030

County: Alameda

Agency: Alameda County Transportation Commission (ACTC)

Mode: Auto

System: Street/Highway Facility

Cost and Funding (in Year-of-Expenditure)

How much does this project/program cost? \$244 (millions)

How much of this project/program is covered in the Plan period? \$242 (millions)

How much of the project/program was included in previous plans? \$2 (millions)

Schedule

By when is this project/program anticipated to open? 2023

Location



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projects.planbayarea.org/explore/explore.detail?rtpid=17-01-0030

1/1

Mr. Antonio Johnson
February 11, 2021
Page 6

TIP Listing

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

Final Environmental Impact Report/Environmental Assessment and Final Individual Section 4(f) Evaluation with Finding of No Significant Impact

Appendix H. Required Consultation/Concurrence Documentation

Roadway Projects
 Alameda County
 State Highway Projects

TIP ID: **ALA070009** County: Alameda System: State RTP ID: 17-01-0030 CTIPS 2060000367
 Sponsor: Alameda County Transportation Commission (ACTC) Implementing Agency: Alameda County Transportation
 Project Name: Oakland/Alameda Access Project
 Description: Oakland and Alameda: Between Oak Street and Union Street: Reconfigure interchange and intersections to improve connections between I-880, the Posey and Webster tubes and the downtown Oakland area.

Air Quality Exempt Code: NON-EXEMPT

Route:	880	Post Mile From:	Post Mile To:	Toll			
All funding in thousands of dollars							
Phase	Fund Source	Prior Years	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total Programmed
PE	OTHER LOCAL	\$ 2,500		\$ 500			\$ 3,000
PE	RTP-LRP						\$ 4,800
PE	SALESTAX-MEASURE	\$ 5,600					\$ 5,600
ROW	RTP-LRP						\$ 1,000
CON	OTHER LOCAL					\$ 1,000	\$ 1,000
CON	RTP-LRP						\$ 67,500
Total Programmed Funding:		\$ 8,100		\$ 500		\$ 1,000	\$ 73,400
							\$ 83,000

Mr. Antonio Johnson
February 11, 2021
Page 7

Advertisement

The following newspaper advertisement was published in the East Bay Times print editions of September 29, 2020 and October 11, 2020. See next page for the "tear sheets" of the advertisements from the East Bay Times.

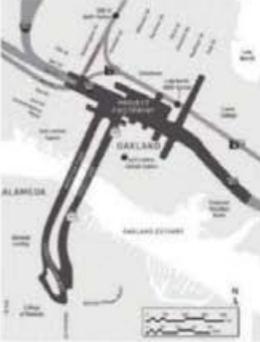


Public Notice



Notice of Availability (NOA) of a Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) and Draft Individual Section 4(f) Evaluation for the Oakland Alameda Access Project with Opportunity for Virtual Public Hearing

WHAT'S BEING PLANNED: The California Department of Transportation (CALTRANS) in partnership with Alameda County Transportation Commission (Alameda CTC) proposes the **Oakland Alameda Access Project**, formerly known as the I 880/ Broadway Jackson Interchange Improvements Project, to improve motorist, pedestrian, and bicyclist safety and reduce conflicts between regional and local traffic, and enhance bicycle and pedestrian accessibility and connectivity within the project area. The project will improve mobility and accessibility between Interstate 880, State Route 260, City of Oakland downtown neighborhoods, and the City of Alameda. The proposed project is located within the cities of Oakland and Alameda on State Route 260 (between post miles [PM] realignment (R) 0.75 and PM R 1.90) and Interstate 880 (PM 30.47 to PM 31.61) in Alameda County, California.



The proposed work will have an adverse effect on historic properties listed and/or eligible for listing on the National Register of Historic Places. The proposed project will also result in a "use" under Section 4(f).

Project-level conformity analysis shows that the proposed project will conform to the State Implementation Plan (SIP), including localized impact analysis with interagency consultation for particulate matter (PM_{2.5}) required by 40 Code of Federal Regulations (CFR) 93.116 and 93.123. This proposed project is not considered a project of air quality concern regarding particulate matter (PM_{2.5}) as defined in 40 CFR 93.123(b)(1). A detailed PM_{2.5} hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis. The proposed project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis.

WHY THIS AD: CALTRANS has studied the effects this proposed project may have on the environment. The results of those studies are summarized in an environmental document known as a Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) and Draft Individual Section 4(f) Evaluation. The Draft EIR/EA and technical studies, as well as printed copies of the aforementioned reports, are available upon request. The purpose of this notice is to inform the public of the availability of these draft documents to any interested individual, to provide the public an opportunity to comment, and to notify the public of an online presentation and Q&A (details below).

WHAT'S AVAILABLE: You can review an electronic version of the Draft EIR/EA and Draft Individual Section 4(f) Evaluation at the Project website: (OaklandAlamedaAccessProject.com), the Caltrans District 4 website (<https://dot.ca.gov/caltrans-near-me/district-4/44-projects/44-oaap/>), or via the Alameda CTC website (<https://www.alamedactc.org/programs/projects/highway-improvement/oakland-alameda-access-project/>).

WHERE YOU COME IN: Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. Note: Questions submitted for the live presentation with Q&A will not be part of the official comment record. Please submit your written comments anytime from September 29, 2020 until November 30, 2020 to CALTRANS at the following e-mail, phone number, or mailing address.

You can submit written comments via mail at:
Lindsay Violan, Office Chief
Office of Environmental Analysis, Caltrans District 4
111 Grand Avenue, MS-88, Oakland CA, 94612
Attn: Oakland Alameda Access Project

Or email comments to Oakland.Alameda.Access@dot.ca.gov (preferred method due to COVID-19)

Or call (510) 880-4195 to leave your comments.

WHEN AND WHERE: Based on the Governor's Executive Order and Department of Public Health recommendations to stay at home, except as needed, in-person public hearings will not be held to maintain social distancing requirements. Please join a live public hearing with Q&A via the project website: OaklandAlamedaAccessProject.com or phone (510) 880-4195 on October 30, 2020 at 5:30-7:30 PM. Individuals who require special accommodations are requested to contact the Project team at (510) 880-4195 at least 72 hours prior to the scheduled presentation date.

For more information, please contact us at (510) 880-4195 or OaklandAlamedaAccessProject.com. Thank you for your interest in this project!

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

OBITUARY

Nobel laureate Arthur Ashkin, 98, was 'tractor beam' inventor

By Dylan Loeb McClain
The New York Times

Arthur Ashkin, a physicist who was awarded a 2018 Nobel Prize for figuring out how to harness the power of light to trap microscopic objects for closer study, calling his invention optical tweezers, died on Sept. 21 at his home in Rumson, New Jersey. He was 98.

His daughter, Judith Herscu, confirmed the death on Monday.

Optical tweezers — or optical traps, as they are more properly known — use the pressure from a highly focused laser beam to manipulate microscopic objects, from atoms to living organisms, like viruses and bacteria.

As the Nobel committee wrote, Ashkin had "invented optical tweezers that grab particles, atoms, molecules, and living cells with their laser beam fingers."

Trapping biological material proved to have groundbreaking practical applications in research and in understanding the behavior of the basic building blocks of life, like DNA, and other biological systems. Today, optical tweezers are widely manufactured and sold to researchers.

Ashkin's "tweezer" is created by shining a laser — a beam of coherent monochromatic light — through a tiny magnifying lens. The lens creates a focal point for the laser, and, by a strange twist of nature, particles are drawn near that focal point and trapped there, unable to move up or down or backward or forward.

Steven M. Block, a professor of biology and applied physics at Stanford University, compared optical tweezers to the kind of immobilizing technology postulated in "Star Trek" and "Star Wars," calling them "the closest thing to a tractor beam that humans have ever produced."

Ashkin's discovery was serendipitous.

In 1966, he was head of the laser research department at Bell Labs, the storied New Jersey laboratory founded by the Bell Telephone Co. in 1925, when he went to a scientific conference in Phoenix. There, in a lecture, he heard two researchers discuss something odd that they had found while studying lasers, which had been invented six years earlier: They had noticed that dust particles within the laser beams careened back and forth. They theorized that light pressure might be the cause.

Ashkin did some calculations and concluded that this was not the cause — it was most likely thermal radiation. But his work reignited a childhood interest in the subject of light pressure.

Light pushes against everything, including people, because it comprises tiny particles called photons.

Most of the time the pressure is utterly insignificant; people, for one, feel nothing. But Ashkin thought that if objects were small enough, a laser might be used to push them around.

He experimented with a tiny transparent glass sphere through which the photons of the laser could pass, and found that he was indeed able to push it around. But unexpectedly the sphere gravitated toward the center of the beam, where it became trapped.

The reason had to do with one of the immutable laws of physics: the conservation of momentum. As the photons passed through the sphere and were deflected by it, the sphere moved in the opposite direction of the deflected photons. Since there were more photons at the center of the beam, the sphere was driven toward the center.

Ashkin realized that by using two beams pointed at each other, it would be possible to trap tiny objects and move them around. A landmark article about his discovery was published in Physical Review Letters in 1970.

Ashkin continued to research the subject along with his colleagues at Bell Labs, and in 1980 he came up with a way to use optical traps to measure the charge of an electron.

Then, in 1986, he and several colleagues, notably Steven Chu, achieved the first practical application of optical tweezers when they sent a laser through a lens to manipulate microscopic objects. Their results were published in another paper in Physical Review Letters. Chu began using the tweezers to cool and trap atoms, a breakthrough for which he was awarded a one-third share of the Nobel Prize in physics in 1997.

Ashkin, it was clear, was irked that the Nobel committee had not recognized his foundational work in awarding the prize. But he had already begun to use the tweezers for a different purpose: trapping live organisms and biological material.

Other scientists thought this application would not work, as he explained in an interview with the Nobel Institute after he awarded the prize in 2018.

"They used light to heal wounds, and it was considered to be deadly," he said. "When I described catching living things with light, people said, 'Don't exaggerate, Ashkin.'"

Among the things Ashkin was able to trap were subcellular structures of the single-celled paramecium and a small virus that attacks tobacco plants. Through his trapping method it also became possible to observe DNA being replicated.

Ashkin was awarded one-half the 2018 physics

prize, sharing it with Gérard Mourou of France and Donna Strickland of Canada, who each received a quarter of it. In so doing he became, at 96, the oldest recipient of a Nobel Prize at the time. (The next year, John B. Goodenough received the Nobel in chemistry at 97.)

Unable to attend the Nobel ceremony in Stockholm, Ashkin delivered his Nobel lecture from the Nokia Bell Laboratories in New Jersey.

Arthur Ashkin was born on Sept. 2, 1922, in Brooklyn, one of four children of Isadore and Anna Ashkin, who were of Ukrainian-Jewish heritage. His older brother, Julius, also became a physicist and played an important role in the Manhattan Project, the secret effort during World War II to develop the atomic bomb.

After graduating from James Madison High School, Arthur followed Julius to Columbia University. He worked in the Columbia Radiation Laboratory on magnetrons, which produced microwaves and were a precursor to the laser. Two other future Nobel laureates were working in the lab at the time.

Ashkin graduated from Columbia in 1947 and studied nuclear physics at Cornell, where he worked with Hans Bethe and Richard Feynman, both future Nobel laureates as well. He joined Bell Labs after obtaining his Ph.D. from Cornell in 1952 and worked there until his retirement in 1992. He led the lab's laser science department from 1963 to 1987.

In addition to optical tweezers, Ashkin was credited with discovering the photorefractive effect, which temporarily alters how materials, notably crystals, scatter or bend light. The practical uses of the effect include creating temporary holograms. Scientists believe that it could lead to more powerful computers that would use light, rather than electricity, to store data.

Ashkin held 47 patents and was inducted into the National Inventors Hall of Fame in 2013.

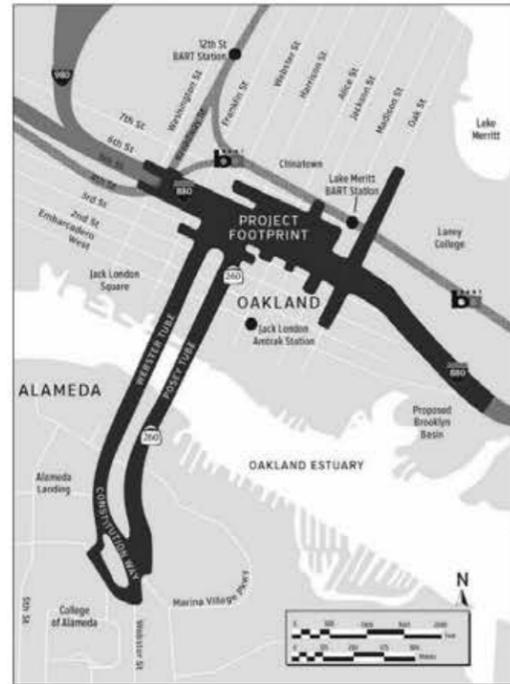
In addition to his daughter, Judith, he is survived by his wife, Aline Ashkin, a former high school chemistry professor who taught many of the children of Bell Labs employees; their sons, Daniel and Michael, an artist whose work has appeared in biennials at the Whitney Museum of American Art in New York; five grandchildren; and two great-grandchildren.

Ashkin's retirement from Bell Labs did not stop him from continuing his research. When he received word of his Nobel Prize, he was working on a project in his basement to improve solar energy collection. Asked if he was going to celebrate, he said: "I am writing a paper right now."



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CRIME

Two arrested by Richmond police after tip leads to vehicle chase to Vallejo

By Harry Harris
hharris@bayareanews.com

RICHMOND • A community member's tip Friday night about seeing a man with a gun led to the arrest of two men, one who led police on a two-hour high speed multi-city vehicle chase to Vallejo, authorities said Saturday.

No gun was recovered, however, and police were still looking for it.

Police said about 8 p.m. Friday a community member reported seeing a man with a gun in the area of Fourth Street and Nevin Avenue and also gave a description of an associated vehicle, a gray Dodge Charger. Police said a celebration of life was being held at a park in the area for popular rapper Lamonta "Tay Way" Butcher, who was fatally shot in Richmond on Sept. 18.

When officers attempted to stop the Charger, it sped off. One man got out of the vehicle near Sixth Street and Barrett Avenue and escaped on foot.

The Charger continued driving and another man, identified as Zachary Williams, 26, got out of the vehicle in the area of Andrade Avenue and 32nd Street and was apprehended as he ran away, Sgt. Aaron Pomeroy said. He was cited and released for delaying a police officer, authorities said.

The Charger got onto eastbound Interstate 80, then eastbound Highway 4 where the chase was turned over to the California Highway Patrol, which

lost the Charger in Pittsburg, authorities said.

Richmond officers returning from Pittsburg spotted the Charger near the Interstate 680 and Highway 4 interchange and again tried to stop it, authorities said.

The Charger went over the Benicia Bridge and through Benicia and Vallejo before getting back on I-80, crossing over the Carquinez Bridge and going westbound on I-80 into Berkeley where the CHP took over the pursuit again, authorities said.

At high speeds, the Charger drove on I-80, eastbound Interstate

580, eastbound Highway 24 and onto northbound I-680 and back onto westbound Highway 4 to westbound I-80 and back into Richmond, authorities said.

Eventually the Charger got back on eastbound I-80 and drove to Vallejo where it crashed about 10 p.m. in the area of Redwood and Tuolumne streets. The driver, identified as Zante Daniel, 37, was arrested on charges related to the lengthy pursuit, but no gun was recovered, authorities said.

Contact Harry Harris at 510-208-6443.

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Public Notice

Notice of Availability (NOA) of a Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) and Draft Individual Section 4(f) Evaluation for the Oakland Alameda Access Project with Opportunity for Virtual Public Hearing



WHAT'S BEING PLANNED: The California Department of Transportation (CALTRANS), in partnership with Alameda County Transportation Commission (Alameda CTC), proposes the **Oakland Alameda Access Project**, formerly known as the I-880/Broadway-Jackson Interchange Improvements Project, to improve motorist, pedestrian, and bicyclist safety and reduce conflicts between regional and local traffic, and enhance bicycle and pedestrian accessibility and connectivity within the project area. The project will improve mobility and accessibility between Interstate 880, State Route 260, City of Oakland downtown neighborhoods, and the City of Alameda. The proposed project is located within the cities of Oakland and Alameda on State Route 260 (between post miles [PM] realignment [R] 0.78 and PM R 1.90) and Interstate 880 (PM 30.47 to PM 31.61) in Alameda County, California.

The proposed work will have an adverse effect on historic properties listed and/or eligible for listing on the National Register of Historic Places. The proposed project will also result in a "use" under Section 4(f).

Project-level conformity analysis shows that the proposed project will conform to the State Implementation Plan (SIP), including localized impact analysis with interagency consultation for particulate matter (PM2.5) required by 40 Code of Federal Regulations (CFR) 93.116 and 93.123. This proposed project is not considered a project of air quality concern regarding particulate matter (PM2.5) as defined in 40 CFR 93.123(b)(1). A detailed PM2.5 hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis. The proposed project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis.

WHY THIS AD: CALTRANS has studied the effects this proposed project may have on the environment. The results of these studies are summarized in an environmental document known as a Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) and Draft Individual Section 4(f) Evaluation. The Draft EIR/EA and technical studies, as well as printed copies of the aforementioned reports, are available upon request. The purpose of this notice is to inform the public of the availability of these draft documents to any interested individuals, to provide the public an opportunity to comment, and to notify the public of an online presentation and Q&A (details below).

WHAT'S AVAILABLE: You can review an electronic version of the Draft EIR/EA and Draft Individual Section 4(f) Evaluation at the Project website: (OaklandAlamedaAccessProject.com), the Caltrans District 4 website (<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-oaap/>), or via the Alameda CTC website (<https://www.alameda.ctc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>).

WHERE YOU COME IN: Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. *Note: Questions submitted for the live presentation with Q&A will not be part of the official comment record.* Please submit your written comments anytime from **September 29, 2020 until November 30, 2020** to CALTRANS at the following e-mail, phone number, or mailing address.

You can submit written comments via mail at:
Lindsay Vivian, Office Chief
Office of Environmental Analysis
Caltrans District 4
111 Grand Avenue, MS-8B
Oakland CA, 94612
Attn: Oakland Alameda Access Project

Or email comments to Oakland.Alameda.Access@dot.ca.gov (preferred method due to COVID-19)
Or call (510) 880-4195 to leave your comments.

WHEN AND WHERE: Based on the Governor's Executive Order and Department of Public Health recommendations to stay at home, except as needed, in-person public hearings will not be held to maintain social distancing requirements. **Please join a live public hearing with Q&A via the project website: OaklandAlamedaAccessProject.com or phone (510) 880-4195 on October 20, 2020 at 5:30-7:30 PM.** Individuals who require special accommodations are requested to contact the Project team at (510) 880-4195 at least 72 hours prior to the scheduled presentation date.

For more information, please contact us at (510) 880-4195 or OaklandAlamedaAccessProject.com. Thank you for your interest in this project!

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Public Comments and Responses

The following public comments regarding air quality were submitted during the public review period for the Environmental Assessment, which lasted from September 29, 2020 to November 30, 2020. No comments were received about the conformity analysis or the Air Quality Conformity Task Force determination.

Comment B-2-5 from Original Pattern Brewing Company

"Visual/Aesthetics" - will be significantly reduced from our customers view of the Posey tube and surrounding area that will have increased traffic flow, noise and pollution.

Response B-2-5 to Comment from Original Pattern Brewing Company

The Visual Impact Assessment (April 2020) evaluated key views around the Posey Tube Portal Building and how they would be altered by the proposed project. No proposed changes were classified as a significant impact. Per the VIA, views along Harrison Street looking north towards I-880 would be enhanced with the removal of on-street parking and the addition of the pedestrian/bicycle path. The new curved wall along the Harrison Street to 5th Street connector would elevate unity and intactness of existing views. The proposed changes at this location were forecasted to have a moderate-low viewer response (Viewpoint 7, Chapter 2, Section 2.9.3). Traffic is not forecasted to increase along 4th or Harrison streets as a result of the proposed project. Traffic will be reduced on 4th Street by removing regionally bound traffic from I-880 bound for the Webster Tube (Figure 2-16, Chapter 2, Section 2.8.3). Existing (2018) and future (2045) noise levels are predicted to remain the same based on noise data collected near this location (Receptor M4, Table 2-46, Chapter 2, Section 3.7.3). The proposed project will alleviate traffic congestion and improve connectivity between Oakland and Alameda for vehicular and multimodal travel (Chapter 2, Section 3.6.3). Therefore, the proposed project will result in slight reductions in CO and NOx emissions in 2025, 2040, and 2045 in CO and NOx. PM10 and PM2.5 emissions are forecasted to remain the same but not worsen as a result of the Build Alternative (Table 2-39, Chapter 2, Section 3.6.3). **Comment B-2-5 from**

Comment B-4-8 from Asian Health Services

As listed in Table 2-39, the comparative analysis projected gradual reduction of CO & NOx over time and slight reductions of PM10, PM2.5 and reactive organic gases (ROG). We would like to see consideration of additional measures to improve outdoor air quality on surface streets beyond the planting of street trees and improved bike lanes. For example more use of electric vehicles is expected, we would like consideration of more charging stations to be accessible at remaining parking areas.]

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Response to Comment B-4-8 from Asian Health Services

The proposed project was classified as having a "less than significant impact" on air quality (Chapter 3, Section 2.0). During its operation, the project will have decreased air pollutant emissions as compared to the No-Build Alternative (Chapter 2, Section 3.6.3). Based on this, no additional measures are proposed.

Comment L-2-9 from AC Transit

The project could reduce project GHG and traffic levels by adding transit priority elements that encourage and increase transit ridership (3.4.3. Project-level GHG Reduction Strategies).

Response to Comment L-2-9 from AC Transit

The request for transit priority elements is noted. The Build Alternative reduces operational GHG emissions and VMT (Chapter 3, Table 3-2) and includes many multi-modal improvements (Chapter 1, Figure 1-12). See the response to Comment L-2-5 regarding the anticipated benefits of the proposed project for transit operations.

Comment O-4-23 from Oakland Heritage Alliance

Study Pollution for Cyclists and Pedestrians In Tube. A study of pollutants in the tube must be done for future cyclists and pedestrians. If this project proposes new bike facilities inside of the tube, impacts on human health must be studied as a result of more cyclists breathing in air from vehicles passing in the tube. What will the impacts of cyclists and pedestrians be through breathing in nearby car exhaust in an enclosed roadway? Will cyclists who are taking in more air and pedestrians who walk through the tube be impacted?

Response to Comment O-4-23 from Oakland Heritage Alliance

Caltrans monitors both CO and NO levels in the Tubes, and activates additional ventilation when needed. Each Tube has four air supply and four exhaust fans operating to ensure adequate ventilation (8 fans per Tube). At least one air supply fan is operating in each Tube at all times. Additional fans are turned on by operators as air quality degrades. Based on this information no additional studies are needed at this time.

Comment O-4-24 from Oakland Heritage Alliance

Should N95 masks be provided at both ends of the tube?

Response to Comment O-4-24 from Oakland Heritage Alliance

See the response to Comment O-4-23. Masks are not required for either Tube.

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Comment O-7-9 from Bike East Bay/Bike Walk Alameda

Because it will suffer the same issues as the Posey Tube walkway (noise, smell, dirtiness) and be only slightly wider, it will not attract new users, and it won't improve the bike and pedestrian network here in any meaningful way. This corridor needs real solutions for bicyclists and pedestrians, not more of a bad thing.

Response to Comment O-7-9 from Bike East Bay/Bike Walk Alameda

The City of Alameda is sponsoring an independent project to construct an estuary crossing. For additional information on the proposed West End Bike Ped Bridge, please visit: [link TBD]. The Occupational Safety and Health Administration (OSHA) threshold for carbon monoxide is 50 parts per million (ppm). Real-time air quality sensors within the Posey and Webster Tubes currently report CO levels between 2 and 4 ppm. At this time, there is not an identified need to improve air quality in the Tubes. The speed limit in each Tube will be reduced as a result of the proposed project. This will decrease existing noise levels in both Tubes. In addition, it is anticipated that the maximum duration of exposure for bicyclists will be less than ten minutes, and the maximum duration for pedestrians will be less than 25 minutes. This limited duration further minimizes potential noise impacts to bicyclists/pedestrians. Noise measurements are not proposed within the Tubes. The proposed project proposes near term improvements to bicycle and pedestrian infrastructure until a long-term multimodal solution can be implemented as part of other projects. The Webster Tube walkway is currently closed to the public. Opening and widening this walkway for public use, combined with the directional flow for bike within both the Posey and Webster Tubes, will provide improved multimodal connectivity between Oakland and Alameda. In addition, the Webster Tube walkway will provide an alternative route for bicyclists and pedestrians during closures of the Posey Tube.

Comment O-8-1 from Bike Walk Alameda

The build alternative, in our opinion, does not do nearly enough to improve the safety, mobility, and connectivity/accessibility for non-motorists through the Webster or Posey Tubes to be considered a multimodal enhancement. Because the new walkway experience in the Webster Tube will be very similar to the Posey Tube walkway experience, which is noisy, dirty, intimidating, of very poor air quality, and is only slightly wider, we do not feel it will improve the situation for bicyclists and pedestrians in any meaningful way. This effort will only marginally serve a very small segment of people — existing Posey Tube walkway users who are courageous or desperate enough to use the Posey Tube walkway. While one might argue that any improvement is better than nothing, we feel these under-served users deserve much more from a project of this magnitude than just another substandard and unhealthy walkway.

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Response to Comment O-8-1 from Bike Walk Alameda

The proposed project proposes near term improvements (Figures 1-9, 1-11, and 1-12, Chapter 1, Section 3.1.1) to bicycle and pedestrian infrastructure until a long-term multimodal solution can be implemented as part of other projects. The Webster Tube walkway is currently closed to the public. Opening and widening this walkway for public use, combined with the directional flow for bike within both the Posey and Webster Tubes, will provide improved multimodal connectivity between Oakland and Alameda. In addition, the Webster Tube walkway will provide an alternative route for bicyclists and pedestrians during closures of the Posey Tube. Caltrans monitors both CO and NO levels in the Tubes, and activates additional ventilation when needed. Each Tube has four air supply and four exhaust fans operating to ensure adequate ventilation (8 fans per Tube). At least one air supply fan is operating in each Tube at all times. Additional fans are turned on by operators as air quality degrades. The speed limit in each Tube will be reduced as a result of the proposed project. This will decrease existing noise levels in both Tubes. In addition, it is anticipated that the maximum duration of exposure for bicyclists will be less than ten minutes, and the maximum duration for pedestrians will be less than 25 minutes. This limited duration further minimizes potential noise impacts to bicyclists/pedestrians. Noise measurements are not proposed within the Tubes.

Comment O-12-1 from 8Orchids HOA

Demolition of Broadway Exit Ramp on 6TH Street will be severely disruptive to 8Orchids homeowners and residents with constant noise and dust pollution!

Response to Comment O-12-1 from 8Orchids HOA

Per PF-NOI-1 (Chapter 2, Section 3.7.3) and AMM-NOI-1 through AMM-NOI-7 (Chapter 2, Section 3.7.4) will limit construction-related noise. This includes following Caltrans Standard Specifications and City of Oakland ordinances in regards to noise levels, prohibiting unnecessary equipment idling, limiting the daytime hours for pile driving activities, and dictating where equipment is staged. PF-AQ-1 (Chapter 2, Section 3.6.3) and AMM-AQ-1 (Chapter 2, Section 3.6.4) will require the Contractor to follow the Caltrans Standard Specifications for dust control and implement other measures to control fugitive dust.

Comment O-12-8 from 8Orchids HOA

not to speak of the consequential fumes

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Response to Comment O-12-8 from 8Orchids HOA

The air pollution and fumes along 6th Street would not be substantially different from existing conditions (Chapter 2, Section 3.6.3). The Build Alternative therefore will not have significant impacts to the 8 Orchid residents due to air pollution.

Public Comment P-1-3

I used the current tunnel walkway once. Increasing its width from 3 feet to 4 feet (or 8 feet but with oncoming traffic) isn't likely to make me want to ride through a noisy, exhaust fume-filled tunnel that still doesn't have enough room for me to pass a pedestrian without dismounting.

Response to Public Comment P-1-3

Caltrans monitors both CO and NO levels in the Tubes, and activates additional ventilation when needed. Each Tube has four air supply and four exhaust fans operating to ensure adequate ventilation (8 fans per Tube). At least one air supply fan is operating in each Tube at all times. Additional fans are turned on by operators as air quality degrades. Based on this information no additional studies are needed at this time. The speed limit in each Tube will be reduced as a result of the proposed project. This will decrease existing noise levels in both Tubes. In addition, it is anticipated that the maximum duration of exposure for bicyclists will be less than ten minutes, and the maximum duration for pedestrians will be less than 25 minutes. This limited duration further minimizes potential noise impacts to bicyclists/pedestrians. Noise measurements are not proposed within the Tubes. The Webster Tube walkway is currently closed to the public. Opening and widening this walkway for public use, combined with the directional flow for bike within both the Posey and Webster Tubes, will provide improved multimodal connectivity between Oakland and Alameda and reduce bicycle/pedestrian conflicts.

Public Comment P-4-1

Widening the Webster tunnel is putting lipstick on a pig. It is a horrible ride, that a feet more of space is not going to make any more doable. I've attempted it once, but the noise was deafening and the exhaust fumes made my eyes water and throat hurt so I turned back, parked my bike, and took the bus instead.

Response to Public Comment P-4-1

Caltrans monitors both CO and NO levels in the Tubes, and activates additional ventilation when needed. Each Tube has four air supply and four exhaust fans operating to ensure adequate ventilation (8 fans per Tube). At least one air

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supply fan is operating in each Tube at all times. Additional fans are turned on by operators as air quality degrades. Based on this information no additional studies are needed at this time. The speed limit in each Tube will be reduced as a result of the proposed project. This will decrease existing noise levels in both Tubes. In addition, it is anticipated that the maximum duration of exposure for bicyclists will be less than ten minutes, and the maximum duration for pedestrians will be less than 25 minutes. This limited duration further minimizes potential noise impacts to bicyclists/pedestrians. Noise measurements are not proposed within the Tubes. The proposed project proposes near term improvements to bicycle and pedestrian infrastructure until a long-term multimodal solution can be implemented as part of other projects. The Webster Tube walkway is currently closed to the public. Opening and widening this walkway for public use, combined with the directional flow for bike within both the Posey and Webster Tubes, will provide improved multimodal connectivity between Oakland and Alameda. In addition, the Webster Tube walkway will provide an alternative route for bicyclists and pedestrians during closures of the Posey Tube.

Public Comment P-14-5

The sections on air and noise impacts do not discuss noise and air impacts on projected bicycle and pedestrian users of the widened walkway through the Webster tube.

Response to Public Comment P-14-5

Caltrans monitors both CO and NO levels in the Tubes, and activates additional ventilation when needed. Each Tube has four air supply and four exhaust fans operating to ensure adequate ventilation (8 fans per Tube). At least one air supply fan is operating in each Tube at all times. Additional fans are turned on by operators as air quality degrades. Based on this information no additional studies are needed at this time. The speed limit in each Tube will be reduced as a result of the proposed project. This will decrease existing noise levels in both Tubes. In addition, it is anticipated that the maximum duration of exposure for bicyclists will be less than ten minutes, and the maximum duration for pedestrians will be less than 25 minutes. This limited duration further minimizes potential noise impacts to bicyclists/pedestrians. Noise measurements are not proposed within the Tubes.

Public Comment P-14-6

What design features are proposed to mitigate these impacts?

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Response to Public Comment P-14-6

Caltrans monitors both CO and NO levels in the Tubes, and activates additional ventilation when needed. Each Tube has four air supply and four exhaust fans operating to ensure adequate ventilation (8 fans per Tube). At least one air supply fan is operating in each Tube at all times. Additional fans are turned on by operators as air quality degrades. Based on this information no additional studies are needed at this time. The speed limit in each Tube will be reduced as a result of the proposed project. This will decrease existing noise levels in both Tubes. In addition, it is anticipated that the maximum duration of exposure for bicyclists will be less than ten minutes, and the maximum duration for pedestrians will be less than 25 minutes. This limited duration further minimizes potential noise impacts to bicyclists/pedestrians. Noise measurements are not proposed within the Tubes.

Public Comment P-20-3

Also, the technology team needs to determine if there are newer devices that can be installed to improve the air quality.

Response to Public Comment P-20-3

Caltrans monitors both CO and NO levels in the Tubes, and activates additional ventilation when needed. Each Tube has four air supply and four exhaust fans operating to ensure adequate ventilation (8 fans per Tube). At least one air supply fan is operating in each Tube at all times. Additional fans are turned on by operators as air quality degrades. Based on this information no additional studies are needed at this time.

Public Comment P-26-1

I just read an article about the proposed bike-pedestrian bridge between the west end of Alameda and Oakland Jack London Square/Chinatown. I am writing in support of this plan. It would be a safe alternative to driving in the tube. The tube is not user friendly for pedestrians or bikes. It is loud, dirty, narrow and dangerous. Nobody wants to use it.

Response to Public Comment P-26-1

The City of Alameda is sponsoring an independent project to construct an estuary crossing. For additional information on the proposed West End Bike Ped Bridge, please visit: [link TBD]. Caltrans monitors both CO and NO levels in the Tubes, and activates additional ventilation when needed. Each Tube has four air supply and four exhaust fans operating to ensure adequate ventilation (8 fans per Tube). At least one air supply fan is operating in each Tube at all times. Additional fans are turned on by operators as air quality degrades. The speed

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limit in each Tube will be reduced as a result of the proposed project. This will decrease existing noise levels in both Tubes. In addition, it is anticipated that the maximum duration of exposure for bicyclists will be less than ten minutes, and the maximum duration for pedestrians will be less than 25 minutes. This limited duration further minimizes potential noise impacts to bicyclists/pedestrians. Noise measurements are not proposed within the Tubes. The proposed project proposes near term improvements to bicycle and pedestrian infrastructure until a long-term multimodal solution can be implemented as part of other projects. The Webster Tube walkway is currently closed to the public. Opening and widening this walkway for public use, combined with the directional flow for bike within both the Posey and Webster Tubes, will provide improved multimodal connectivity between Oakland and Alameda. In addition, the Webster Tube walkway will provide an alternative route for bicyclists and pedestrians during closures of the Posey Tube.

Public Comment P-29-7

Lastly, I expect the noise and dirtiness to decrease naturally as adoption of electric vehicles continues. Although the loudest vehicles (motorcycles specifically Harleys and large trucks) will be last to convert to electric.

Response to Public Comment P-29-7

Increased use of electric vehicles would likely reduce noise levels and air pollutant omissions. Caltrans monitors both CO and NO levels in the Tubes, and activates additional ventilation when needed. Each Tube has four air supply and four exhaust fans operating to ensure adequate ventilation (8 fans per Tube). At least one air supply fan is operating in each Tube at all times. Additional fans are turned on by operators as air quality degrades. Based on this information no additional studies are needed at this time. The speed limit in each Tube will be reduced as a result of the proposed project. This will decrease existing noise levels in both Tubes. In addition, it is anticipated that the maximum duration of exposure for bicyclists will be less than ten minutes, and the maximum duration for pedestrians will be less than 25 minutes. This limited duration further minimizes potential noise impacts to bicyclists/pedestrians. Noise measurements are not proposed within the Tubes.

Public Comment P-56-1

I do not believe that the "interim solution" of Webster and Posey Tube walkway improvements is an effective use of funding for infrastructure improvement. The Proposed Webster Tube walkway is only 4' wide and would suffer the exact same issues that plague

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the existing Posey Tube walkway in that the new tube would be just as noisy, dirty, confined, and intimidating to the vast majority of people.

Response to Public Comment P-56-1

The Build Alternative and No Build alternative were compared in Table 1-6 (Chapter 1, Section 3.1.4), which found that the proposed project will improve pedestrian and bicyclist safety, connectivity, and mobility. The proposed project proposes near term improvements to bicycle and pedestrian infrastructure until a long-term multimodal solution can be implemented as part of other projects. The Webster Tube walkway is currently closed to the public. Opening and widening this walkway for public use, combined with the directional flow for bike within both the Posey and Webster Tubes, will provide improved multimodal connectivity between Oakland and Alameda. In addition, the Webster Tube walkway will provide an alternative route for bicyclists and pedestrians during closures of the Posey Tube. Caltrans monitors both CO and NO levels in the Tubes, and activates additional ventilation when needed. Each Tube has four air supply and four exhaust fans operating to ensure adequate ventilation (8 fans per Tube). At least one air supply fan is operating in each Tube at all times. Additional fans are turned on by operators as air quality degrades. The speed limit in each Tube will be reduced as a result of the proposed project. This will decrease existing noise levels in both Tubes. In addition, it is anticipated that the maximum duration of exposure for bicyclists will be less than ten minutes, and the maximum duration for pedestrians will be less than 25 minutes. This limited duration further minimizes potential noise impacts to bicyclists/pedestrians. Noise measurements are not proposed within the Tubes.

Public Comment P-60-2

I strongly feel this project should include improved bicycle and pedestrian access to Alameda. The current path through the Posey tube is loud, dark, dirty, very narrow and difficult to breath in.

Response to Public Comment P-60-2

The proposed project proposes near term improvements to bicycle and pedestrian infrastructure until a long-term multimodal solution can be implemented as part of other projects (Figure 1-9, 1-11, and 1-12, Chapter 1, Section 3.1.1). The Webster Tube walkway is currently closed to the public. Opening and widening this walkway for public use, combined with the directional flow for bike within both the Posey and Webster Tubes, will provide improved multimodal connectivity between Oakland and Alameda. In addition, the Webster Tube walkway will provide an alternative route for bicyclists and

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pedestrians during closures of the Posey Tube. Caltrans monitors both CO and NO levels in the Tubes, and activates additional ventilation when needed. Each Tube has four air supply and four exhaust fans operating to ensure adequate ventilation (8 fans per Tube). At least one air supply fan is operating in each Tube at all times. Additional fans are turned on by operators as air quality degrades. The speed limit in each Tube will be reduced as a result of the proposed project. This will decrease existing noise levels in both Tubes. In addition, it is anticipated that the maximum duration of exposure for bicyclists will be less than ten minutes, and the maximum duration for pedestrians will be less than 25 minutes. This limited duration further minimizes potential noise impacts to bicyclists/pedestrians. Noise measurements are not proposed within the Tubes.

Public Comment P-63-8

[The frontage road would] also adding pollution from idling cars waiting to enter or exit the garage – as well as hazards, noise, and pollution from the proximity of 6th Street itself.

Response to Public Comment P-63-8

The Build Alternative would convert a freeway off-ramp into a local arterial road. The existing 6th Street cul-de-sac would be converted to two-way way traffic, which may increase the time required for vehicles to enter or exit from 8 Orchids. 6th Street modification would comply with Caltrans and local roadway geometric and safety requirements. The introduction of two-way traffic therefore would not be considered a significant impact due to safety hazards.

The pollution and noise from the proximity to the new 6th Street would not be substantially different from existing conditions as the 8 Orchids is located next to I-880 and Broadway. The Build Alternative therefore would not have significant impacts to the 8 Orchids residents due to air pollution or noise.

Public Comment P-64-3

2) The tunnel is loud and full of pollution

Response to Public Comment P-64-3

Caltrans monitors both CO and NO levels in the Tubes, and activates additional ventilation when needed. Each Tube has four air supply and four exhaust fans operating to ensure adequate ventilation (8 fans per Tube). At least one air supply fan is operating in each Tube at all times. Additional fans are turned on by operators as air quality degrades. Based on this information no additional

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studies are needed at this time. The speed limit in each Tube will be reduced as a result of the proposed project. This will decrease existing noise levels in both Tubes. In addition, it is anticipated that the maximum duration of exposure for bicyclists will be less than ten minutes, and the maximum duration for pedestrians will be less than 25 minutes. This limited duration further minimizes potential noise impacts to bicyclists/pedestrians. Noise measurements are not proposed within the Tubes.

Public Comment P-65-5

Walking or biking through the tube is terrifying and unhealthy. Widening the path will not solve those problems.

Response to Public Comment P-65-5

Each Tube has four air supply and four exhaust fans operating to ensure adequate ventilation (8 fans per Tube). At least one air supply fan is operating in each Tube at all times. Additional fans are turned on by operators as air quality degrades. The proposed project proposes near term improvements to bicycle and pedestrian infrastructure until a long-term multimodal solution can be implemented as part of other projects. The Webster Tube walkway is currently closed to the public. Opening and widening this walkway for public use, combined with the directional flow for bike within both the Posey and Webster Tubes, will provide improved multimodal connectivity between Oakland and Alameda. In addition, the Webster Tube walkway will provide an alternative route for bicyclists and pedestrians during closures of the Posey Tube.

Public Comment P-78-5

High concentration of poisonous exhaust fumes when breathing

Response to Public Comment P-78-5

Each Tube has four air supply and four exhaust fans operating to ensure adequate ventilation (8 fans per Tube). At least one air supply fan is operating in each Tube at all times. Additional fans are turned on by operators as air quality degrades.

Public Comment P-81-2

The tubes are noisy, polluted, and filled with soot

Response to Public Comment P-81-2

Each Tube has four air supply and four exhaust fans operating to ensure adequate ventilation (8 fans per Tube). At least one air supply fan is operating in

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each Tube at all times. Additional fans are turned on by operators as air quality degrades. The speed limit in each Tube will be reduced as a result of the proposed project. This will decrease existing noise levels in both Tubes. In addition, it is anticipated that the maximum duration of exposure for bicyclists will be less than ten minutes, and the maximum duration for pedestrians will be less than 25 minutes. This limited duration further minimizes potential noise impacts to bicyclists/pedestrians. Noise measurements are not proposed within the Tubes. Caltrans Maintenance periodically cleans the interior of each Tube. This feedback has been passed along to that department for their consideration.

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

From: Massengale_Tammy@DOT
To: Mu_Lily@DOT
Cc: Rashid_Wahida@DOT; Vivian_Lindsay@DOT; Brent_Melanie@DOT; Vanhoften_Derek_S@DOT
Subject: OAAP - Ready for Signature
Date: Wednesday, August 4, 2021 8:41:22 AM

Good Morning, Lily,

The Final Individual Section 4(f) for the Oakland Alameda Access Project has been reviewed. The 0G360_OAAP_Admin-FED4_HQ-Final-Check_Section4(f)_07-29-2021.pdf submitted on August 3, 2021 at 11:20 am, contains all revisions previously requested in the both the HQ DEA and Legal Comment matrices.

I have been informed that Legal is satisfied with the Final Individual Section 4(f) and have received a copy of the finding of Legal Sufficiency. Given that both Legal and HQ comments are satisfactorily addressed, I therefore recommend that the document is READY for Approval by the Director, per Step 4 of the MOU-mandated QA procedures.

Please place a copy of this "READY" email in your Project Files to document completion of Step 4 of the mandated QA procedures.

Thank you,

Tammy

Tammy Massengale
Bay Area Headquarters Coordinator
Division of Environmental Analysis
1120 N Street, MS 27
Sacramento, CA 95814
(916) 531-0058

DEA Mission: Guiding people and projects to balance environmental and transportation needs.

DEA Vision: An integrated transportation system that enriches California's environment.

Caltrans Mission: Provide a safe and reliable transportation network that serves all people and respects the environment.

Caltrans Vision: A brighter future for all through a world-class transportation network.

DEPARTMENT OF TRANSPORTATION

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Serious Drought.
Making Conservation
a California Way of Life.

August 4, 2021

File No.: 6B52751

Lily Mu
Wahida Rashid
California Department of Transportation
Office of Environmental Analysis – District 4
111 Grand Ave.
Oakland, CA 94612

Re: *Oakland Alameda Access Project Individual Section 4(f) Evaluation – Legal Sufficiency Determination*

Dear Lily and Wahida,

I have reviewed the proposed Final Individual Section 4(f) Evaluation for the above-referenced project (Oakland Alameda Access Project), which proposes to improve mobility and accessibility, traffic operations, and bicycle and pedestrian facilities through the proposed project on State Route 260 and on Interstate 880 in the cities of Oakland and Alameda in Alameda County.

Pursuant to the provisions of 23 C.F.R. § 774.7(d), I find the proposed Final Individual Section 4(f) Evaluation for this project to be legally sufficient.

Very truly yours,

Derek S. van Hoften

DEREK S. VAN HOFTEN
Deputy Attorney

cc: Tammy Massengale
Bay Area Headquarters Coordinator
Division of Environmental Analysis

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

**MEMORANDUM OF AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND
THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE OAKLAND ALAMEDA ACCESS PROJECT
IN OAKLAND AND ALAMEDA, CALIFORNIA**

WHEREAS, pursuant to §23 U.S.C. the Federal Highway Administration (FHWA), has assigned and California Department of Transportation (Caltrans) (including all subordinate divisions defined below) has assumed FHWA responsibility for environmental review, consultation, and coordination under the provisions of the *Memorandum of Understanding (MOU) between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Project Delivery Program Pursuant to 23 U.S.C. 327*, which became effective on December 23, 2016, and applies to this undertaking; and

WHEREAS, pursuant to 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* (Section 106 PA), Caltrans is deemed to be a federal agency for all highway-aid projects it has assumed, and in that capacity Caltrans has assigned the role of “agency official” to the Caltrans Division of Environmental Analysis (DEA) Chief for the purpose of compliance with 36 CFR § 800. The responsibility for oversight, day-to-day responsibilities, and coordination of the Section 106 process are further delegated to the DEA Cultural Studies Office (CSO) Chief; and

WHEREAS, Caltrans and Alameda County Transportation Commission (Alameda CTC) proposes to implement the federally funded Oakland Alameda Access Project (Undertaking) in the Cities of Oakland and Alameda, in Alameda County, California. The project will alter traffic flow and improve safety for pedestrians, cyclists, and roadway users, as described in Attachment A; and

WHEREAS, the Undertaking's Area of Potential Effects (APE) in Attachment B includes all areas where work is proposed and the known or reasonably anticipated boundaries of any built environment or archaeological resources which may experience direct or indirect effects as a result of the Undertaking; and

WHEREAS, Caltrans has determined that the Undertaking will have an adverse effect on two historic properties: the George A. Posey Tube, a property determined to be eligible for inclusion in the National Register of Historic Places (National Register) under Criterion A for its association as the first subaqueous automobile tunnel in the West and for its important association with the development of the automobile as the primary method of transportation in California, and Criterion C of the National Register for its innovative engineering and Art Deco style of its Oakland and Alameda Portal buildings and Approaches; and the Oakland Waterfront Warehouse District, which is listed on the National Register under Criterion A for its association with Oakland's industrial history, and Criterion C because of its cohesive early twentieth-century utilitarian industrial architecture, and therefore both are historic properties as defined at 36 CFR § 800.16(1)(1); and

WHEREAS, Caltrans has thoroughly considered alternatives to the Undertaking and has determined, in consultation with the California State Historic Preservation Officer (SHPO), that the statutory and regulatory requirements on the design of the Undertaking preclude the possibility of avoiding adverse effects to the George A. Posey Tube and the Oakland Waterfront Warehouse District during the Undertaking's implementation, and has further determined that the execution and implementation of this Memorandum of Agreement (MOA) will take into account the adverse effects of the Undertaking; and

WHEREAS, Caltrans has consulted with the SHPO pursuant to Stipulations X.C, and XI of the Section 106 PA, and where the Section 106 PA so directs, in accordance with 36 CFR § 800, the regulation that implements Section 106 of the National Historic Preservation Act (NHPA) of the 1966 (16 U.S.C. 470f), as amended, regarding the Undertaking's effects on historic properties and will file a copy of this MOA with the Advisory Council on Historic Preservation (ACHP) in accordance with Stipulation X.C.3.b of the Section 106 PA; and

WHEREAS, Caltrans has consulted with the 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; the California Preservation Foundation, and the South of the Nimitz Improvement Council (SoNic), regarding the Undertaking and its effects on historic properties and have invited them to participate in the development and implementation of Stipulation II of this MOA; and

WHEREAS, Caltrans has consulted with representatives from the Trina Marine Ruano Family; Ohlone Indian Tribe; Ohlone/Costanoan-Northern Valley Yokuts-Bay Miwok; Muwekma Ohlone Indian Tribe of the SF Bay Area; Indian Canyon Mutsun Band of Costanoan; Ohlone/Costanoan; and Amah Mutsun Tribal Band of Mission San Juan Bautista; The Confederated Villages of Lisjan; and the Rumsen Am: a Tur:ataj Ohlone Tribe regarding the effects of the Undertaking and none of the groups or individuals requested to be a consulting party; Caltrans will continue to consult with them and will afford them, should they so desire, further opportunity to more directly and actively participate in the implementation of the Undertaking itself and this MOA; and

WHEREAS, the Costanoan Rumsen-Carmel Tribe has participated in the consultation and are participating as concurring parties; and

WHEREAS, Caltrans District 4, Alameda CTC, City of Oakland (including the City of Oakland Landmarks Preservation Advisory Board), and Jack London Improvement District have participated in the consultation, have a responsibility to fulfill the terms of this MOA, and are participating as invited signatories; and

WHEREAS, Oakland Heritage Alliance, and SoNic have participated in the consultation and are participating as concurring parties; and

NOW, THEREFORE, Caltrans and the SHPO agree that if the Undertaking proceeds, the Undertaking shall be implemented in accordance with the following stipulations in order to take

into account the effect of the Undertaking on historic properties, and further agrees that these stipulations shall govern the Undertaking and all of its parts until this MOA expires or is terminated.

STIPULATIONS

Caltrans shall ensure that the following stipulations are carried out:

I. AREA OF POTENTIAL EFFECTS

- A. The Undertaking's APE was established in accordance with Stipulation VIII.A of the Section 106 PA and is depicted in Attachment B of this MOA. The APE was delineated to include all areas where work is proposed, including the known or reasonably anticipated boundaries of archaeological and cultural properties and any locations where construction activities will take place.
- B. If Caltrans determines that additional APE revisions are necessary, Caltrans shall inform the parties of the MOA of the revisions and consult no more than fifteen (15) days to reach agreement on the proposed revisions. If Caltrans, the SHPO, and other appropriate signatories cannot reach such an agreement, then the parties to this MOA shall resolve the dispute in accordance with VI.C below. If all parties reach mutual agreement on the proposed revisions, Caltrans will submit a new APE map reflecting the revisions, consistent with Stipulation VIII.A and Attachment 3 of the Section 106 PA, no later than thirty (30) days following such agreement. Any further investigation or document necessitated by the revised APE will follow the procedures for the identification and evaluation of potential historic properties as specified in Stipulation VIII of the Section 106 PA and in accordance with 36 §CFR 800.4(a)(2-4) and 88.4(b). The amendment of the APE will not require amendment to the MOA. The revised APE and supporting documentation shall be incorporated into Attachment B to this MOA.

II. TREATMENT OF HISTORIC PROPERTIES

Caltrans shall ensure that inadvertent effects are avoided and adverse effects of the Undertaking on the George A. Posey Tube and the Oakland Waterfront Warehouse District are resolved through the following measures.

A. Built Environment Treatment Plan

Caltrans District 4 will ensure that the protocols outlined in the Built Environment Treatment Plan (BETP) (Attachment C), will be adhered to until this MOA is terminated.

1. The BETP discusses the implementation of an Environmentally Sensitive Area (ESA) for the protection of the Eastern Pylon Base and where possible the Western Pylon Base at the Oakland Approach. Following the completion of construction in the area of the pylon bases, the pylon bases will be cleaned and stabilized.
2. The BETP addresses the process by which the Undertaking's activities at the George A. Posey Tube Oakland Approach can conform with the Secretary of the Interior's Standards for the Rehabilitation of Historic Properties; identifies the approval process

for the Undertaking's Plans, Specifications, and Estimates (PS&E) Package, prior to and during project construction; and establishes the review process for the aesthetic design of the features of the George A. Posey Tube Oakland Approach.

3. The BETP includes a process of review of the project PS&E packet at 65% and 95% completion by consulting parties, which include signatories to this MOA.
 - a. Caltrans will first submit each PS&E packet to the consulting parties for a 30-day review and comment period.
 - b. Following the 30-day comment period, Caltrans will submit the PS&E packet with any comments to SHPO for a subsequent 30-day review and comment period.
 - c. Caltrans will follow the process outlined in the BETP in response to comments or a lack of comments.

B. Historic American Engineering Record Documentation

Caltrans District 4 shall ensure that Alameda CTC shall record and document the George A. Posey Tube to the standards of the Historic American Engineering Record (HAER). This recordation and documentation will be conducted as follows:

1. Prior to the commencement of construction activities for the Undertaking, Alameda CTC will contact the regional Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) coordinator at the National Park Service (NPS) Interior Regions 8, 9, 10, and 12 Regional Office to request that NPS stipulate the level of and procedures for completing the documentation. Within ten (10) calendar days of receiving the NPS stipulation letter, the Alameda CTC will send a copy of the letter to all parties to this MOA for their information. If no response is received within ninety (90) calendar days of submittal to NPS, Caltrans shall confer with SHPO on how to move forward with HAER documentation.
2. Alameda CTC will ensure that all recordation documentation activities are performed or directly supervised by professionals who meet the standards in VI.A.3.
3. Upon receipt of the NPS written acceptance letter, Alameda CTC will make archival, digital, and bound library-quality copies of the documentation and provide them to the Caltrans Transportation Library, Sacramento; the California Office of Historic Preservation; and the Caltrans Cultural Studies Office. Additional copies will be offered to the City of Oakland Cultural Heritage Survey, Oakland Heritage Alliance, Jack London Improvement District, City of Alameda Historical Advisory Board, Alameda Architectural Preservation Society, Art Deco Society of California, Alameda County Historical Society, California Preservation Foundation, and SoNic.
4. Caltrans will notify SHPO that the documentation is completed, and all copies are distributed as outlined in II.B.3. Completion of the documentation will be included in the annual report outlined in VI.F. All surveys shall be completed prior to the commencement of the project's construction activities.

C. National Register Nomination for the George A. Posey Tube

Caltrans District 4 shall ensure that Alameda CTC shall nominate the George A. Posey Tube to the National Register of Historic Places. Recordation of the historic property and

completion of the nomination will occur following conclusion of project activities at the George A. Posey Tube.

1. Alameda CTC will submit the nomination to Caltrans District 4 for review and approval pursuant to Stipulation II.I of this MOA.
2. Upon approval Caltrans will submit the National Register Nomination form to the California Office of Historic Preservation per Office of Historic Preservation (OHP) guidelines for review and approval. Those portions of the nomination which are inadequate or are not prepared in accordance with the guidelines published in Bulletin 16A will be returned to the applicant for further work accompanied by a Request for Information or Return letter explaining what must be addressed in order to move the nomination forward.
3. Alameda CTC will complete any revisions that the OHP requires. Caltrans will review and approve the revisions pursuant to II.I prior to resubmitting the nomination to OHP.
4. Once OHP determines the nomination is ready for hearing, OHP will notify all applicants, property owners, and appropriate governmental jurisdictions of the time and place of the State Historical Resources Commission (SHRC) meeting. If approved by the SHRC, the nomination will be sent to the SHPO for certification and forwarded to the Keeper of the National Register (Keeper) in Washington, D.C.. The final determination is made approximately forty-five (45) days after receipt by the Keeper.
5. If, as a result of a decision by the OHP, the SHRC, or the Keeper, the nomination process cannot be completed, Caltrans will have fulfilled its obligation under Stipulation II.C of this MOA.
6. Upon listing in the National Register of Historic Places, Caltrans District 4 shall offer copies of the nomination to the organizations in II.B.3.

D. Façade Improvement Plan

1. Alameda CTC will make a donation of \$100,000 to the City of Oakland's Façade Improvement Program.
2. Caltrans District 4 will ensure that Alameda CTC execute a Memorandum of Understanding (MOU) agreement between Alameda CTC and the City of Oakland. The MOU will document the donation to the Oakland Façade Improvement Program, and will be conditioned as follows:
 - a. The City of Oakland will be responsible for ensuring distribution of funds to eligible entities and for any follow up actions regarding completion of improvements consistent with the City's Façade Improvement Program.
 - b. The funds will be limited for use within the Oakland Waterfront Warehouse Historic District.
 - c. Where funds are used on contributing features of the Oakland Waterfront Warehouse District, the City of Oakland will ensure that the project activities meet Secretary of the Interior's Standards as interpreted by the City of Oakland and City of Oakland Landmarks Preservation Advisory Board.
3. The Alameda CTC shall provide the donation and execute the MOU prior to the termination of this MOA.

E. Interpretive Panels

Alameda CTC will fund the installation of up to two (2) interpretative panels within project limits in Oakland, documenting the history of the George A. Posey Tube and the importance of its engineering achievements.

1. The panels will be developed in accordance with the existing Jack London Improvement District's signage program, to ensure conformity of signage with the specifications of the program.
2. Alameda CTC will provide contextual information and funding to Jack London Improvement District, which will design, fabricate, install, and maintain signage. The contextual information will be based on data presented in the HAER outlined in II.B.
3. The panel design and content will be reviewed and approved by Caltrans PQS staff pursuant to II.I. Prior to final approval by Caltrans PQS Staff, the Office of Historic Preservation will be afforded a thirty (30) day review and comment period on the draft panel.
4. The Alameda CTC shall ensure the installation of the interpretive panels prior to the termination of this MOA.

F. Science, Technology, Engineering, Arts, and Mathematics (STEAM) Program

Caltrans District 4 will ensure that Alameda CTC creates two (2) STEAM aligned teacher's packets.

1. One teacher's packet will discuss the history of the Oakland Waterfront Warehouse Historic District and will be completed to align with Grade 11 curriculum for social science or history; and one teacher's packet will discuss the engineering significance of the George A. Posey Tube and will be completed in alignment with Grades 7 and 8 curricula for physical science.
2. The teacher's packets will be reviewed and approved by Caltrans PQS staff pursuant to II.I.
3. The teacher's packets will be made available electronically by Alameda CTC on the Alameda CTC project website and the Caltrans Cultural Studies Office Mitigation website, and they will be offered for placement on other websites, such as those for the Oakland Unified School District, the Alameda Unified School District, and libraries in the Cities of Oakland and Alameda.
4. The Alameda CTC shall ensure the creation of two STEAM aligned teacher's packets prior to the termination of this MOA

G. Public Presentation

Caltrans District 4 and Alameda CTC will work with the California Preservation Foundation (CPF) to develop a one-hour webinar and virtual tour of the George A. Posey Tube, which the CPF will host.

1. Caltrans District 4 will provide access to the George A. Posey Tube for CPF to video record a virtual tour. The virtual tour video will be produced to include captions.

2. Caltrans and Alameda CTC's consultant will work with CPF staff to develop the content and present the video recording virtual tour and webinar.
3. The webinar will be delivered prior to the termination of this MOA.

H. Tour of the George A. Posey Tube

1. Caltrans District 4 shall provide access to the George A. Posey Tube and Portal Buildings for up to three (3) walking tours per calendar year for attendance by the public prior to completion of project construction.
 - a. Tours will be limited to ten (10) people.
 - b. The tours will be free of charge.
 - c. The Oakland Portal building is not Americans with Disabilities (ADA) accessible and in-person tours will not be available to individuals needing special accommodation. A virtual tour of the building will be available, as per II.H.
2. Notification of the tours will be via the websites, list serves and/or other methods of communication available to the consulting parties of this MOA, prior to the commencement of construction. Notification material will clearly state the tour is not ADA accessible.
3. Alameda CTC will coordinate with consulting parties to determine appropriate tour dates for up to three (3) walking tours within a calendar year.
4. Alameda CTC will be responsible for the registration of tour attendees, all communication between the consulting parties and tour attendees. Alameda CTC will provide documentation of tour attendance to Caltrans District 4 and ensure that attendees are aware of the time, location, access, and safety needs of the tours.
5. Alameda CTC will provide any safety equipment deemed necessary by Caltrans to attendees at the commencement of the tour.
6. Alameda CTC will not be responsible for any safety liability of attendees and attendees will sign waivers for any liability.
7. Caltrans District 4 will be responsible for providing access to the George A. Posey Tube and Alameda and/or Oakland Portal Building.

I. Review Requirements

1. For all measures as applicable in Stipulation II, Alameda CTC will submit draft documentations to Caltrans District 4, for review and comment. Caltrans District 4 will have thirty (30) calendar days to provide comment on the documents. If Caltrans District 4 does not respond within thirty (30) calendar days Alameda CTC will consider the submitted document as final. Caltrans may request an additional fifteen (15) calendar day extension if needed.
2. Alameda CTC will take all comments into account in revising the documents and submit a final version to Caltrans District 4 for approval. Caltrans District 4 has thirty (30) calendar days to approve or schedule a meeting to discuss comments on the documents. If a comment resolution meeting is required, Caltrans will have fifteen (15) calendar days from the date of the meeting to provide any further comments.

III. NATIVE AMERICAN CONSULTATION

Caltrans has consulted with the representatives from the Costanoan Rumsen-Carmel Tribe; Trina Marine Ruano Family; Ohlone Indian Tribe; Ohlone/Costanoan-Northern Valley Yokuts-Bay Miwok; Muwekma Ohlone Indian Tribe of the SF Bay Area; Indian Canyon Mutsun Band of Costanoan; Ohlone/Costanoan; Confederated Villages of Lisjan; Rumsen Am:ataj Ohlone; and Amah Mutsun Tribal Band of Mission San Juan Bautista regarding the proposed Undertaking and its effects on historic properties, will continue to consult with them, and will afford them, should they so desire, the opportunity to participate in the implementation of this MOA and the Undertaking. If other tribes or Native American groups who attach religious or cultural significance to historic properties that may be affected by this Undertaking are identified, Caltrans will invite them to participate as consulting parties as the Section 106 process moves forward.

IV. TREATMENT OF HUMAN REMAINS

As legally mandated, human remains and related items discovered during implementation of the terms of this Agreement and the Undertaking will be treated in accordance with the requirements of Health and Safety Code Section 7050.5(b). If pursuant to Health and Safety Code § 7050.5(c), the coroner determines that the human remains are or may be those of a Native American, then the discovery shall be treated in accordance with the provisions of Public Resources Code § 5097.98 (a)(d).

Caltrans, as the landowner of a portion of the APE, shall ensure, to the extent possible, that the views of the Most Likely Descendent(s), as determined by the Native American Heritage Commission (NAHC), is taken into consideration when decisions are made about the disposition of Native American human remains and associated objects.

V. DISCOVERIES AND UNANTICIPATED EFFECTS

If Caltrans determines, during implementation of the terms of this MOA or after construction of the Undertaking has commenced, that the Undertaking will affect a previously unidentified property that may be eligible for listing in the National Register or affect a known historic property in an unanticipated manner, Caltrans will address the discovery or unanticipated effect in accordance with 36 CFR Section 800.13(c) and will assume any discovered property to be eligible for inclusion in the National Register.

VI. ADMINISTRATIVE PROVISIONS

A. Standards

1. **Definitions.** The definitions provided at 36 CFR § 800.16 are applicable throughout this MOA.
2. Parties to this agreement are defined as follows:
 - a. Signatory parties have the sole authority to execute, amend, or terminate the MOA.
 - b. Invited Signatories have the authority to amend or terminate the MOA.
 - c. Concurring parties, signing the MOA do so to acknowledge their agreement or concurrence with the MOA, but have no legal authority under the MOA to terminate or amend this MOA. Concurring with the terms of this MOA does not constitute their agreement with the Undertaking.

3. **Professional Qualifications.** Caltrans will ensure that only individuals meeting the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44738-39) as defined in Attachment 1 of the Section 106 PA, in the relevant field of study carry out or review appropriateness and quality of the actions and products required by Stipulations I, II, III, IV, and V in this MOA. However, nothing in this stipulation may be interpreted to preclude Caltrans or any agent or contractor thereof from using persons who do not meet the PQS as long as they are directly supervised by professionals who meet the standards.
4. **Documentation Standards.** Written documentation of activities prescribed by Stipulations I, II, III, IV, and V of this MOA shall conform to *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716-44740) as well as to applicable standards and guidelines established by the SHPO.
5. **Curation and Curation Standards.** If legal owner(s) of materials resulting from the activities presented by this MOA choose to curate those materials, Caltrans shall ensure that, to the extent permitted under § 5097.98 and § 5097.991 of the California Public Resources Code and the Native American Graves Protection and Repatriation Act (NAGPRA) [25 USC 3001-3013] and its implementing regulations (43 CFR Part 10), the materials and records resulting from the activities prescribed by this MOA are curated in accordance with 36 CFR Part 79. Caltrans shall ensure that the views of the consulting parties are taken into consideration prior to decisions being made about the final disposition of archaeological materials resulting from activities prescribed by this MOA.

B. Confidentiality

The MOA parties acknowledge that the historic properties covered by this MOA are subject to the provisions of § 304 of the NHPA and § 6254.10 of the California Government Code (Public Records Act), relating to the disclosure of archaeological site information and, having so acknowledged, will ensure that all actions and documentation prescribed by this MOA are consistent with said sections.

C. Resolving Objections

1. Should any party to this MOA object at any time in writing to the manner in which the terms of this MOA are implemented, to any action carried out or proposed with respect to implementation of the MOA (other than the Undertaking itself), or to any documentation prepared in accordance with and subject to the terms of this MOA, Caltrans shall immediately notify the other MOA parties of the objection, request their comments on the objection within fifteen (15) days following receipt of Caltrans' notification, and proceed to consult with the objecting party for no more than thirty (30) days to resolve the objection. Caltrans will honor the request of the other parties to participate in the consultation and will take any comments provided by those parties into account.
2. If the objection is resolved during the 30-day consultation period, Caltrans may proceed with the disputed action in accordance with the terms of such resolution.
3. If at the end of the 30-day consultation period, Caltrans determines that the objection cannot be resolved through such consultation, then Caltrans shall forward all

documentation relevant to the objection to the ACHP, including Caltrans' proposed response to the objection, with the expectation that the ACHP will, within thirty (30) days after receipt of such documentation:

- a. Advise Caltrans that the ACHP concurs in Caltrans' proposed response to the objection, whereupon Caltrans will respond to the objection accordingly. The objection shall thereby be resolved; or
 - b. Provide Caltrans with recommendations, which Caltrans will take into account in reaching a final decision regarding its response to the objection. The objection shall thereby be resolved; or
 - c. Notify Caltrans that the objection will be referred for comment pursuant to 36 CFR § 800.7(c) and proceed to refer the objection and comment. Caltrans shall take the resulting comments into account in accordance with 36 CFR § 800.7(c)(4) and Section 110(1) of the NHPA. The objection shall thereby be resolved.
4. Should the ACHP not exercise one of the above options within 30 days after receipt of all pertinent documentation, Caltrans may proceed to implement its proposed response. The objection shall thereby be resolved.
 5. Caltrans shall take into account any of the ACHP's recommendations or comments provided in accordance with this stipulation with reference only to the subject of the objection. Caltrans' responsibility to carry out all actions under this MOA that are not the subjects of the objection shall remain unchanged.
 6. At any time during implementation of the measures stipulated in this MOA, should a member of the public raise an objection in writing pertaining to such implementation to any signatory party to this MOA, that signatory party shall immediately notify Caltrans. Caltrans shall immediately notify the other signatory parties in writing of the objection. Any signatory party may choose to comment in writing on the objection to Caltrans. Caltrans shall establish a reasonable time frame for this comment period. Caltrans shall consider the objection, and in reaching its decision, Caltrans will take all comments from the other signatory parties into account. Within fifteen (15) days following closure of the comment period, Caltrans will render a decision regarding the objection and respond to the objecting party. Caltrans will promptly notify the other signatory parties of its decision in writing, including a copy of the response to the objecting party. Caltrans' decision regarding resolution of the objection will be final. Following issuance of its final decision, Caltrans may authorize the action subject to dispute hereunder to proceed in accordance with the terms of that decision.
 7. Caltrans shall provide all parties to this MOA, and the ACHP, if the ACHP has commented, and any parties that have objected pursuant to this stipulation, with a copy of its final written decision regarding any objection addressed pursuant to this stipulation.
 8. Caltrans may authorize any action subject to objection under this stipulation to proceed after the objection has been resolved in accordance with the terms of this stipulation.

D. Amendments

1. Any signatory party to this MOA may propose that this MOA be amended, whereupon all signatory parties shall consult for no more than thirty (30) days to consider such amendment. The amendment will be effective on the date a copy signed by all of the original signatories is filed with the ACHP. If the signatories cannot agree to

appropriate terms to amend the MOA, any signatory may terminate the agreement in accordance with V.I.E.

2. Attachments to this MOA may be amended through consultation as prescribed in I.B, as appropriate, without amending the MOA proper.

E. Termination

1. If this MOA is not amended as provided for in Section D of this stipulation, or if either signatory proposes termination of this MOA for other reasons, the signatory party proposing termination shall, in writing, notify the other MOA parties, explain the reasons for proposing termination, and consult with the other parties for at least thirty (30) days to seek alternatives to termination. Such consultation shall not be required if Caltrans proposes termination because the Undertaking no longer meets the definition set forth in 36 CFR § 800.16(y).
2. Should such consultation result in an agreement on an alternative to termination, the signatory parties shall proceed in accordance with the terms of that agreement.
3. Should such consultation fail, the signatory party proposing termination may terminate this MOA by promptly notifying the other MOA parties in writing. Termination hereunder shall render this MOA without further force or effect.
4. If this MOA is terminated hereunder, and if Caltrans determines that the Undertaking will nonetheless proceed, then Caltrans shall comply with the requirements of 36 CFR 800.3-800.6, or request the comments of the ACHP pursuant to 36 CFR Part 800.

F. Annual Reporting

1. Alameda CTC shall prepare an Annual Report documenting actions carried out pursuant to this MOA. The reporting period shall commence one year from the date of execution. The Annual Report shall be distributed to all consulting parties to this MOA.
2. The Annual Report shall address the following: any scheduling changes proposed, historic property surveys and results, status of treatment and mitigation activities, ongoing and completed public programming, any uses that are affecting or may affect the ability of the federal lead agency to continue to meet the terms of this MOA, any disputes and objections received, and how they were resolved, and any additional parties who have become signatories or concurring parties to this MOA in the past year.
3. Alameda CTC in coordination with Caltrans District 4, shall coordinate a meeting of the signatories and consulting parties to this MOA, to be scheduled within ninety (90) calendar days of distribution of the Annual Report, or another mutually agreed upon date, to discuss activities carried out pursuant to this MOA during the preceding year and activities scheduled for the upcoming year. This meeting, should it be deemed unnecessary, may be cancelled by mutual consent of the signatory parties.

G. Duration

1. Unless terminated pursuant to Section E of this Stipulation, or unless it is superseded by an amended MOA, this MOA will be in effect following execution by the signatory parties until Caltrans, in consultation with the other signatory parties, determines that

all of its stipulations have been satisfactorily fulfilled. This MOA will terminate and have no further force or effect on the day that Caltrans notifies the other MOA signatories in writing of its determination that all stipulations of this MOA have been satisfactorily fulfilled.

2. The terms of this MOA shall be satisfactorily fulfilled within five (5) years following the date of execution by the signatory parties. If Caltrans determines that this requirement cannot be met, the MOA parties will consult to reconsider its terms. Reconsideration may include continuation of the MOA as originally executed, amendment of the MOA, or termination. In the event of termination, Caltrans will comply with Section E of this Stipulation if it determines that the Undertaking will proceed notwithstanding termination of this MOA.
3. If the Undertaking has not been implemented within five (5) years following execution of this MOA, this MOA shall automatically terminate and have no further force or effect. In such event, Caltrans shall notify the other signatory parties in writing and, if it chooses to continue with the Undertaking, shall reinitiate review of the Undertaking in accordance with 36 CFR Part 800.

H. Effective Date

This MOA will take effect on the date that it has been executed by Caltrans and the SHPO.

EXECUTION of this MOA by Caltrans and the SHPO, its filing with the ACHP in accordance with 36 CFR §800.6(b)(1)(iv), and subsequent implementation of its terms, shall evidence, pursuant to 36CFR§800.6(c), that this MOA is an agreement with the ACHP for purposes of Section 110(l) of the NHPA, and shall further evidence that Caltrans has afforded the ACHP an opportunity to comment on the Undertaking and its effects on historic properties, and that Caltrans has taken into account the effects of the Undertaking on historic properties.

**MEMORANDUM OF AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND
THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE OAKLAND ALAMEDA ACCESS PROJECT
IN OAKLAND AND ALAMEDA, CALIFORNIA**

SIGNATORY:

CALIFORNIA DEPARTMENT OF TRANSPORTATION

By Philip J. Stolarski 7/22/21 Date
Philip J. Stolarski, Division Chief
California Division of Environmental Analysis

**MEMORANDUM OF AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND
THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE OAKLAND ALAMEDA ACCESS PROJECT
IN OAKLAND AND ALAMEDA, CALIFORNIA**

SIGNATORY:

CALIFORNIA OFFICE OF HISTORIC PRESERVATION

By  _____ Date 7/22/21
Julianne Polanco
State Historic Preservation Officer

**MEMORANDUM OF AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND
THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE OAKLAND ALAMEDA ACCESS PROJECT
IN OAKLAND AND ALAMEDA, CALIFORNIA**

INVITED SIGNATORIES:

CALIFORNIA DEPARTMENT OF TRANSPORTATION DISTRICT 4


_____ Date 7/27/2021
Dina El-Tawansy, District Director
District 4

ALAMEDA COUNTY TRANSPORTATION COMMISSION


_____ Date 7/29/2021
Tess Lengyel, Executive Director
Alameda County Transportation Commission

CITY OF OAKLAND

_____ Date

JACK LONDON IMPROVEMENT DISTRICT


_____ Date 8/9/2021

**MEMORANDUM OF AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND
THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE OAKLAND ALAMEDA ACCESS PROJECT
IN OAKLAND AND ALAMEDA, CALIFORNIA**

CONCURRING PARTIES:

OAKLAND HERITAGE ALLIANCE

Mary Harper Date 8/6/21
Mary Harper, President

Gary Knecht Date 6 AUG 2021
GARY KNECHT, PRES.

COSTANOAN RUMSEN-CARMEL TRIBE

Tony Cerda Date 8/3/21
Tony Cerda, Chairperson

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation



DIVISION OF ENVIRONMENTAL ANALYSIS
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July 22, 2021

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

Subject: Final Memorandum of Agreement for the Oakland Alameda Access Project, Cities of Oakland and Alameda in the County of Alameda, EA 0G360, (FHWA_2020_0507_002)

Dear Ms. Polanco:

Caltrans is pleased to submit for your signature the Memorandum of Agreement for the Oakland Alameda Access Project (MOA). This continuing consultation is conducted pursuant to Stipulation XI of the 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 (PA)*.

We look forward to receiving your signature so that the MOA can proceed with the proposed strategy to resolve adverse effects for the project. Copies of the MOA and attachments will be provided to all signatories. If you have any questions, please contact me at (916) 879-6758 or david.price@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Price'.

David Price
Section 106 Coordinator
Cultural Studies Office

Enc: *Final Memorandum of Agreement for the Oakland Alameda Access Project, Cities of Oakland and Alameda in the County of Alameda, California*

Copy: Helen Blackmore, Branch Chief, Caltrans District 4

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CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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June 8, 2021

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

Subject: Oakland Alameda Access Project, Cities of Oakland and Alameda in the County of Alameda, EA 0G360, (FHWA_2020_0507_002)

Dear Ms. Polanco:

The California Department of Transportation (Caltrans) is continuing consultation with the State Historic Preservation Officer (SHPO) regarding the proposed Oakland Alameda Access Project in the Cities of Oakland and Alameda in the County of Alameda (Undertaking). See pages 1 and 2 of the attached Built Environment Treatment Plan (BETP) for a full project description.

This consultation is 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* (Section 106 PA) and the January 2015 *Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92, addended 2019* (5024 MOU).

Caltrans previously consulted with the SHPO in May of 2020 regarding National Register determinations of eligibility and received SHPO concurrence on June 8, 2020. On October 20, 2020 Caltrans submitted a Finding of Adverse Effect and received SHPO concurrence on February 8, 2021.

There are four built environment historic properties in the Area of Potential Effects: Oakland Waterfront Warehouse Historic District, George A. Posey Tube (Posey

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Julianne Polanco, State Historic Preservation Officer
June 8, 2021
Page 2

Tube), American Bag Company/Union Hide Company Building and the Seventh Street/Harrison Square Residential District. The project will have an adverse effect on the Posey Tube, which is a contributing feature of the Oakland Waterfront Warehouse Historic District. The George A. Posey Tube is owned by Caltrans and is a PRC 5024 State-owned Historical Resource that is on the Master List. The project will remove two sections of the Posey Tube's balustrade wall and staircase at the Oakland Approach to construct a horse-shoe onramp to Interstate 880 (I-880). The sections are approximately 175 feet and 95 feet. Further, it was determined that the project would have No Adverse Effects to the Seventh Street/Harrison Square Residential District (including 97 contributing buildings) and the American Bag Company/Union Hide Company Building.

To ensure local Section 106 stakeholders were in agreement with the proposed approach to mitigate adverse effects of the Undertaking, Caltrans developed the enclosed draft Memorandum of Agreement (MOA) and Built Environment Treatment Plan (BETP) in consultation with consulting parties including the Oakland Heritage Alliance (OHA), Jack London Improvement District, Oakland Landmarks Advisory Preservation Board, and the South of Nimitz Improvement Council (SoNIC). Caltrans hosted three stakeholder working group meetings and distributed the MOA and BETP to the stakeholders on April 9, 2021. Caltrans held a stakeholder working group meeting on April 19, 2021 to address and resolve any comments that the stakeholders provided. In advance of the meeting SoNIC provided Caltrans with track change comments that were minor in nature. During the meeting OHA had no major comments and asked that the demolition of the western truncated pylon at the Oakland Approach be studied further during the design phase, this was incorporated into the BETP. The draft MOA and BETP were distributed to the stakeholders on May 3, 2021 and minor comments were received from the OHA, and the edits incorporated into the BETP. Caltrans presented the mitigation measures to the Oakland Landmarks Preservation Advisory Board (LPAB) on June 7, 2021 and received no comments. Staff from the LPAB and the City of Oakland have attended all mitigation workshop meetings.

The BETP includes the design review process for the removal and replacement of the balustrade walls and stairs, and an Environmentally Sensitive Area (ESA) will be designated for the previously truncated pylon(s) of the Oakland Approach. The eastern pylon will be protected through the establishment of an ESA, and the western pylon, if determined feasible, will also be protected in place by an ESA.

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Julianne Polanco, State Historic Preservation Officer
June 8, 2021
Page 3

Per Stipulation XI of the PA and 36 CRF§800.6(a) Caltrans is continuing consultation with the SHPO on the resolution of adverse effects to Posey Tube and Oakland Warehouse Waterfront Historic District that will result from the Undertaking. In accordance with Stipulation XI.A of the PA and 36 CRF§800.6(c), Caltrans, on behalf of the Federal Highway Administration, proposes to resolve the adverse effects by entering into a MOA to facilitate the implementation of a Built Environment Treatment Plan. We currently seek comment or approval of the enclosed MOA and BETP.

If you have any questions regarding this consultation, please contact me or Architectural Historian, Helen Blackmore at Helen.Blackmore@dot.ca.gov. Thank you for your assistance with this undertaking.

Sincerely,



David Price
Section 106 Coordinator
Cultural Studies Office
Division of Environmental Analysis

Enc: Draft Memorandum of Agreement and Built Environment Treatment Plan for the Oakland Alameda Access Project in Alameda County

Cc: Helen Blackmore, Project Historian, Caltrans District 4

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Gavin Newsom, Governor

**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer
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February 8, 2021

VIA EMAIL

In reply refer to: FHWA_2020_0507_002
CATRA_2020_0507_002

Mr. David Price
Cultural Studies Office
Division of Environmental Analysis
1120 N Street, PO Box 942873, MS-27
Sacramento, CA 94273-0001

Subject: Finding of Effect for the Oakland Alameda Access Project in the Cities of Oakland and Alameda, Alameda County, California

Dear Mr. Price:

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 (SHPO), 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) and the January 2015 Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92 (MOU). As part of your documentation, Caltrans submitted a Historic Property Survey Report (HPSR), a Finding of Adverse Effect report as well as a Section 106 outreach log for the proposed project. On December 4 and 11, 2020, Caltrans also provided additional information via email regarding Caltrans' consultation with interested parties. In addition Caltrans submitted a letter on January 29, 2021 addressing questions from the SHPO's letter of January 5, 2021.

In accordance with Stipulation X.C.1 of the PA and Stipulation X.C.2.b.ii of the MOU, Caltrans is seeking SHPO's concurrence with Caltrans's finding that the Undertaking will have an adverse effect. Caltrans, District 4, has determined that there will be an adverse effect to both the George A. Posey Tube (a state-owned historical resource on the Master List of Historical Resources) and the Oakland Waterfront Warehouse District, of which the George A. Posey Tube is a contributor. The American Bag Company/Union Hide Company Building and the Seventh Street/Harrison Square Residential District will not be adversely affected by the project.

Mr. Price
February 8, 2021
Page 2 of 2

FHWA_2020_0507_002
CATRA_2020_0507_002

Based on review of the submitted documentation, I have no objections to the above finding.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne Polanco', with a long horizontal line extending to the right.

Julianne Polanco
State Historic Preservation Officer

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL ANALYSIS,
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January 29, 2021

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

Re: Oakland Alameda Access Project, Cities of Oakland and Alameda in the County of Alameda, EA 0G360 (FHWA_2020_0507_002)

Dear Ms. Polanco:

The California Department of Transportation (Caltrans) is continuing consultation with the State Historic Preservation Officer (SHPO) regarding the proposed Oakland Alameda Access Project in the Cities of Oakland and Alameda in the County of Alameda (Undertaking). A full project description can be found on Page 2 of the Finding of Adverse Effect Report (FAE), submitted to your office on October 20, 2020. This letter is in response to your letter dated January 5, 2021 and follows our meeting with OHP Staff, Natalie Lindquist and Lucinda Woodward on January 19, 2021.

In your January 5th letter, you stated that it was unclear whether Caltrans had consulted with interested parties regarding the finding of effect for the project. Caltrans submitted copies of the Section 106 FAE document to the consulting parties with a request for comments or concerns on December 11, 2020. Caltrans has not received any response to date. Prior to our October submittal of the FAE to your office, Caltrans consulted with interested parties regarding the finding of effect for the undertaking via several means and methods including written correspondence, public scoping meetings and a series of Stakeholder Working Group (SWG) meetings that sought to respond to comments by directly involving stakeholders in the design development process. A detailed summary of public participation efforts for the project may be found in Section 3 of the FAE and in Chapter 2.10 of the draft Environmental Impact Report/Environmental Assessment (EIR/EA).

We would also like to provide some project history to address your concern that Caltrans is proceeding with discussing mitigation measures before the SHPO has commented on the FAE for this project. The Oakland Alameda Access Project, formerly known as the Broadway/Jackson Interchange Project and then the Broadway/Jackson Street

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Ms. Julianne Polanco
January 29, 2021
Page 2 of 2

Interchange Improvements Project, has been studied for over 20 years. Each iteration of the project included a robust stakeholder engagement process, which resulted in discarding numerous proposed alternatives due to a lack of support from the local community and the potential to design a less-impactful alternatives. The community's concern for effects to historic properties led Caltrans to the current design, which minimized effects to the Posey Tube wall and resulted in the development of a single Build Alternative and a No-Build Alternative.

Caltrans has conducted thorough stakeholder engagement acknowledging their belief that the Build-Alternative would result in adverse effects to the Posey Tube and the Oakland Warehouse Waterfront District. Unfortunately, Caltrans cannot further minimize or avoid adverse effects to the historic properties while still meeting the purpose and need of the project. Though this agreement among the stakeholders and Caltrans may not have been explicit in the reporting, the understanding was prevalent throughout the consultation process. This understanding led to early discussion of potential mitigation measures to address the agreed-upon adverse effects, including ways to finalize the process of design review for the new wall in the Historic Properties Treatment Plan (HPTP). The discussions were in response to inquiries and concerns raised by stakeholders and was conducted in good faith. No decisions have been made with respect to mitigation, and we look forward to further consultation with stakeholders and your office to appropriately resolve the adverse effects of the project.

Thank you for meeting with us on January 19, 2020. We appreciate your feedback, and it is our hope that our conversation and the explanations provided in this letter give adequate clarity in response to your concerns and will allow you to concur with the Undertaking's Finding of Adverse Effect in accordance with Stipulation X.C.1 of the PA and Stipulation X.C.2.b.ii of the MOU.

If you have any questions regarding this consultation, please contact Helen Blackmore at Helen.Blackmore@dot.ca.gov.

Thank you for your assistance with this undertaking.

Sincerely,



David Price
Section 106 Coordinator
Cultural Studies Office

Cc: Helen Blackmore, Caltrans District 4 Branch Chief

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**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer
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January 5, 2021

VIA EMAIL

In reply refer to: FHWA_2020_0507_002
CATRA_2020_0507_002

David Price
Cultural Studies Office
Division of Environmental Analysis
1120 N Street, PO Box 942873, MS-27
Sacramento, CA 94273-0001

Subject: Finding of Effect for Proposed Oakland Alameda Freeway Access Project,
Alameda County, CA

Dear Mr. Price:

Caltrans is continuing 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) and the January 2015 Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92 (MOU). A full project description can be found on Page 2 of the enclosed Finding of Adverse Effect Report (FAE). As part of your documentation, Caltrans submitted a FAE report for the proposed project. In addition, on December 4 and 11, 2020, Caltrans also provided additional information via email regarding Caltrans' consultation with interested parties.

In accordance with Stipulation X.C.1 of the PA and Stipulation X.C.2.b.ii of the MOU, Caltrans is seeking SHPO's concurrence with Caltrans's finding that the Undertaking will have an adverse effect. Caltrans, District 4, has determined that there will be an adverse effect to both the George A. Posey Tube (a state-owned historical resource on the Master List of Historical Resources) and the Oakland Waterfront Warehouse District, of which the George A. Posey Tube is a contributor. The American Bag Company/Union Hide Company Building and the Seventh Street/Harrison Square Residential District will not be adversely affected by the project.

Mr. Price
January 5, 2021
Page 2 of 3

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CATRA_2020_0507_002

Based on my review of the submitted documentation I have the following comments:

- It is unclear whether Caltrans ever consulted with interested parties with regards to the finding of effect for this undertaking. In an email of December 10, 2020, Caltrans stated:

"Historically, Caltrans D4 has not consulted with stakeholders on the development of design alternatives specifically under Section 106, since design details/questions/alternatives are addressed through the DED public circulation process, which was circulated for this project in November, with the comment period ending Dec 2, 2020. Caltrans ensured that all Section 106 stakeholders were sent the DED and invitation to the public meeting for the project. To continue the dialogue with the Section 106 stakeholders, prior to DED circulation, Caltrans worked with the Section 106 stakeholders to determine design alternatives to minimize potential affects to cultural resources."

It appears that Caltrans is combining the CEQA/NEPA process with Section 106. Please explain if Caltrans clearly stated in the Draft Environmental Document (DED) that Caltrans was also providing this as part of the consultation process under Section 106.

- The State Historic Preservation Officer (SHPO) also has concerns that Caltrans is proceeding with discussing mitigation measures before the SHPO has commented on the FAE for this project. According to Caltrans' email of December 10, 2021, Caltrans sent letters and emails on November 6, 2020, to the Oakland Heritage Alliance (OHA) and sixteen other groups inviting them to participate in mitigation development and completion of the MOA. At that point in time the draft circulation on the DED was not complete. In addition, the SHPO has not commented on the FAE. On November 13, 2020, the SHPO received an email from Naomi Schiff of OAH asking the SHPO to clarify how the MOU and consulting phases relate to environmental approvals and final design. Based off of this email it appears the public is also uncertain of how Caltrans is conducting the consultation process.
- The SHPO would like to set a meeting between staff and Caltrans to discuss our concerns regarding how the consultation process is working. After the meeting Caltrans can then respond in writing with a clear explanation of how Caltrans consulted with interested parties and took their comments into account.

Mr. Price
January 5, 2021
Page 3 of 3

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CATRA_2020_0507_002

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

DEPARTMENT OF TRANSPORTATION
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October 20, 2020

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

Subject: Finding of Adverse Effect for the Oakland Alameda Access Project in the Cities of Oakland and Alameda, Alameda County (FHWA_2020_0507_002)

Dear Ms. Polanco:

The California Department of Transportation (Caltrans) is continuing consultation with the State Historic Preservation Officer (SHPO) regarding the proposed Oakland Alameda Access Project in the Cities of Oakland and Alameda in the County of Alameda (Undertaking). A full project description can be found on Page 2 of the enclosed Finding of Adverse Effect Report (FAE).

Section 106 responsibilities for this Undertaking are 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). Public Resource Code (PRC) 5024 responsibilities for this Undertaking are in accordance with the January 2015 Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92, addended 2019 (hereafter, the MOU).

Enclosed you will find a FAE for the proposed Undertaking. In accordance with Stipulation X.C.1 of the PA and Stipulation X.C.2.b.ii of the MOU, Caltrans is seeking SHPO's concurrence with Caltrans's finding that the Undertaking will have an adverse effect.

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Ms. Julianne Polanco
October 20, 2020
Page 2 of 2

Caltrans, District 4, has determined that there will be an adverse effect to both the George A. Posey Tube (a state-owned historical resource on the Master List of Historical Resources) and the Oakland Waterfront Warehouse District, of which the George A. Posey Tube is a contributor. The American Bag Company/Union Hide Company Building and the Seventh Street/Harrison Square Residential District will not be adversely affected by the project. The analysis for these determinations can be found in the attached Finding of Adverse Effect Report.

In addition, the SHPO's response to the George A. Posey Tube and the Oakland Waterfront Warehouse District will be incorporated within the individual 4(f) Evaluation for that property. The Draft Environmental Document (DED) with attached Individual Section 4(f) analysis was circulated on September 29, 2020, and can be found online at <https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-oaap>. The SHPO was also sent a hard and electronic copy of the DED and 4(f) analysis.

If you have any questions regarding this consultation, please contact me at David.price@dot.ca.gov or Helen Blackmore, District 4 architectural historian, at Helen.Blackmore@dot.ca.gov.

Thank you for your assistance with this undertaking.

Sincerely,



David Price
Section 106 Coordination Branch Chief
Cultural Studies Office
Caltrans Division of Environmental Analysis

Enclosures: Finding of Adverse Effect for the Oakland Alameda Access Project in the cities of Oakland and Alameda, Alameda County

Cc: David Price, Caltrans DEA, Section 106 Coordinator;
Jill Hupp, Caltrans DEA, PRC 5024 Coordinator;
Helen Blackmore, Caltrans District 4, Environmental Branch Chief

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**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer
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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
June 8, 2020
Page 2 of 2

FHWA_2020_0505_002

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

DEPARTMENT OF TRANSPORTATION

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Making Conservation
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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)

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to enhance California's economy and livability"*

Julianne Polanco
5/6/2020
Page 2

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.

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DEPARTMENT OF TRANSPORTATION

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April 19, 2021

Michael Ford, Ph.D.
Manager, Parking and Mobility Division
City of Oakland
250 Frank H. Ogawa Plaza, Suite 1333
Oakland, California 94612

RE: **Letter of Understanding**
Oakland Alameda Access Project (OAAP)

Dear Mr. Ford,

The California Department of Transportation (Caltrans), in cooperation with the Alameda County Transportation Commission (Alameda CTC), is finalizing the Environmental Impact Report/Environmental Assessment (EIR/EA) with a Finding of No Significant Impact (FONSI) for the Oakland Alameda Access Project (OAAP). Caltrans is the lead agency under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

OAAP will result in the loss of approximately 156 on-street parking spaces in downtown Oakland (Attachment 1). Caltrans is coordinating with the City of Oakland on potential parking mitigation to off-set lost on-street parking.

The purpose of this Letter of Understanding is to document the intention of Caltrans and the City of Oakland to enter into a long-term lease providing the City of Oakland possession of one or more of the existing parking lots within the Caltrans right of way under I-880 between Broadway and Oak streets. The City of Oakland would operate and maintain any leased lot (or combination of lots), which would provide a minimum of 156 publicly available parking spaces to mitigate for the on-street parking loss associated with OAAP.

Parking within the leased lot(s) will be made available to the public immediately following the completion of OAAP construction. However, the terms of the lease agreement may start prior to OAAP construction.

Caltrans and the City of Oakland will continue to coordinate on the terms of this long-term lease in order to fulfill this project commitment. To this end, Caltrans

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April 19, 2021
Page 2

and the City of Oakland jointly sign this letter expressing their commitment to enter into a long-term lease for one or more of these off-street parking lots.

Sincerely,



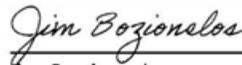
Jim Bozionelos
District Branch Chief
Division of Right of Way
Caltrans District 4

Confirmation of Intent:



Michael Ford Ph.D.
Manager, Parking and Mobility Division
Department of Transportation
City of Oakland

Date: April 27, 2021

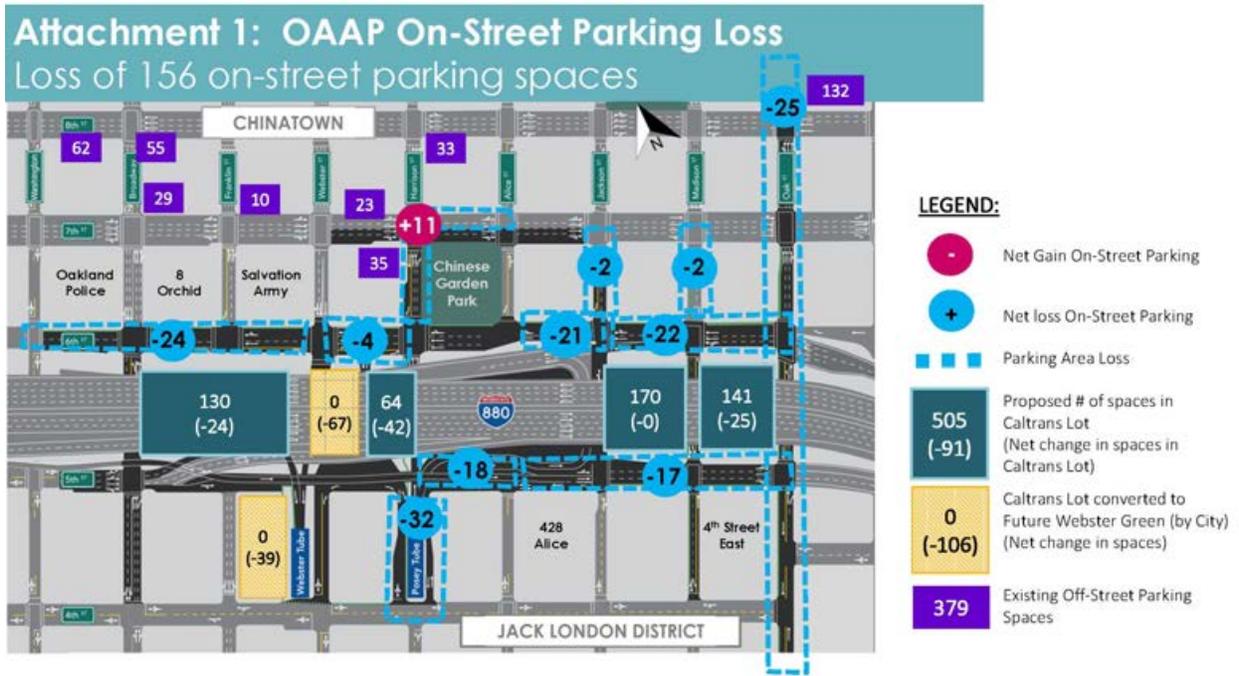


Jim Bozionelos
District Branch Chief, Division of Right of Way
Caltrans District 4

Date: April 26, 2021

Enclosures: Attachment 1

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



Appendix I. Comment Letters/Responses

What is in this Appendix

Appendix I addresses comments received on the Draft EIR/EA during its circulation period. All issues raised by the public were addressed through clarification of the text in the Final EIR/EA or here in Appendix I.

Comments were categorized as follows:

- Businesses (B)
- Elected officials (E)
- Local agencies (L)
- Non-elected officials (NE)
- Organizations (O)
- Members of the public (P)
- State agencies (S)

Master Responses

A large number of comments were received that included major themes or common questions. Master responses were generated to respond to such comments.

Master Response 1

Caltrans recognizes your support for the proposed project. Your comment has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans, Alameda CTC, and the PDT considered all public comments, compared and weighed the benefits and impacts of the project alternatives, and identified the Build Alternative as the Preferred Alternative.

Master Response 2

Additional lighting under the existing I-880 viaduct will be provided as part of the proposed project. Specific lighting and aesthetic treatments under the viaduct will be determined during the design phase.

Master Response 3

Multiple housing projects are proposed in downtown Oakland and Alameda. Traffic volumes were analyzed for the 2045 conditions using the Alameda County travel demand model, which included planned housing development projects. Chapter 2, Section 2.8 did not identify any significant project impacts based upon the findings of this model. The proposed project would provide near-term improvements to bicycle and pedestrian infrastructure until a long-term multimodal solution can be implemented as part of other projects.

Master Response 4

Per MM-CCC-1 (Chapter 2, Section 2.4.4), the City of Oakland is negotiating with Caltrans on a long-term lease for multiple off-street parking lots underneath I-880. These lots will make a minimum of 156 fee-based parking spots available to the general public year round. These lots are central to several of the streets most heavily impacted by parking loss (Chapter 2, Figure 2-6). Spaces will be available at the completion of construction.

Master Response 5

Alameda CTC is working with the City of Oakland, the City of Alameda, the United States Coast Guard, and the Port of Oakland to finalize an Estuary Crossing Study for a separate project. This study evaluated multiple alternatives including a new crossing (bridge or tube) of the estuary and new water shuttle service. These alternatives would need to undergo a separate project development process, including the identification of funding, engineering, and consideration of environmental impacts. Therefore, a new estuary crossing for ferry service is not proposed as part of the proposed project. The proposed project would provide near-term improvements to bicycle/pedestrian infrastructure until additional multimodal solutions can be implemented.

Master Response 6

The proposed project would provide near-term improvements (Figures 1-9, 1-11, and 1-12, Chapter 1, Section 3.1.1) to bicycle/pedestrian infrastructure until a long-term multimodal solution can be implemented as part of other projects. The Webster Tube walkway is currently closed to the public. Opening and widening this walkway for public use, combined with the directional flow for bicyclists within the Tubes, will provide improved multimodal connectivity between Oakland and Alameda. In addition, the Webster Tube walkway will provide an alternative route for bicyclists and pedestrians during closures of the Posey Tube.

Master Response 7

The City of Alameda is sponsoring an independent project to construct an estuary crossing. Additional information on the proposed West End Bike Ped Bridge will be released by the City of Alameda when available.

Master Response 8

Improved signage, including signage for bicyclists and pedestrians, will be provided as part of the proposed project. During the design phase, coordination will be conducted between Caltrans, the City of Oakland, the City of Alameda, and project stakeholders regarding the location and content of signage.

Master Response 9

The proposed project includes substantial improvements for bicyclists, including 1.52 miles of separate bicycle facilities (Class I, II, and IV) and a 1.49-mile-long bicycle/pedestrian walkway in the Webster Tube. The improvements in the Tubes, including the directionality of bicycle travel, are near-term measures to increase connectivity between Oakland and Alameda.

Master Response 10

Impacts to Environmental Justice communities are evaluated under NEPA. EO 12898 did not identify unsheltered persons as an Environmental Justice community. Therefore, unsheltered persons are not considered by Caltrans as a potentially impacted Environmental Justice community. Caltrans isn't the appropriate entity to provide social services, relocation assistance, or employment assistance to unsheltered persons. However, Caltrans does have continued partnerships with local entities to assist unsheltered persons living within Caltrans ROW.

Master Response 11

The Webster Tube walkway is not considered a Class I bikeway per the National Association of City Transportation Officials (NACTO) guidelines. California Vehicle Code does not prohibit the operation of bicycles on any shoulder or sidewalk of a highway where the operation is not otherwise prohibited by local ordinance. Neither the City of Oakland nor the City of Alameda have an ordinance prohibiting bicycles on sidewalks within the Tubes. The existing walkway in the Webster Tube is currently closed to the public. Opening and widening this walkway to a width of four feet, in combination with the proposed one-way circulation of bicycles in the Tubes, will provide improved connectivity between Oakland and Alameda and increase safety benefits for the users. The Webster Tube walkway will also provide an alternative route to pedestrians and bicyclists during temporary closures of the Posey Tube.

Master Response 12

Thank you for this information. The Caltrans maintenance team will be notified of your concern. They will evaluate the need for repair and maintenance under the I-880 viaduct.

Master Response 13

Caltrans monitors both CO and NO levels in the Tubes, and activates additional ventilation when needed. Each tube has four air supply and four exhaust fans operating to ensure adequate ventilation (eight fans per tube). At least one air supply fan is operating in each tube at all times. Additional fans are turned on by operators as air quality degrades.

Master Response 14

The purpose and need (Chapter 2, Section 2.0), developed in consultation with project stakeholders, includes multimodal connectivity. Pedestrian mobility will be improved by closing existing gaps in sidewalks (Figure 1-12, Chapter 1, Section 3.1.1) and constructing safety improvements at numerous project intersections (Figure 2-17, Chapter 2, Section 2.8.3). Bicyclist mobility will be improved by creating 1.52 miles of separate bicycle facilities (Class I, II, and IV) and the proposed 1.49-mile-long bicycle/pedestrian walkway in the Webster Tube (Figures 1-9, 1-11, and 1-12, Chapter 1, Section 3.1.1). The proposed project will reduce local traffic congestion in downtown Oakland, which will benefit transit by reducing travel times. After consultation with AC Transit following circulation of the Draft EIR/EA, the proposed project will incorporate TSP measures at the following intersections in the City of Oakland: Harrison and 6th streets, Harrison and 7th streets, Webster and 6th streets, and intersections within the project footprint along 7th Street (Chapter 2, Section 2.8.3). The addition of TSP measures will prioritize

bus travel through intersections within the project footprint (Chapter 2, Section 2.8.3), leading to reduced travel times for buses. TSPs at additional intersections, including to and from the Tubes in both the City of Oakland and City of Alameda, will be evaluated during the design phase in consultation with AC Transit.

Master Response 15

The speed limit in each tube will be reduced as a result of the proposed project. This will decrease existing noise levels in both tubes. In addition, it is anticipated that the maximum duration of exposure for bicyclists will be less than 10 minutes, and the maximum duration for pedestrians will be less than 25 minutes. This limited duration further minimizes potential noise impacts to bicyclists/pedestrians. Noise measurements are not proposed within the Tubes.

Master Response 16

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 does not include provisions for unsheltered persons. However, for unsheltered encampments within its ROW, Caltrans has established procedures in place with maintenance staff and the California Highway Patrol to provide adequate noticing prior to the start of construction activities. Per AMM-CCC-1 (Chapter 2, Section 2.4.4), a "Notice to Vacate" will be posted that provides advance notice of the date on which belongings will be removed, information on where belongings will be stored (and for how long), and information on available community services. City of Oakland and City of Alameda policies and procedures will also be followed in their respective cities. This includes informal noticing and coordination on available services up to several weeks prior to the posting of the "Notice to Vacate."

Master Response 17

The proposed project will improve traffic circulation in downtown Oakland (Figure 2-16 and Table 2-14, Chapter 2, Section 2.8.3), thereby reducing traffic congestion and travel times to/from the Tubes. To address multimodal connectivity between Oakland Chinatown and Jack London District, a new two-way cycle track will be installed along Oak Street between 3rd and 6th Streets and a new shared-use path will be installed along Harrison Street between 4th and 6th streets (Figure 1-12, Chapter 1, Section 3.1.1).

Comment B-1 — Jamey Aspel

ORIGINAL COMMENT:

[Comment B-1-1 Overall, I believe this will greatly improve efficiencies within the project area. I particularly like the simplification of access to I-880 to and from the city of Alameda. Pedestrian access via bicycle is also an important item for both Posey and Webster Tubes, which is being addressed as well.]

Though I fully understand that the video provided was to give a general overview of the larger project(s), I want to point out a few important items for consideration when construction documents are being produced.

1. **[Comment B-1-2** Posey and Webster Tubes are not sufficiently illuminated] **[Comment B-1-3** and/or the approach and exit points at either end of each tube require some additional architectural elements to assist in shading the sun. (Reference New Recommended Practice ES: RP-22-11 Tunnel Lighting). I believe that these transitions create additional eye strain so that drivers' cannot properly adjust within the short period of time within either tunnel.]
2. **[Comment B-1-4** Pedestrian sidewalks under I-880 between Downtown Oakland/Chinatown and Jack London/Produce & Waterfront District require pedestrian-friendly lighting solutions that will encourage continued use from day into evening.]
3. **[Comment B-1-5** I do not currently see within this proposed project(s) how the additional housing developments occurring in West Alameda are being addressed. Though I know there will be a new ferry from Seaplane Lagoon, I do not believe that this project(s) properly takes into count all of the additional people living in West Alameda. I believe additional study should occur to account for increased vehicle traffic in the tubes.]
4. **[Comment B-1-6** I highly encourage using a qualified lighting design firm to complement a larger design team to implement the necessary and complex lighting needs for these projects.]

Thanks,

Jamey Aspel

CALTRANS RESPONSE:

Comment B-1-1: See Master Response 1.

Comment B-1-2: The Posey and Webster Tube Rehabilitation Project, completed in July 2016, included lighting upgrades. No additional lighting improvements in the Tubes are proposed.

Comment B-1-3: Caltrans monitors and adjusts the intensity of the lighting within the Tubes depending on the time of day. This helps drivers with lighting transitions when entering or exiting the Tubes. Therefore, additional architectural elements are not warranted. In addition, any modifications to the Posey Tube Portal Building could impact the integrity of this historic property, potentially impacting its eligibility for the NRHP.

Comment B-1-4: See Master Response 2.

Comment B-1-5: See Master Response 3. No additional studies are needed.

Comment B-1-6: A qualified engineer will prepare the lighting design in accordance with Caltrans design specifications.

Comment B-2 — Max Silverstein, Original Pattern Brewing Company

ORIGINAL COMMENT:

Please see our comments below:

Re: Environmental Impacts. **[Comment B-2-1** There are a number of mis-represented items in the Environmental Impacts. "Community Character/Cohesion" - we anticipate that a major 3 year construction project blocking access to our manufacturing facility will result in our closure and displacement, the loss of 20+ jobs and the loss of a critical community gathering place.] **[Comment B-2-2** "Noise/Vibration" - the noise and vibration from construction on our street directly outside our manufacturing facility will damage and interfere with the millions of dollars of specialized manufacturing equipment we have invested in and installed as well as disrupt the critical yeast reproduction process required for us to make our product and will not be mitigated by vibration measures.] **[Comment B-2-3** Additionally, we believe that our historic building will be at risk during such a project.] **[Comment B-2-4** "Right-of-way" - the loss of street access and parking outside our manufacturing facility will result in a displaced business and displaced employees/residents due to lack of street parking.] **[Comment B-2-5** "Visual/Aesthetics" - will be significantly reduced from our customers view of the Posey tube and surrounding area that will have increased traffic flow, noise and pollution.] **[Comment B-2-6** "Cultural Resources/Section 4(f)" - the project will cause irreparable harm to the character of the Historic Waterfront Warehouse District with is a listed National Register of Historic Places, including our historic building.]

Max Silverstein
Original Pattern Brewing Company
292 4th St, Oakland CA 94607
510-844-4833

CALTRANS RESPONSE:

Comment B-2-1: Access will be maintained for all local roadways during construction. The 36-month construction window applies to the entire duration of construction. The specific localized impacts near the intersection of 5th and Harrison streets will be less than 36 months. PF-TRF-1 (Chapter 2, Section 2.8.3) will require implementation of a TMP to minimize impacts to those traveling to and through the project footprint. AMM-TRF-1 and AMM-TRF-2 (Chapter 2, Section 2.8.4) will help minimize the impacts associated with parking loss during construction.

Comment B-2-2: This building (292 4th Street) was identified as a historic building that falls under vibration AMM-VIB-1 (Chapter 2, Section 3.7.4). AMM-VIB-2 requires pre and post assessment for a structure if it is located within 25 feet of heavy construction and 75 feet from vibratory pile driving exceeding 0.25 in/sec PPV, which is the threshold for preventing vibration related damage to historic buildings. Currently, it is not anticipated that heavy construction equipment or vibratory pile driving will occur within those distances from the building noted in your comment. Follow-up coordination, including a meeting, was conducted with the business owner and no vibration thresholds were identified in relation to the yeast production process. Therefore, based upon the current project design, no vibration impacts are anticipated. However, if construction methodologies change during the design phase, AMM-VIB-1 and VIB-2 will also be implemented during construction.

Comment B-2-3: Caltrans evaluated potential impacts to the entire Oakland Waterfront Warehouse District, including its associated individual buildings within the district. The proposed project would only adversely affect the Oakland Waterfront Warehouse District and the George A. Posey Tube. However, adverse effects to the historic district are limited to the proposed work on the Posey Tube, which is a contributing property (Chapter 2, Section 2.10.3). No adverse effects would occur to any other contributing property within the historic district. See Comment B-2-2, which discusses vibration measures that will be incorporated to protect historic buildings near the project footprint.

Comment B-2-4: The loss of on-street parking will primarily be controlled spaces (119 spaces), which could impact businesses (Chapter 2, Section 2.4.3). The loss of uncontrolled parking spaces (27 spaces) is not anticipated to have an impact on residents. Parking was identified as a potential impact to businesses. See Master Response 4.

Comment B-2-5: The *Visual Impact Assessment* (VIA April 2020) evaluated key views around the Posey Tube Portal Building and how they would be altered by the proposed project. No proposed changes were classified as a significant impact. Per the VIA, views along Harrison Street looking north towards I-880 would be enhanced with the removal of on-street parking and the addition of the bicycle/pedestrian path. The new curved wall along the Harrison Street to 5th Street connector would elevate unity and intactness of existing views. The proposed changes at this location were forecasted to have a moderate-low viewer response (Viewpoint 7, Chapter 2, Section 2.9.3). Traffic is not forecasted to increase along 4th or Harrison streets as a result of the proposed project. Traffic will be reduced on 4th Street by removing regionally bound traffic from I-880 bound for the Webster Tube (Figure 2-16, Chapter 2, Section 2.8.3). Existing (2018) and future (2045) noise levels are predicted to remain the same based on noise data collected near this location (Receptor M4, Table 2-46, Chapter 2, Section 3.7.3). The proposed project will alleviate traffic congestion and improve connectivity between Oakland and Alameda for vehicular and multimodal travel (Chapter 2, Section 3.6.3). Therefore, the proposed project will result in slight reductions in CO and NO_x emissions in 2025, 2040, and 2045. PM₁₀ and PM_{2.5} emissions are forecasted to remain the same but not worsen as a result of the Build Alternative (Table 2-39, Chapter 2, Section 3.6.3).

Comment B-2-6: Caltrans considered potential impacts to the Oakland Waterfront Warehouse District. The adverse effect to the Oakland Waterfront Warehouse District is limited to the proposed work on one of its contributing properties — the George A. Posey Tube. Other project elements were evaluated and would not cause an adverse effect to the historic district as discussed in Chapter 2, Section 2.10. These elements included introduction of new visual elements at the freeway, roadway surface striping, traffic lane reconfiguration, parking reconfiguration, and construction vibration. The proposed project would not alter the integrity of the Oakland Waterfront Warehouse District or its listing in the NRHP.

The proposed impacts are not irreparable because avoidance, minimization, and mitigation measures will be incorporated into the proposed project to address impacts to the George A. Posey Tube. At the completion of construction, the Posey Tube would remain eligible for listing under the NRHP.

Comment B-3 — Max Silverstein, Original Pattern Brewing Company

ORIGINAL COMMENT:

November 30, 2020

Hello, thank you for taking the time to read and consider our concerns. **[Comment B-3-1** While we recognize that there is congestion coming out of the Posey Tube, the current traffic pattern to get onto I 880 North provides a path similar to the new proposed horseshoe where cars can get directly onto I-880 in a dedicated lane that avoids local traffic and traffic lights. Creating the new horseshoe will just redirect traffic in a different pattern but not address the underlying causes of the traffic on I 880 itself which causes the back-up.] **[Comment B-3-2** This project seems like an ill conceived attempt to solve general traffic issues that will needlessly spend Millions of taxpayer dollars, and disrupt businesses and livelihoods in the neighborhood simply so cars can drive in a horseshoe v. a loop to get onto I 880.] **[Comment B-3-3** The loss of 150+ parking spaces due to the project will deal a devastating blow to local businesses that rely on customers traveling in by car and being able to park in those spaces to patronize our businesses and that rely on those spaces for our employees to park at during the day while they are working.] **[Comment B-3-4** Additionally, most small businesses will not be able to survive the reduced customer traffic flow from 3 years of construction next to our businesses.] **[Comment B-3-5** We operate a manufacturing facility that relies on 24/7 access to Harrison St through our roll-up door on the south side of the Posey Tube for our inbound and outbound deliveries and need continued vehicles access for commercial tractor trailers in order for us to continue to operate our business.] **[Comment B-3-6** We urge you to consider enhancements to the existing infrastructure such as using the existing Posey Tube to I-880 access lane with additional barriers to make it a fully dedicated lane closed off from local traffic that feed directly to I-800.] **[Comment B-3-7** A project of this size and scope disrupting our livelihoods is not what the businesses of Oakland need and is a poor use of taxpayer money when the most basic of human needs like clean streets are not being addressed.] **[Comment B-3-8** A lot can be done with well thought out minor enhancements to the existing infrastructure.] Thank you.

CALTRANS RESPONSE:

Comment B-3-1: The existing traffic pattern (Figure 1-4, Chapter 1, Section 2.2) is not the same as the proposed traffic pattern under the Build Alternative (Figure 1-13, Chapter 1, Section 3.1.3). The Build Alternative will divert I-880 bound traffic from the Posey Tube away from Oakland Chinatown and instead use reconstructed 5th Street to connect to a proposed horseshoe under I-880. This will reduce pedestrian-vehicle conflicts and traffic congestion in Oakland Chinatown (Table 1-6, Chapter 1, Section 3.1.4).

Comment B-3-2: Improvements identified under the Build Alternative are the result of extensive stakeholder coordination, including over 250 coordination meetings to date (Chapter 4, Section 4.0). Traffic congestion will be alleviated through construction of the Build Alternative (Chapter 2, Section 2.8.3). Traffic congestion was not the only deficiency noted within the project footprint. The proposed project's purpose and need (Chapter 1, Section 2.0) also identified safety and connectivity issues.

Comment B-3-3: Parking was identified as a potential impact to businesses (Chapter 2, Section 2.4.3). See Master Response 4.

Comment B-3-4: Access will be maintained for all local roadways during construction. The 36-month construction window applies to the entire duration of construction. The specific localized impacts near the intersection of 5th and Harrison streets will be less than 36 months. PF-TRF-1 (Chapter 2, Section 2.8.3) will require implementation of a TMP to minimize impacts to those traveling to and through the project footprint. AMM-TRF-1 and AMM-TRF-2 (Chapter 2, Section 2.8.4) will help minimize the impacts associated with parking loss during construction.

Comment B-3-5: Vehicle access will be maintained during and after construction. Harrison Street will be converted from one-way to two-way traffic (Figure 1-9, Chapter 1, Section 3.1.1). As discussed during the January 5, 2020 meeting with Original Pattern Brewing Company, this will still allow trucks to park for loading/unloading and for traffic to move around the parked trucks.

Comment B-3-6: Additional traffic barriers in the Tubes are not feasible due to structural and space constraints.

Comment B-3-7: The proposed improvements will meet the defined purpose and need (Chapter 1, Section 2.0), which includes addressing existing safety, traffic congestion, and connectivity issues.

Comment B-3-8: Major improvements are needed to address deficiencies noted within the project footprint (Chapter 1, Section 2.0). The proposed project proposes near-term improvements to bicycle and pedestrian infrastructure until a long-term multimodal solution can be implemented as part of other projects.

Comment B-4 — Michael Lok, Asian Health Services

ORIGINAL COMMENT:

November 30, 2020

Dear OAAP Project Team, The stakeholders and constituencies represented by the Oakland Chinatown Chamber of Commerce and Oakland Chinatown Coalition have outlined this joint letter to comment on this current stage of the Oakland Alameda Access Project. As stated in your report, the study area identifies as 52.1% Asian, and Oakland Chinatown represents a big part of that demographic majority. Chinatown community leaders have worked on this project for decades and this the closest it has ever come, and there are some details that still need to be addressed and resolved.

Comments to the EIR: **[Comment B-4-1** Figure 1-4 shows the Existing Travel Routes between 1-880 and the Tubes. One of the Routes has northbound 880 traffic exiting at Oak Street, making a left at Oak Street, making a right at 4th Street, making a right on Broadway, and then a right on 5th Street into the Webster Street tube. There does not appear to be any study on the current traffic on these local streets and intersections (other than 4th Street/Broadway- pages 2-85 to 2-88, LOS drops to E and F at 2045 AM) and the impact the project may have on these local streets and intersection.] **[Comment B-4-2** The description of street modifications does not include the new restrictive right-turns movement at south bound 6th/Jackson so that south bound Jackson Street traffic can no longer access the NB 1-880/Jackson Street on-ramp with a right turn. This is required to be in the project description (Page 1-28, Paragraph 8).] **[Comment B-4-3** Over the course of this OAAP project, there has been consideration of HAWK beacon light on 7th and Alice Street but is not mentioned in the EIR.] **[Comment B-4-4** Traffic signal timing modifications at the new 6th Street intersections between Oak and Broadway needs to be addressed and should have some form of protected pedestrian phases.] **[Comment B-4-5** The impact on traffic between Chinatown and Jack London District (JLD) must be addressed. Pages 1-32.] **[Comment B-4-6** No adverse construction impacts were listed for Chinatown Page 2-33, but in both the horseshoe ramp construction and the offramp modifications, we want think proper staging and timing will important to reduce the impacts to Chinatown commercial and residential life, especially when we have seen how construction projects create traffic, parking and noise disruptions.] **[Comment B-4-7** On Table 2-8 Page 2-50 and Page 2-51, the number of local road accidents from 2016-18 are listed with Chinatown intersections having the highest number of total accidents in the study area (mainly on 7th Street which either connect to the Tubes. It is believed that the ramp improvements will reduce the number of accidents that are headed to the I-880, but these improvements still do not address the congestion of Alameda-bound traffic on Webster.)] **[Comment B-4-8** As listed in Table 2-39, the comparative analysis projected gradual reduction of CO & NOx over time and slight reductions of PM10, PM2.5 and reactive organic gases (ROG). We would like to see consideration of additional measures to improve outdoor air quality on surface streets beyond the planting of street trees and improved bike lanes. For example more use of electric vehicles is expected, we would like consideration of more charging stations to be accessible at remaining parking areas.] We also wanted to reiterate our positions and recommendations that we have shared in past meetings and comment letters that still need to be resolved before we can fully support the project. **[Comment B-4-9** Mitigation measures should be proposed to ensure 5th and 6th Streets do not become frontage roads and further divide Chinatown and JLD.] **[Comment B-4-10** Chinatown and JLD are already currently divided by I-880 and the Build Project alternative will reduce vehicular access from Chinatown to Jack London by two traffic lanes with one on Jackson and one on Madison.] **[Comment B-4-11** 2. The three-year construction will adversely impact the residents

and businesses of the Chinatown and Jack London neighborhoods. To mitigate against the adverse impacts, Caltrans and Alameda CTC will convene an advisory committee of Chinatown and Jack London businesses and residents to advise and make recommendations as to staging, timing, and other factors impacting businesses and residents as they arise during the three-year period.] [Comment B-4-12 3. The permanent removal of on-street and off-street parking will adversely affect minority-owned businesses and agencies serving low-income populations as well as residents of Chinatown.] [Comment B-4-13 The list of potentially affected businesses does not include Chinatown businesses whose customers use on and off-street parking along Webster Street and Webster Place. It also disregards employees of non-profits in the area that utilize the uncontrolled parking spaces on 5th, 6th, Harrison Streets.] [Comment B-4-14 There also lacks an appropriate analysis of the impact of parking removal on Chinatown and Jack London residents and businesses, and non-profits.] [Comment B-4-15 Mitigation measures should be proposed given that this parking removal will have a disproportionate impact on the local community of residents and businesses.] [Comment B-4-16 To mitigate the impact of redirecting traffic from the NB I-880 Broadway Exit to the Oak Street Exit and to MITIGATE the loss of parking created by the project, Caltrans and Alameda CTC should provide state of the art safe Underpass parking at the Oak Street off-ramp. This will also allow destination traffic to immediately park and avoid circling through the Chinatown and Jack London communities in search of parking.] [Comment B-4-17 4. Chinatown is still worried about the added traffic brought to Chinatown surface streets by the removal of the Broadway Offramp and widening the Oak Street Offramp with the bulk of car traffic going up Oakland through Chinatown. Some of the proposed two-way conversion could help disperse that traffic, but not all.] [Comment B-4-18 We would also like the project team to revisit two-way conversion on all of 6th Street because significant improvements need to happen on 6th and 7th Streets to account for the added traffic from the removed Broadway off-ramp.] [Comment B-4-19 Chinatown remains supportive of the horseshoe ramp] and welcomes further discussions to refine the project so that it can achieved all of its stated goals and outcomes.

CALTRANS RESPONSE:

Comment B-4-1: The intersections on 4th Street between Broadway and Oak Street are not part of the project footprint (Figure 1-9, Chapter 1, Section 3.1.1). Under the proposed project, traffic volumes at the 4th Street/Broadway intersection are expected to increase by 2% in 2045 AM and 4% in 2045 PM as compared to the No-Build Alternative. The impact at this intersection will be minor.

Comment B-4-2: Proposed pedestrian improvements are detailed in Chapter 2, Section 2.8.3 and are illustrated in Figure 2-17 (Chapter 2, Section 2.8.3). Inclusion of these improvements in the project description is not proposed in Chapter 1 since this information is available in the Traffic and Transportation/Pedestrian and Bicycle Facilities chapter (Chapter 2, Section 2.8).

Comment B-4-3: A PHB will be installed at the intersection of 7th and Alice streets (Chapter 2, Section 2.8.3 and Figure 2-17). A HAWK is a type of PHB.

Comment B-4-4: The TOAR (August 2020) evaluated signal timing throughout the project study area and will be used to develop a signal timing plan to minimize delays. This plan will be recommended to the City of Oakland, who will be responsible for implementing signal timing changes and monitoring post project speeds. The proposed pedestrian improvements along 6th Street are discussed in Chapter 2, Section 2.8.3 and are illustrated in Figure 2-17.

Comment B-4-5: Traffic between Chinatown and the Jack London District will not be adversely impacted. All existing routes will be maintained under the Build Alternative, with the exceptions of Jackson Street which will be converted to a one-way road and Madison Street which will be converted to a two-way road (Figure 1-9, Chapter 1, Section 3.1.1).

Comment B-4-6: No adverse construction-related impacts are anticipated. PF-TRF-1 (Chapter 2, Section 2.8.3) stipulates the development of a TMP which will include strategies to minimize impacts on those traveling to and through the project footprint during construction. The TMP will include plans for traffic rerouting, a detour plan (if required), and public information procedures. AMM-TRF-1 through AMM-TRF-4 (Chapter 2, Section 2.8.4) will provide information to neighborhoods and businesses regarding changes to parking and will provide alternate transportation options.

Comment B-4-7: The proposed project will provide additional routes to the Webster Tube, including a continuous 6th Street (Figure 1-13, Chapter 1, Section 3.1.3). The proposed project will implement pedestrian safety improvements to reduce pedestrian-vehicle conflicts (Figure 2-17, Chapter 2, Section 2.8.3).

Comment B-4-8: The proposed project was classified as having a "less than significant impact" on air quality (Chapter 3, Section 2.0). During its operation, the proposed project will have decreased air pollutant emissions as compared to the No-Build Alternative (Chapter 2, Section 3.6.3). Based on this, no additional measures are proposed.

Comment B-4-9: The proposed project does not apply any mitigation measures for the improvements along 5th and 6th streets because no significant traffic-related impacts were identified (Chapter 2, Section 2.8.3). The CIA (September 2020) determined there would be no adverse impacts on community cohesion, as well. Project features along 5th and 6th Streets, such as bulb-outs and pedestrian phase signals (Figure 2-17, Chapter 2, Section 2.8.3), will help calm traffic. The proposed speed limits on both streets will be limited to 25 mph. These project elements, along with the signalized intersections, will prevent a barrier effect that would divide these communities. In addition, multimodal connectivity will be improved between Chinatown and the Jack London District via the proposed Oak Street cycle track and Harrison Street shared-use path (Figure 1-12, Chapter 1, Section 3.1.1).

Comment B-4-10: Traffic between Chinatown and the Jack London District will not be adversely impacted. All existing routes will be maintained under the Build Alternative, with the exceptions of Jackson Street which will be converted to a one-way road and Madison Street which will be converted to a two-way road (Figure 1-9, Chapter 1, Section 3.1.1). Multimodal connectivity will be improved between these neighborhoods. A two-way cycle track will be installed along Oak Street and a shared-use path will be constructed along Harrison Street (Figure 1-12, Chapter 1, Section 3.1.1).

Comment B-4-11: See the response to Comment B-4-6. Stakeholder workshops and outreach will continue during the design phase in order to address staging, timing, and other factors that would potentially impact businesses and residents.

Comment B-4-12: Mitigation Measure MM-CCC-1 (Chapter 2, Section 2.4.4) is included in the proposed project to address on-street parking loss. Potential impacts to Environmental Justice communities associated with on-street parking loss were reviewed and determined to not be significant (Chapter 2, Section 2.6.3). Per Chapter 2, Section 2.4.3, parking loss is not expected to impact residents. Coordination with business owners is on-going. Extensive outreach was

conducted within the project footprint, including efforts targeting businesses. To date, no disproportionate or adverse impacts to minority-owned businesses have been identified. Public outreach included mailings and newspapers in four languages (English, Cantonese, Spanish, and Vietnamese), social media posts, email blasts to stakeholders, and direct canvassing to ensure equitable coverage. See Master Response 4.

Comment B-4-13: Mitigation Measure MM-CCC-1 (Chapter 2, Section 2.4.4) is included in the proposed project to address on-street parking loss. See Master Response 4. Coordination was conducted with businesses located within the project footprint that would potentially be impacted by nearby on-street parking removal. Of the businesses that responded, two indicated that on-street parking removal would not impact their operations. One business expressed concerns about parking loss, but is located near the proposed lots referenced in MM-CCC-1. MM-CCC-2 (Chapter 2, Section 2.4.4) would install bike racks as requested near businesses impacted by on-street parking loss. The combination of these proposed mitigation measures and the proposed pedestrian/bicycle infrastructure improvements would minimize localized impacts associated with parking loss.

Comment B-4-14: See the response to Comment B-4-13.

Comment B-4-15: See Master Response 4.

Comment B-4-16: See Master Response 4. The proposed mitigation will ensure the availability of publicly available parking under I-880. Signage will be installed directing motorists to these lots. The final design of each parking lot will be finalized during the project's design phase.

Comment B-4-17: Under the Build Alternative new traffic through Chinatown will be primarily limited to 6th Street (Figures 13 and 14 in the TOAR August 2020). There will be significant net decreases in traffic in Chinatown along Harrison, 7th, 8th, and Jackson streets.

Comment B-4-18: See the response to Comment B-4-17 regarding traffic in Chinatown. The PDT evaluated a two-way configuration on 6th Street extending from Oak Street to Broadway. This design created several irregular intersections leading to both safety and operational concerns, resulting in failure to meet the proposed project's purpose and need. This configuration would also prohibit installation of the two-way cycle track on 6th Street, which would likely cause the cycle track to be relocated to 7th Street. Feedback was received from the Chinatown community about not installing bicycle infrastructure on 7th Street.

Comment B-4-19: See Master Response 1.

Comment B-5 — Anna Christensen, CEO, Magnetic Insight

ORIGINAL COMMENT:

October 24, 2020

I am a CEO for a Biotech on Alameda with employees that travel on and off the island. **[Comment B-5-1** This project will support our growth and ease of access to our site. I encourage the completion of this project as it will improve access for local businesses.]

CALTRANS RESPONSE:

Comment B-5-1: See Master Response 1.

Comment B-6 — Julia Liou, Asian Health Services

ORIGINAL COMMENT:

October 20, 2020

Thank you for this opportunity to submit comments. We would like to submit the following comments: **[Comment B-6-1** 1) Traffic signal timing modifications at new 6th Street intersections between Oak and Broadway need to be addressed.] **[Comment B-6-2** A protected pedestrian phase need to be incorporated] **[Comment B-6-3** and further analysis of the impact of traffic between Chinatown and Jack London also need to be addressed.] **[Comment B-6-4** 2) The impact of the proposed circulation of cars that are exiting at Oak street then directed to 4th Street onto Broadway then 5th street into the tube on local streets and potential impacts on Chinatown needs to be further analyzed and discussed.] **[Comment B-6-5** 3) Ensure that street modifications the Oakland Chinatown Coalition requested be included in the project description. Specifically, the new restrictive right-turns movement at south bound 6th/Jackson so that south bound Jackson Street traffic can no longer access the NB 1-880/Jackson Street on-ramp with a right turn this is a critical element.]

CALTRANS RESPONSE:

Comment B-6-1: The TOAR (August 2020) evaluated signal timing throughout the project study area and will be used to develop a signal timing plan within the project footprint to minimize delays. This plan will be recommended to the City of Oakland, who will be responsible for implementing signal timing changes and monitoring post project speeds.

Comment B-6-2: A protected pedestrian phase is proposed for the intersection of 6th Street/Broadway (Figure 2-17, Chapter 2, Section 2.8.3). Additional pedestrian improvements are proposed at other intersections along 6th Street, including no turn on red signals, bulb-outs, and shortened crosswalks (Figure 2-17, Chapter 2, Section 2.8.3).

Comment B-6-3: Traffic between Chinatown and the Jack London District will not be adversely impacted. All existing routes will be maintained under the Build Alternative, with the exceptions of Jackson Street which will be converted to a one-way road and Madison Street which will be converted to a two-way road (Figure 1-9, Chapter 1, Section 3.1.1).

Comment B-6-4: The referenced route (4th Street to Broadway to 5th Street to the Webster Tube) illustrated in Figure 1-4 (Chapter 1, Section 2.2) is an existing route, not a proposed route. Under the Build Alternative, drivers will directly access the Webster Tube by traveling along 6th Street and then making a left turn onto Webster. Analysis of the proposed route is provided in Chapter 2, Section 2.8.3.

Comment B-6-5: The Build Alternative would prohibit drivers on southbound Jackson Street from accessing the NB I-880/Jackson Street on-ramp by restricting right turns onto 6th Street. Improvement #8 in the project description lists intersections with restricted right-turn movements, including 6th/Jackson streets. These restricted right-turns are also shown on Figure 2-17 and described in Chapter 2, Section 2.8.3.

Comment E-1 — Nikki Fortunato Bas, Councilmember District 2, City of Oakland

ORIGINAL COMMENT:

October 27, 2020

Lindsay Vivian
Office of Environmental Analysis Caltrans District 4
111 Grand Avenue, MS-8B
Oakland, CA 94612
oakland.alameda.access@dot.ca.gov

Subject: Oakland Alameda Access Project

Dear Ms. Vivian,

[Comment E-1-1 Thank you for the opportunity to comment on this project. The Posey Tube is an important roadway for the Chinatown and broader Oakland community, and I would like to support the Oakland Alameda Access Project**]** with the following recommendations:

1. **Traffic and Pedestrian Safety:** **[Comment E-1-2** Address the traffic signal timing modifications at the new 6th Street intersections between Oak and Broadway.**]**
[Comment E-1-3 Incorporate a protected pedestrian phase for the Chinatown area.**]**
2. **Traffic Analysis:** **[Comment E-1-4** Conduct further analysis of the impact of traffic between Chinatown and Jack London Square. Assess the general impact and the specific impacts on Chinatown of the proposed circulation of cars that are exiting at Oak Street then directed to 4th Street onto Broadway, then 5th Street into the Posey Tube on local streets.**]**
3. **Chinatown Coalition Recommendations:** **[Comment E-1-5** Ensure that street modifications the Chinatown Coalition, which is comprised of the diverse community and health organizations and service providers in the Chinatown neighborhoods, requested be included in the project description. Specifically, the new restrictive right-turns movement at the Southbound 6th/Jackson Street so that Southbound Jackson Street traffic can no longer access the NB 1-880/Jackson Street on-ramp with a right turn – this is a critical element.**]**

Thank you for the opportunity to comment. Please feel free to contact me if you have questions regarding these comments.

Sincerely,

Nikki Fortunato Bas
Councilmember, District 2
City of Oakland

CALTRANS RESPONSE:

Comment E-1-1: See Master Response 1.

Comment E-1-2: As described in the TOAR (August 2020), signal timing along 6th Street will maintain an acceptable level of service. Signal timing for 6th Street will be the responsibility of the City of Oakland. This feedback will be provided to the City of Oakland for their consideration.

Comment E-1-3: A PHB will be installed at the intersection of 7th and Alice streets (Figure 2-17, Chapter 2, Section 2.8.3). This functions in a similar way to a protected pedestrian phase.

Comment E-1-4: A detailed analysis of all traffic impacts in the project footprint is included in the TOAR (August 2020). Connectivity between Chinatown and Jack London Square will be maintained. However, the existing travel pattern using 4th Street is expected to be replaced by 6th Street in the Build condition.

Comment E-1-5: The Build Alternative would prohibit drivers on southbound Jackson Street from accessing the NB I-880/Jackson Street on-ramp by restricting right-turns onto 6th Street. Improvement #8 in the project description lists intersections with restricted right-turn movements, including 6th/Jackson streets. These restricted right-turns are also shown on Figure 2-17 and described in Chapter 2, Section 2.8.3.

Comment E-2 — Marilyn Ezzy Ashcraft, Mayor of Alameda

ORIGINAL COMMENT:

November 19, 2020

Tess Lengyel, Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Oakland Alameda Access Project

Dear Director Lengyel:

Many thanks to you and your team for attending our November 17 City Council meeting to listen and contribute to our discussion on the Oakland Alameda Access Project (OAAP). We appreciate your efforts to collaborate with us on this project, and to chart a path forward for the planned bicycle and pedestrian bridge over the Estuary.

As we've previously discussed, in May 2014, the Alameda County Transportation Commission (Alameda CTC) assured the City of Alameda that the Commission "remains committed to the delivery of improvement projects not only to resolve traffic and transportation issues in and around the Posey and Webster Tubes area in the vicinity of the Broadway-Jackson interchange, **but also to the delivery of multimodal and access circulation improvements for Alameda Point**, as well as Oakland Chinatown, Downtown Oakland, and Jack London Square." (See Attachment 1: May 14, 2014 letter from Alameda CTC Chair Scott Haggerty and Vice Chair Rebecca Kaplan to Alameda Mayor Marie Gilmore.)

Then, in November 2014, the voters of Alameda County voted to include \$75 million for "**multimodal transportation and circulation improvements for Alameda Point**, Oakland Chinatown, Downtown Oakland, and Jack London Square" when they approved the Transportation Expenditure Plan (TEP) for Measure BB. Now, after six years of design work, the cities of Alameda and Oakland must decide whether the project has fulfilled its promises to the voters.

[Comment E-2-1 The City of Alameda supports the OAAP project because it provides an excellent means of rectifying and reducing the ongoing impacts of the original freeway design on the Oakland Chinatown community. The project will significantly improve pedestrian and bicycle safety in Oakland Chinatown, and these improvements are long overdue. The project will also benefit Alamedans who drive through the Tube by reducing travel time to and from Interstate 880 by reducing the number of Oakland city blocks one needs to travel to access the freeway.]

While the City of Alameda supports the OAAP project going forward because of its benefits for Oakland and Chinatown, **[Comment E-2-2** we do so with the understanding that Alameda CTC and Oakland are committed to supporting a regional effort to develop a permanent, long term solution to improve bicycle and pedestrian access across the Estuary between Alameda and Oakland that will reduce the total number of people driving through the Tubes, on Oakland streets, or onto the freeway.] **[Comment E-2-3** Ultimately, the goal for our cities, county and

region must be to reduce automobile vehicle miles traveled and encourage and support non-single-occupant vehicle modes of travel.]

[Comment E-2-4 The OAAP project includes a plan to open up the existing maintenance walkway in the Webster Tube and widen it to 4-feet. This walkway may provide an emergency evacuation route for motorists whose automobiles break down in the Tube, but it does not provide an effective bicycle or pedestrian facility between Oakland and Alameda. This new walkway will be just as inadequate and uninviting for bicyclists and pedestrians as the existing 3-foot walkway in the Posey Tube.] **[Comment E-2-5** We must hold ourselves to a higher standard if we are to achieve our goals of providing for the needs and safety of all users - not just motorists, and reducing regional congestion and greenhouse gas emissions.]

[Comment E-2-6 We do not consider the OAAP project to be a permanent, long-term solution to the issue of bicycle and pedestrian connectivity between Oakland and Alameda. A bicycle and pedestrian bridge across the Estuary between Alameda and Oakland provides that permanent long-term solution to improve bicycle and pedestrian access, reduce traffic in Chinatown, and reduce greenhouse gas emissions regionally.]

We are in the final stage of the technical feasibility study to build a world-class bicycle and pedestrian bridge between our two cities that meets U.S. Coast Guard and Port of Oakland stated navigational clearance requirements. The draft feasibility study shows that approximately 5,000 to 6,000 bicyclists and pedestrians will use the bridge each weekday, **resulting in over 40,000 fewer auto trips across the estuary and in Chinatown per week.** The bicycle and pedestrian bridge is recommended in the City of Oakland's Downtown Specific Plan and Bicycle Plan, the Caltrans District 4 Bicycle Plan, Alameda CTCs Countywide Active Transportation Plan, and the City of Alameda's Transportation Choices Plan, Climate Action and Resiliency Plan, draft General Plan 2040 and draft Active Transportation Plan.

With continued support from Alameda CTC, Alameda and Oakland will be able to achieve their joint vision for this transformative project. **[Comment E-2-7** We are seeking funding for the next two phases of this project, a Project Study Report (PSR) or equivalent, estimated to cost \$1.4 million, and Project Approval/Environmental Document phase, estimated to cost \$4.4 million.] As you stated in your letter dated November 16, 2020 (attached), on November 19, 2020, the Alameda CTC Commission will vote to include the Estuary bridge project in the 2020 Countywide Transportation Plan's 10-Year Priority Projects and Programs List. **[Comment E-2-8** Pursuant to your recommendation, the City of Alameda will then submit an application to fund the next phase(s) of the bridge project through the Comprehensive Investment Plan (CIP) process through which the Commission allocates discretionary funding.]

[Comment E-2-9 Additionally, the City of Alameda requests that the Alameda CTC Commission consider the on-going need for multimodal improvements across the Estuary and seeks Commission consideration for funding for the next phases of the bicycle and pedestrian bridge at its January 2021 meeting.]

[Comment E-2-10 Finally, we also ask that the next phase of design work on the OAAP include enhancements to transit access to and from the Webster and Posey Tubes, both in Oakland and Alameda, to improve the project's promised multimodal and circulation improvements.]

With continued support from Alameda CTC and Oakland we are confident that the multimodal

improvements promised to voters in 2014 will eventually become a reality. With the completion of the OAAP and the Bicycle and Pedestrian Bridge, we will be building a better, more equitable, and more sustainable Bay Area.

Best Regards,

Marilyn Ezzy Ashcraft

Mayor of Alameda

MEA: mk

cc: Eric Levitt, City Manager, City of Alameda
Andrew Thomas, Director Building, Planning & Transportation, City of Alameda
Lindsay Vivian, Caltrans District 4

Attachments:

1. May 2014 Letter from Alameda CTC to City of Alameda
2. November 2020 Letter from Tess Lengyel, Alameda CTC to Alameda Mayor Ezzy Ashcraft

{Attachment 1}

May 30, 2014

Mayor Marie Gilmore
City of Alameda
2263 Santa Clara Avenue, Room 320
Alameda, California 94501-4477

Subject: I-880 / Broadway Jackson Interchange Area Improvements Project (Project); Multimodal and Circulation Improvements for Alameda Point, Oakland Chinatown, Downtown Oakland, and Jack London Square

Dear Mayor Gilmore,

As you know in late 2013, the Alameda County Transportation Commission (Alameda CTC) created an Ad-Hoc Project Advisory Committee (PAC) to guide and advance the Project, as defined in the 2000 Alameda County Transportation Expenditure Plan (TEP) and funded through 2000 Measure B, through the development process. The PAC has met a few times since December 2013, and although a planned traffic study focused on the I-880/Broadway-Jackson Interchange area as well as on Downtown Oakland has occupied most of the attention of the PAC in the last five months, these issues have now been resolved and Alameda CTC will begin the process to bring a consultant team on-board to prepare the traffic study this month.

This letter provides assurance that Alameda CTC remains committed to the delivery of improvement projects not only to resolve traffic and transportation issues in and around the Posey and Webster Tubes area in the vicinity of the Broadway-Jackson interchange, but also to

the delivery of multimodal and access circulation improvements for Alameda Point, as well as Oakland Chinatown, Downtown Oakland, and Jack London Square.

The first step to move this Project towards design and construction is to obtain environmental clearance for the Project as required by federal and state laws. As you know, the Project is full of complexities and will indeed be challenging, but the Alameda CTC is committed to working with all appropriate stakeholders, agencies, and authorities to obtain certified environmental clearance as required by CEQA and NEPA, and start the final design engineering process within the timeframe of three years from the date of this letter. As a matter of course, nothing could happen on the ground without environmental clearance and engineering plans completed. To make up for lost time, Alameda CTC staff has been directed to proceed with the process to bring on an engineering consultant team by mid-June 2014.

The project delivery approach and commitment outlined above increases the likelihood that the Project will obtain early sales tax funding for construction and implementation should voters approve the sales tax measure supporting the 2014 Alameda County Transportation Expenditure Plan. The 2014 TEP includes \$75 million in sales tax funding for 1-880 Broadway-Jackson multimodal and circulation improvements for Alameda Point, Oakland Chinatown, Downtown Oakland, and Jack London Square. If for any reason the current Project at Broadway-Jackson should prove to be infeasible within the timeframe of three years from the date of this letter and/or if other sources of funding become available, Alameda CTC could allocate these funds to alternative transportation methods to and from Alameda Point without the need to amend the 2014 TEP, and the signatories to this letter will support such action.

In addition to significant sales tax funding for improvements described above, the 2014 TEP also includes multiple programs and projects that will directly benefit the City of Alameda. The 2014 TEP will continue to provide financial resources for the City of Alameda to invest in locally identified priorities such as local streets, biking and walking, and paratransit services. With the approval of the 2014 TEP, the City of Alameda will annually receive \$3.76 million, a 95% increase over the funding received through the 2000 TEP.

Estimated City of Alameda Revenue for Local Priorities - 1st Year with the 2014 TEP

Local Streets Maintenance and Safety	\$ 3,000,000
Bicycle and Pedestrian Paths and Safety	\$ 380,000
Paratransit for Seniors and People with Disabilities	<u>\$ 380,000</u>
	\$ 3,760,000

Over the life of the 2014 TEP, the City of Alameda will directly receive over \$122 million to invest in local priorities.

Total City of Alameda Revenue for Local Priorities- 2014 TEP Plan

Local Streets Maintenance and Safety	\$ 96,280,000
Bicycle and Pedestrian Paths and Safety	\$ 11,380,000
Paratransit for Seniors and People with Disabilities	<u>\$ 14,400,000</u>
	\$ 122,060,000

Furthermore, the 2014 TEP will also provide significant funding for transit and bicycle and pedestrian improvements. The Alameda to Fruitvale Rapid Bus project is specified in the Plan for \$9 million. The Water Emergency Transportation Authority (WETA) will receive \$39 million for ferry service in Alameda County, providing two routes serving the City of Alameda.

The 2014 TEP will also make significant investments in transportation infrastructure countywide, and several of these investments will also benefit the City of Alameda, albeit indirectly. These investments include significant funding to improve BART stations, bus services, freeways and major arterials, bicycle and pedestrian safety, and local land-use development.

We look forward to your agreement of our proposed approach to delivering needed transportation improvements for the City and for Alameda Point, and our commitment to delivering the Project in a timely manner. We also look forward to your City Council's approval of the 2014 Transportation Expenditure Plan, in recognition of the fact that approval of the related sales tax measure by Alameda County voters in November would bring significant benefits to your City and allow many of the City's goals and objectives to be realized.

If you have any questions or need additional information, please contact Alameda CTC Executive Director, Art Dao, at (510) 208-7400.

Sincerely,

Scott Haggerty, Chair
Alameda County Transportation Commission,
and Alameda County First District Supervisor

Rebecca Kaplan, Vice Chair
Alameda County Transportation Commission
and Oakland Councilmember At-Large

Cc: Members of the Alameda City Council
John Russo, Alameda City Manager
Arthur Dao, Alameda CTC
R. Zachary Wasserman, Alameda CTC General Counsel

{Attachment 2}

November 16, 2020

Mayor Marilyn Ezzy Ashcraft
City of Alameda
2263 Santa Clara Avenue
Alameda, CA 94501
(Sent via email)

RE: City of Alameda Multimodal Transportation Access and Projects

Dear Mayor Ezzy Ashcraft:

First and foremost, thank you and your staff for the on-going participation and engagement in the development of the Oakland Alameda Access Project (OAAP). This is a project approved by voters in the 2014 Transportation Expenditure Plan and funded with Measure BB sales tax dollars. In May 2014, the City of Alameda received a letter from Alameda CTC's then chair and vice chair acknowledging the importance of multimodal access and circulation improvements for both the Cities of Alameda and Oakland and stating that if for any reason the OAAP (formerly

known as the Broadway-Jackson project) should prove infeasible within a three year timeframe from the date of the letter, Alameda CTC could allocate funds from the project to alternative transportation methods to and from Alameda Point.

As you know, the OAAP is currently in the environmental phase of project development. During the development of technical studies for the environmental document, the City of Alameda requested that Alameda CTC develop an updated feasibility study to the 2009 feasibility study that had been previously funded by Alameda CTC in a renewed effort to identify opportunities for multimodal access between Alameda and Oakland. This feasibility study is outside the designated environmental study area for the OAAP project for which Caltrans is the CEQA lead. Alameda CTC worked with the city and developed an updated feasibility study which has been submitted to the US Coast Guard for review and feedback given the estuary is federal navigable waters and any project environmental approvals for a separate estuary crossing project would require several levels of federal approvals.

I am writing to let you know that Alameda CTC has supported the estuary crossing project in many ways, including funding for the 2009 study, the updated 2019 study and most recently with the inclusion of the project in the 2020 Countywide Transportation Plan which is before my Commission for consideration for adoption on Thursday, November 19, 2020. As a policy body, Alameda CTC makes funding recommendations for projects and programs funded with Measure BB dollars. Additional funding for the estuary project must go before the full Commission for consideration.

There are two pathways available to the City to address the on-going importance of multimodal access between Alameda and Oakland regarding the estuary crossing:

1. The City may submit an application to fund a project phase through the Comprehensive Investment Plan (CIP) process through which the Commission allocates discretionary funding. A CIP Call for Projects will be released in December 2020 and recommendations will be brought to the full Commission in spring 2021 for consideration. Once released in early December, the CIP information will be available here: <https://www.alamedactc.org/funding/funding-opportunities/>
2. The City may submit a letter to me regarding the on-going need for multimodal improvements across the estuary and seek Commission consideration for funding directly related to the May 2014 letter the City received from Alameda CTC. I understand the importance of safe, reliable multimodal access and commit to bringing such a request to the full Commission for consideration at the beginning of 2021. If I receive a letter from the City in early December, I can bring it to the first meetings in January 2021.

I look forward to working with the City to continue to deliver important projects and programs. If you or your staff would like to discuss this further, I may be reached at (510) 208-7402

Sincerely,

Tess Lengyel
Executive Director
Alameda County Transportation Commission

CALTRANS RESPONSE:

Comment E-2-1: See Master Response 1.

Comment E-2-2: See Master Response 5.

Comment E-2-3: The proposed project is projected to result in a slight decrease in VMT between the 2045 Build and 2045 No-Build scenarios (Table 2-40, Chapter 2, Section 3.6.3). Based on this, the proposed project would not increase VMT. Proposed bicycle and pedestrian improvements could help encourage mode shift from motor vehicle use, as well.

Comment E-2-4: See Master Response 6. The proposed project will not preclude, but will rather compliment, future improvements to multimodal access, including the proposed Estuary Crossing Bridge. See Master Response 7.

Comment E-2-5: The proposed pedestrian improvements will improve safety by reducing pedestrian-vehicle conflicts (Figure 2-17, Chapter 2, Section 2.8.3). Traffic congestion associated with regionally bound traffic will be reduced (Table 2-14, Chapter 2, Section 2.8.3). VMT will decrease per the response to Comment E-2-3. The proposed project implements measures to decrease energy consumption (Chapter 2, Section 3.8) and GHG emissions (Chapter 3, Section 3.4).

Comment E-2-6: See the response to Comment E-2-4 and Master Response 5.

Comment E-2-7: See Master Response 7.

Comment E-2-8: Thank you for this information.

Comment E-2-9: See Master Response 7.

Comment E-2-10: AC Transit is responsible for route and schedule changes. The proposed project will alleviate congestion within the project study area, which will benefit existing transit routes by reducing bus travel times. Travel times 7th and 8th streets will be reduced because of the proposed horseshoe and continuous 6th Street, which will remove regionally bound traffic from other local roadways. The TOAR (August 2020) outlines travel times for various downtown Oakland travel routes (Tables 26 and 31, Chapter 6). In general, travel times decrease as a result of the proposed project, with the exception of SB Webster Street from 12th Street to the Webster Tube (note this area is not currently on an AC Transit route). Reduced traffic congestion and travel times will reduce bus delays. Since the circulation of the Draft EIR/EA, Alameda CTC met with AC Transit to discuss additional improvements (Chapter 4, Section 4.10). The proposed project has been revised incorporate transit signal priority (TSP) at the following intersections in the City of Oakland: Harrison and 6th streets, Harrison and 7th streets, Webster and 6th streets, and intersections within the footprint along 7th Street. The addition of TSP at these intersections would improve the efficiency of the bus transit system within the project footprint. TSPs at additional intersections, including to and from the Posey and Webster tubes in both the City of Oakland and City of Alameda, will be evaluated during the final design phase, in consultation with AC Transit.

Comment E-3 — Tony Daysog, Alameda City Councilmember

ORIGINAL COMMENT:

Lindsay Vivian
Caltrans District 4, Office of Environmental Analysis
111 Grand Avenue
MS-8B
Oakland, CA 94612

Introduction

I am submitting this email as a comment per the Oakland-Alameda Access Project. Comments are due November 30, 2020. In this comment, I am asking questions with hopes that the ideas\concepts embedded in the questions will be evaluated and, if answers to these questions improve traffic flow in engineeringly-possible and safe manner, ACTC considers pursuing these ideas\concepts.

Public Comment

[Comment E-3-1 I am concerned about queuing of vehicles in the right lane in the Posey Tube during morning peak commute hours, especially at the area leading up to, at, and beyond immediate exit out of the Posey Tube. As I understand it, vehicles will be required to travel at speeds of 45 MPH in the tube, then slow-down to 35 MPH prior to the exit of the tube, and then slow even more to 20 MPH once immediately out of the. I am not convinced that this degradation is satisfactory product of the long-awaited Oakland-Alameda Access Project; unless outbound flow is improved, unsatisfactory vehicular bottlenecks and queuing will ensue because all traffic on the right-lane of the outbound Tube must by virtue of the solid white striping navigate in a single-file lane leading up to, at, and beyond the exit of the Posey Tube.]

Question 1 of 2: **[Comment E-3-2** In examining the posted video (<https://oaklandalamedaaccessproject.com/public-hearing/?/>) of a vehicle taking a right turn out of the tube to go Northbound 880 via the horseshoe, it looks like there is space\unused capacity that a vehicle can take, which would hasten to safe movement of vehicle: in other words, for vehicles about to and once on the horseshoe, what can we do to open that lane on the left-hand side that (in the video) is now closed via yellow striping, to improve the flow of vehicle on and around the horseshoe?]

Question 2 of 2: **[Comment E-3-3** Similarly, for vehicles seeking to go Southbound 880, once these vehicle make a right turn out of Posey and after the SIXTH YELLOW-BLACK > sign, according to the video, there is white striped-island that momentarily prevents vehicles from immediately aiming to go Southbound: what can we do to remove that white island on the right-hand side, to improve the flow of vehicles seeking to get on 880 Southbound?]

Thank you for considering my questions\comments.

/s/ Tony Daysog, Alameda City Councilmember, 94501

cc: T. Lengyel ATCT Exec. Dir.
cc: E. Levitt Alameda City Manager

CALTRANS RESPONSE:

Comment E-3-1: Currently, during the AM peak hour there are queues that form in the Posey Tube. Per the TOAR (August 2020), traffic queues for the 2045 AM peak hour will be shorter under the Build Alternative than under the No-Build Alternative. The proposed project will provide adequate storage for all freeway on- and off-ramps. A 20 mph speed limit is required for safety on the horseshoe. Reducing the speed limit to 35 mph prior to the exit of the Posey Tube will prepare drivers and avoid abrupt slow-downs. Striping will be used to channelize vehicles in advance of the tunnel portal exit to reduce traffic weaving which causes backups and safety concerns.

Comment E-3-2: The areas referenced from the video simulation on either side of the proposed horseshoe are shoulders, which are needed to accommodate larger vehicles (trucks, buses, etc.) and to comply with Caltrans design standards.

Comment E-3-3: The space on either side of the horseshoe is a shoulder, which is needed to accommodate large vehicles (trucks, buses, etc.) and to comply with Caltrans design standards. The design team will lengthen the right-turn lane as much as possible during the project's design phase.

Comment L-1 — David J. Rehnstrom, EBMUD

ORIGINAL COMMENT:

October 30, 2020

Lindsey Vivian
Office of Environmental Analysis
Caltrans, District 4
111 Grand Avenue, MS 8B
Oakland, CA 94612

Re: Draft Environmental Impact Report - Oakland Alameda Access Project, Oakland

Dear Ms. Vivian:

East Bay Municipal Utility District (EB MUD) appreciates the opportunity to comment on the Draft Environmental Impact Report (EIR) for the Oakland Alameda Access Project located in the City of Oakland (City). EB MUD commented on the Notice of Preparation of a Draft EIR for the project on October 11, 2017; EBMUD's original comments (see enclosure) still apply regarding water service. EBMUD has the following additional comments.

[Comment L-1-1 The point of contact for questions related to pipeline relocations in the October 11, 2017 comment letter is no longer with EBMUD. Please contact Emiliano Esparza at (510) 287- 1191 or emiliano.esparza@ebmud.com to coordinate pipeline relocations for the project.

If you have any questions concerning this response, please contact Timothy R. McGowan, Senior Civil Engineer, Major Facilities Planning Section at (510) 287-1981.]

Sincerely,

David J. Rehnstrom

Manager of Water Distribution Planning

Enclosure: - October 11, 2017 Comment Letter on NOP of Draft EIR

October 11, 2017

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

Re: Notice of Preparation of an Environmental Impact Report - Oakland Alameda Access Project

Dear Ms. Coppola:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation of an Environmental Impact Report for the Oakland Alameda Access Project located in the cities of Oakland and Alameda. EBMUD has the following comments.

WATER SERVICE

[Comment L-1-2 EBMUD owns and operates distribution pipelines in all of the streets within the proposed project area. In addition, EBMUD owns and operates a distribution pipeline in an EBMUD right-of-way (R/W 2280) in the portion of Sixth Street that was vacated by the City of Oakland and is adjacent to the Sixth Street off ramp. These pipelines provide continuous service to EBMUD's customers in the area. Proposed construction activity will need to be coordinated with EBMUD so that the integrity of these pipelines is maintained at all times.]

[Comment L-1-3 If modifications to the streets occur that require pipeline relocation, the relocation costs would be at the project sponsor's expense. All costs associated with abandonment and relocation of pipelines, relocation of water services, relocation of hydrants, pipeline extensions, and offsite improvements would be at the project sponsor's expense.]

[Comment L-1-4 The engineering, installation and abandonment of pipelines often require substantial lead time, which should be accounted for in the project schedule. EBMUD recommends at least 18 months' advance notification for upcoming street improvement projects to allow for a reasonable amount of time to perform pipeline replacements or relocations. Please contact George Chiu at (510) 287-1020 or george.chiu@ebmud.com to coordinate pipeline relocations for the project.]

[Comment L-1-5 EBMUD typically installs new pipelines with a minimum depth of 36 inches below finished grade.] **[Comment L-1-6** EBMUD's engineering standard practice requires a minimum of 24 inches of construction cover for existing pipelines. The 24 inches provide minimum protection for the pipelines when subjected to typical construction loading and vibrations during pavement reconstruction. This standard practice is particularly important for older pipelines constructed of cast iron or asbestos cement, as these pipe materials are more sensitive to deflection before breaking or joint separation.]

[Comment L-1-7 The project sponsor should be aware that EBMUD will not install piping or services in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may be hazardous to the health and safety of construction and maintenance personnel wearing Level D personal protective equipment.] **[Comment L-1-8** Nor will EBMUD install piping or services in areas where groundwater contaminant concentrations exceed specified limits for discharge to the sanitary sewer system and sewage treatment plants.]

[Comment L-1-9 The project sponsor must submit copies to EBMUD of all known information regarding soil and groundwater quality within or adjacent to the project boundary and a legally sufficient, complete and specific written remediation plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of contaminated soil and groundwater.] **[Comment L-1-10** EBMUD will not design piping or services until soil and groundwater quality data and remediation plans have been received and reviewed and will not start underground work until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed.]

[Comment L-1-11 If no soil or groundwater quality data exists, or the information supplied by the project sponsor is insufficient, EBMUD may require the project sponsor to perform sampling and analysis to characterize the soil and groundwater that may be encountered during

excavation, or EBMUD may perform such sampling and analysis at the project sponsor's expense.] **[Comment L-1-12** If evidence of contamination is discovered during EBMUD work on the project site, work may be suspended until such contamination is adequately characterized and remediated to EBMUD standards.]

If you have any questions concerning this response, please contact Timothy R. McGowan, Senior Civil Engineer, Major Facilities Planning Section at (510) 287-1981.

Sincerely,

David J. Rehnstrom
Manager of Water Distribution Planning

CALTRANS RESPONSE:

Comment L-1-1: Thank you for this information.

Comment L-1-2: The PDT will coordinate with EBMUD during the project's design phase.

Comment L-1-3: Thank you for this information.

Comment L-1-4: Thank you for this information.

Comment L-1-5: Thank you for this information.

Comment L-1-6: Thank you for this information.

Comment L-1-7: Per AMM-HW-4 (Chapter 2, Section 3.5.4), soil and groundwater within the project footprint will be characterized during the design phase. Per AMM-HW-5, construction will be halted if hazardous contamination is encountered. Contaminated soil and groundwater will be properly treated and disposed of per AMM-HW-6 and AMM-HW-7.

Comment L-1-8: See the response to L-1-7.

Comment L-1-9: See the response to L-1-7.

Comment L-1-10: See the response to L-1-7.

Comment L-1-11: See the response to L-1-7.

Comment L-1-12: See the response to L-1-7.

Comment L-2 — Robert del Rosario, Director of Service Development and Planning, AC Transit

ORIGINAL COMMENT:

November 30, 2020

Lindsay Vivian (via email to: Oakland.Alameda.Access@dot.ca.gov)
Caltrans District 4, Office of Environmental Analysis
111 Grand Avenue
MS-8B Oakland, CA 94612

RE: Oakland Alameda Access Project

Dear Ms. Vivian:

AC Transit appreciates the opportunity to comment on the Oakland-Alameda Access Project (OAAP). AC Transit operates frequent bus service along 7th Street that serves Chinatown, Alameda (via the Posey and Webster tubes) and north into North Oakland, San Francisco and other destinations. **[Comment L-2-1** We are supportive of the project's goal of improving mobility in this area] but have concerns about the project which are outlined in this letter. We believe that these issues have not been adequately addressed in the EIR/EIS and require further attention.

1. **[Comment L-2-2** The project fails to support the multimodal goals of the OAAP. For example, there is no mention of the impacts to access for buses and bus passengers or changes to bus routing as a result of the project.]
2. **[Comment L-2-3** There has been minimal engagement with AC Transit (Section 4-10), mostly limited to the project scoping process.] **[Comment L-2-4** Table 2-58, Projects Within the Adjacent RSA, does not include AC Transit projects as documented in the Major Corridors Study.] **[Comment L-2-5** AC Transit projects are undertaken in close cooperation with the cities in which it operates. The changes proposed by the OAAP may preclude dedicated bus lanes along 7th Street, as identified in the City of Oakland's Downtown Oakland Specific Plan.]
3. **[Comment L-2-6** The project may create delay to buses. Because impacts to public transportation are not evaluated, it is difficult for AC Transit or the public to gauge the impacts to bus service or to bus passenger access and safety. We are particularly concerned about delays on the 7th/8th Street corridor and Broadway. The EIR should include an analysis of bus delays, it is a standard part of such analyses.]
4. **[Comment L-2-7** The OAAP should be closely coordinated with the Downtown Oakland Specific Plan (DOSP). This is true of overlapping planning documents in general but is particularly important due to the inclusion of common areas for circulation such as 7th Street. The Downtown Oakland Specific Plan assumes two-way 7th Street (DOSP Figure M-8, Transit Network; Figure M-9, One-way to two-way conversions; Figure M-11: Accessible Chinatown Streets Sections). The plan identifies 7th Street for transit improvements but not 8th Street. However, the City has indicated that bus lanes on 7th Street may or may not go forward. This change affects the operating performance of the

OAAP for transit.] **[Comment L-2-8** Alternative transit mitigations should be considered, and their impacts analyzed.]

5. **[Comment L-2-9** The project could reduce project GHG and traffic levels by adding transit priority elements that encourage and increase transit ridership (3.4.3. Project-level GHG Reduction Strategies).]
6. **[Comment L-2-10** The document asserts that there would be no induced travel as a result of the project. This is a dubious assertion which is not supported by analysis in the EIR. Any roadway project that reduces automobile travel time but does not make improvements to public transit or alternative modes has the potential to induce new car trips by making the choice of driving more attractive (faster and more reliable). Travel time savings have the same effect as a capacity-increasing project.]
7. **[Comment L-2-11** The City of Alameda Transportation Choices Plan focuses on public transit (and bicycle access) as the preferred mode to reduce automobile use. Lack of transit infrastructure within the project area undermines the multimodal goals of the plan.]

I look forward to working with you to improve the project's transit-supportive design features.

Sincerely,

Robert del Rosario
Director of Service Development and Planning
AC Transit

CALTRANS RESPONSE:

Comment L-2-1: See Master Response 1.

Comment L-2-2: The proposed project supports multimodal improvements as described in Measure BB and the project description (Chapter 1, Section 3.0). AC Transit access will not be impacted by the proposed project, as described in Chapter 2, Section 2.8.3, Section 2.8.4, and Chapter 4, Section 4.10. Proposed changes to AC Transit routes are the relocation of the bus stop at 7th and Alice streets from the southwest corner to the southeast corner and shifting the travel route to the Jackson Street I-880 on-ramp from Jackson Street to Madison Street. These changes are anticipated to have minor impacts to AC Transit operations. The proposed project will provide opportunities for improved bus routing by making 6th Street two-way and continuous. This would allow AC Transit buses to make a left turn on Broadway to enter the Webster Tube. In addition, future express bus routes to San Francisco would benefit from the decreased congestion and proposed horseshoe. Per the TOAR (March 2020), the proposed project will reduce congestion, which benefits transit by reducing bus travel times. Based on coordination meetings with AC Transit, the proposed project has been revised to incorporate TSP measures at the following intersections in the City of Oakland: Harrison and 6th streets, Harrison and 7th streets, Webster and 6th streets, and intersections within the project footprint along 7th Street. The addition of TSP measures at these intersections would prioritize bus travel through these intersections within the project footprint (Chapter 2, Section 2.8.3), leading to reduced travel times for buses. Chapter 2, Section 2.8.3 of the Final EIR/EA has been revised to include TSP measures at these intersections. TSPs at additional intersections, including to and from the

Tubes in both the City of Oakland and City of Alameda, will be evaluated during the design phase, in consultation with AC Transit.

Comment L-2-3: A coordination meeting was held with AC Transit on December 15, 2020. AC Transit will be actively engaged during the design phase so that the agency's feedback can be incorporated into the proposed project.

Comment L-2-4: Table 2-58 (Chapter 2, Section 6.2.2) represents major projects identified in the adjacent RSA, which was used to evaluate cumulative cultural resource impacts. AC Transit's online list of approved projects was evaluated, and no projects were located within the boundaries of this RSA. AC Transit's Major Corridors Study provides projects that do not yet have an approved environmental document and/or are waiting on action by AC Transit's Board of Directors. Because these projects are not currently programmed, they were not considered as part of the proposed project's cumulative impact analysis.

Comment L-2-5: The proposed project will reduce traffic congestion on Harrison Street, which will benefit AC Transit's future Bus Rapid Transit (BRT) project. In addition, the proposed project will reduce traffic congestion on 7th Street benefiting AC Transit travel times. Regarding the Draft DOSP EIR, the proposed project will not reduce the number of lanes on 7th Street or preclude opportunities to provide express bus lanes on that roadway in the future.

Comment L-2-6: The proposed project will reduce travel times 7th and 8th streets because of the proposed horseshoe and continuous 6th Street, which will remove regionally bound traffic from other local roadways. The TOAR (August 2020) outlines travel times for various downtown Oakland travel routes (Tables 26 and 31, Chapter 6). In general, travel times decrease as a result of the proposed project, with the exception of SB Webster Street from 12th Street to the Webster Tube (note this area is not currently on an AC Transit route). Reduced traffic congestion and travel times will reduce bus delays. Travel times along 7th Street will also be improved by the proposed project with the installation of a TPS at 7th and Harrison streets. Additional intersections will be evaluated for installation of TPS during the final design phase of the project.

Comment L-2-7: The Draft DOSP is still in draft status. However, the PDT has closely coordinated with City of Oakland planning staff on this project. Updates may occur to this plan prior to its finalization. The proposed project would not preclude future transit improvements or the two-way conversion of 7th Street. Coordination with the City of Oakland will continue during the project's design phase so any potential conflicts can be resolved.

Comment L-2-8: The Draft EIR/EA concluded that the Build Alternative would not impact public transportation (Chapter 2, Section 2.8.3). Based on this alternative transit mitigations are not required. AC Transit will be actively engaged during the design phase so the agency's feedback can be incorporated into the proposed project.

Comment L-2-9: Based on coordination with AC Transit after circulation of the Draft EIR/EA, the Build Alternative has been revised to incorporate TSP measures at the following intersections in the City of Oakland: Harrison and 6th streets, Harrison and 7th streets, Webster and 6th streets, and intersections within the project footprint along 7th Street (Chapter 2, Section 2.8.3). The addition of TSP measures at these intersections will prioritize bus travel through intersections within the project footprint (Chapter 2, Section 2.8.3), leading to reduced travel times for buses. Additional intersections will be evaluated for installation of TSP measures during the design phase of the project. The Build Alternative reduces operational GHG

emissions and VMT (Table 3-2, Chapter 3, Section 3.3.1) and includes many multimodal improvements (Figure 1-12, Chapter 1, Section 3.1.1). See the response to Comment L-2-5 regarding the anticipated benefits of the proposed project for transit operations.

Comment L-2-10: The Alameda County Travel Demand Model included induced demand mode choice as part of its analysis. The project's analysis included improvements to all other modes, including transit. The proposed project was not classified as a capacity increasing project (Chapter 2, Section 3.8.3).

Comment L-2-11: The Alameda Transportation Choices Plan was reviewed but found not to be applicable to the proposed project (Chapter 2, Section 2.1.2). See the response to Comment L-2-5 regarding the anticipated benefits of the proposed project for transit operations.

Comment L-3 — Andrew Thomas, Director, Planning, Building & Transportation Department, City of Alameda

ORIGINAL COMMENT:

December 2, 2020

Ms. Lindsay Vivian, Chief
Office of Environmental Analysis
Caltrans District 4
111 Grand Avenue, MS-8B
Oakland, CA 94612
Sent via email to Oakland.Alameda.Access@dot.ca.gov

Subject: Comments on Oakland Alameda Access Project (OAAP) Draft Environmental Document

Dear Ms. Lindsay Vivian:

Thank you for this opportunity to comment on the Oakland Alameda Access Draft Environmental Impact Report/Environmental Assessment (DEIR/EA).

Bicycle and Pedestrian Access Analysis Inadequacies

[Comment L-3-1 The OAAP does not provide a permanent, long-term solution to the issue of bicycle and pedestrian connectivity between Oakland and Alameda. A bicycle and pedestrian bridge across the Estuary between Alameda and Oakland provides that permanent long-term solution to improve bicycle and pedestrian access, reduce traffic in Chinatown, and reduce greenhouse gas emissions regionally.]

[Comment L-3-2 Throughout the DEIR, the new (sometimes called “widened” or “opened”) Webster Tube maintenance walkway is misleadingly solely described as a beneficial pedestrian/bicycle connectivity improvement across the estuary between Alameda and Oakland, and it is regularly touted as a key multi-modal and connectivity feature of this project. The sub-standard quality of the existing (Posey) and proposed (Webster) Tubes are not acknowledged. These facilities are not a long-term solution to the lack of connectivity for people walking and bicycling between Alameda’s west end and Oakland. Slightly improved connectivity is one small feature of the Webster Tube walkway, which will also provide safety access for motorists who break-down in the Tubes, and will allow Caltrans to maintain (minimal) bike/ped access across the estuary whenever one Tube is closed for maintenance. The DEIR should acknowledge all of these facets of the walkway, rather than simply defining it as a bicycle/pedestrian connectivity solution.] **[Comment L-3-3** It should also identify that a long-term, safe bicycle/pedestrian connection that meets current best practices is still urgently needed to cross the estuary, such as a bicycle/pedestrian bridge which Alameda CTC, Oakland and Alameda are all working on today.]

[Comment L-3-4 Based upon work completed over the last year which was funded by Alameda CTC, we know that it is feasible to build a world-class bicycle and pedestrian bridge between the two cities that meets Coast Guard and Port of Oakland stated navigational clearance requirements. We also know that approximately 5,000 to 6,000 bicyclists and pedestrians will

use the bridge each week day, resulting in over 40,000 fewer auto trips across the estuary per week. This bicycle and pedestrian bridge is recommended in the City of Oakland's Downtown Specific Plan and their Bicycle Plan, the Caltrans District 4 Bicycle Plan, and the City of Alameda's Transportation Choices Plan, Climate Action and Resiliency Plan, draft General Plan 2040 and draft Active Transportation Plan.]

[Comment L-3-5 On Page 1-15. EXISTING PEDESTRIAN AND BICYCLE FACILITY CONDITIONS, the list of four impediments to bicycling and walking in the project area includes "Limited connectivity between the cities of Oakland and Alameda for bicycles and pedestrians." This is an under-statement; the complete lack of a safe, comfortable, standard bike/ped connection between Oakland and west Alameda is extreme. The section notes "To address these issues, new or enhanced bicycle and pedestrian connections between Oakland and Alameda, between downtown Oakland and the Jack London District, and across downtown Oakland would be added." This project is not substantively addressing the limited connectivity between the two cities, and this should be stated clearly in the document.]

[Comment L-3-6 The DEIR should define a "bicycle/pedestrian walkway," as is proposed in the Webster Tube and exists in the Posey Tube. This term and others are used to describe this facility throughout the document. This is a non-standard term for a sub-standard facility.]

[Comment L-3-7 The widths of these walkways should be clearly stated, as well as their intended and expected (actual) use.]

[Comment L-3-8 On Page 1-16, section 2.2.2. Social Demands or Economic Development, the DEIR states that "Proposed bike infrastructure in the Tubes was one program identified by the City to address this strategy." This is misleading. The City's Transportation Choices Plan (TCP) identified a long-term multi-modal project to completely redesign the existing Webster and Posey Tubes (Project #38), which would include "dedicated bikeways and walkways." Adding a substandard four-foot path is not what was envisioned in this project. And, in fact the TCP proposes a new West End Bicycle/Pedestrian Crossing (project #39), which should be mentioned as the long-term bicycle/pedestrian access needed in this area.]

[Comment L-3-9 On Page 1-31, TRANSPORTATION SYSTEM MANAGEMENT AND TRANSPORTATION DEMAND MANAGEMENT states, "Bicycle facilities and ADA-compliant pedestrian facilities would be constructed on 5th Street, 6th Street, Oak Street, and **SR-260 through the Tubes to provide better connectivity within Oakland and to/from Alameda.**" As noted above, opening the new pathway in the Webster Tube only provides minimal improvements to connectivity within SR-260, connecting Alameda and Oakland, and is not a long term solution, nor is it a complete streets facility, with only a four-foot path which does not meet any standard for a combined, two-way bicycling and walking facility.]

[Comment L-3-10 In Table 1-6, Summary of Effects (Compared to No-Build) the EIR assumes a safety benefit for bicyclists and pedestrians in the tubes. Assuming a **safety** benefit from one-way bike travel in the Tubes is hypothetical. If there is data on head-on bike collisions in the Posey Tube, it should be provided.][**Comment L-3-11** The bigger benefit of one-way bike travel would be the reduced frequency of bicyclists heading in opposite directions, who have to stop and/or lift their bikes to pass each other, as is done now in the Posey Tube. However, the assumption that bicyclists will abide by the one-way signage is low. Furthermore, the bigger collision danger is likely collisions between bicyclists and pedestrians who are sharing a 3 or 4 foot pathway.]

[Comment L-3-12] In the Mobility column of that same table, a qualifier should be added, as is done for other items in this table, that the “Webster Tube bicycle/pedestrian walkway” is only a “slight improvement” given its severe limitations as a complete streets facility.]

[Comment L-3-13] Page 2-55. BICYCLE AND PEDESTRIAN FACILITIES. This section barely addresses the City of Alameda walking and bicycling facilities, does not refer to the City’s current Bicycle and Pedestrian Plans, and Figure 2-10 does not include any existing or proposed bicycle or pedestrian facilities in Alameda.] **[Comment L-3-14]** Most importantly, this section does not acknowledge the huge gap in safe and comfortable and accessible walking and biking across the Oakland estuary (while it does mention the “massive I-880 structure” impediment in Oakland). This evaluation and background should be added.] **[Comment L-3-15]** as well the fact that the City of Oakland Bike Plan, which is summarized here, includes a proposed bike/pedestrian crossing, as do the City of Alameda’s current and draft plans.]

[Comment L-3-16] Page 2-89. Bicycle and Pedestrian Networks. This section, almost completely focused on Oakland streets, does not mention the substandard facility created by adding the Webster Tube pathway, except to say vaguely that “Improved pedestrian and bicycle facilities in the Tubes would provide more connectivity between Oakland and Alameda.”]

[Comment L-3-17] To improve biking and walking connectivity, and further encourage the one way traffic on the walkways in the Posey and Webster Tubes, the project should at least include a multi-use path through Neptune Park, connecting from Webster/Willie Stargell to Constitution/Marina Village Parkway. This project is included in the City’s 2010 Bicycle Master Plan.]

[Comment L-3-18] The project should also construct permanent signage directing people on foot and bike from existing bikeways and walking routes to the walkway entrances to the Posey and Webster Tubes, including the directional-flow suggestion. These efforts should be coordinated with signage programs in Oakland and Alameda.] **[Comment L-3-19]** Although one-way bicycling may be encouraged, it should not be required.]

Transit Access Analysis Inadequacies

[Comment L-3-20] Regarding transit access, the DEIR states on Page 8-90 (Public Transportation/Permanent Impacts section): “The ability to travel through the project study area with less congestion would benefit transit routes such as AC Transit...” What are these exact benefits, how have they been quantified and are they supported by AC Transit? The DEIR does not actually explain how this project improves transit.]

[Comment L-3-21] While the project purpose includes “improve **mobility and accessibility** between I-880, SR-260 (the Posey and Webster tubes), the City of Oakland downtown neighborhoods and the City of Alameda,” the project does not include improvements explicitly designed to facilitate and improve transit service between Oakland and Alameda.]

[Comment L-3-22] We request that the next phase of design work include enhancements to transit access to and from the Webster and Posey Tubes both in Oakland and Alameda, to further improve the project’s promised multi-modal and circulation improvements.] **[Comment L-3-23]** Also, please take under consideration the addition of a carpool lane and/or transit queue jump lane at the Constitution Way entrance to the Posey Tube, as described in the City’s Transportation Choices Plan (Project #15).]

Construction Impact Analysis Inadequacies.

[Comment L-3-24 On Page 1-33. CONSTRUCTION SCHEDULE; and Page 2-90, which states “As part of the TMP, a shuttle may be needed to transport bicyclists and pedestrians between Alameda and Oakland. The schedule and frequency for the shuttle would be determined prior to construction.” The project should maintain walking and bicycling access across the estuary at all times (24/7) during construction of the project, either through an open walkway in one of the Tubes, or via a land or water shuttle. The City looks forward to working with Caltrans on the Transportation Management Plan (TMP).]

[Comment L-3-25 On Page 2-91. PF-TRF-1 Transportation Management Plan (TMP). The TMP should explicitly state that messaging, announcements, detours and signage will be provided for non-auto modes, including transit, pedestrians and bicyclists.]

[Comment L-3-26 During construction of all aspects of the project, provide and maintain construction signage with directional information for people walking and bicycling.]

Climate Change and Sea Level Rise Analysis Inadequacies

The project Sea Level Rise (SLR) Memo: “Review and Assessment of Sea Level Rise at the Oakland Alameda Access Project” performed by Wreco includes a two-part analysis to determine and document whether to incorporate SLR measures into this project’s programming and design.

The first screening phase clearly concluded that the portion of the project in Alameda has the potential to be impacted by SLR, meeting 6 of the 10 factors included in Caltrans’ Guidance on Incorporating Sea Level Rise (Caltrans, 2011).

Adaptation measures were considered as part of the second phase but concluded infeasible due to cost, increased environmental impact and/or delay in project timing. **[Comment L-3-27** There is nothing in the Caltrans Guidance on Incorporating Sea Level Rise that defines when incorporating a SLR adaptation is cost prohibitive. Is that 1% of the project? 10% of the project? This leaves quite a bit of discretion to conclude that adaptation measures are infeasible, and Wreco does so as low as 2.5% of the construction budget.]

[Comment L-3-28 Caltrans’ Guidance on Incorporating Sea Level Rise requires the attempts to incorporate SLR adaptation measures be documented, as this report has done; however the guidance also requires the report to indicate what can be achieved and to quantify that both in terms of cost as well as the degree of potential impact for target future years. This report fails to include anything achievable, which the City of Alameda disagrees with on a project with a construction budget of \$88 million dollars.]

The Wreco report cites SLR adaptation measures that are currently being implemented for developers along the City of Alameda’s northern waterfront area. Two of the measures make investments now for a future project: invest in design now to build later, as needed, or establish a funding mechanism now to construct later. **[Comment L-3-29** Although construction of the SLR adaptation measures considered for this project may be infeasible as part of the project, an investment to advance definition and construction of the adaptive measures to prevent future flood scenarios is achievable. The City suggests this investment be in the Category 1 Measures considered since, as the report points out, they deal with the flooding at the source and therefore, reduce additional impacts due to inland flooding.] **[Comment L-3-30** The City

acknowledges the SLR measures on the Oakland Estuary shoreline are beyond the footprint of the Oakland Alameda Access Project and are jurisdictionally complex; however an investment towards a future project versus incorporation into the Oakland Alameda Access Project removes any project delay considerations, Factor 6 in Caltrans Guidance.]

[Comment L-3-31 Page 19 of the report accurately states that the City’s Climate Action and Resiliency Plan (CARP) includes measures to flood-proof facilities, re-grade SR260, construct floodwalls and install salt-resistant pumps. The report falsely suggests that the City may implement some of these measures by 2027 when this Oakland Alameda Access Project commences construction. When presenting these short-term adaption measures for SR260 including the Webster and Posey Tubes, the CARP notes that these facilities are owned and maintained by Caltrans. The City has no jurisdiction over these facilities and the right of way, and the expectation is, therefore, that Caltrans would consider and implement the short-term measures.]

Additional Comments on Analysis

[Comment L-3-32 Page vii and Table 2-1: The “Alameda Shipways Residential Project” is not currently moving forward and should be deleted from the list. However, the Alameda Landing Waterfront housing development project is moving forward towards construction.]

[Comment L-3-33 Table S-1: Community Character and Cohesion. Include working with the cities of Oakland and Alameda to support the unsheltered communities that will be displaced.]

[Comment L-3-34 Table S-1: Environmental Justice. Displacing encampments of unsheltered people, as noted in the “Community Character and Cohesion” section, is an environmental justice issue and should be noted here.]

[Comment L-3-35 Page 2-10. 2.1.2. Consistency with State, Regional, and Local Plans and Programs.

- All elements of the City of Alameda’s draft General Plan 2040 are now drafted and posted on the City’s web page, including the Mobility and Housing Elements.]
- **[Comment L-3-36** The City of Alameda’s current Bicycle and Pedestrian Master Plans should also be included in this review.]

[Comment L-3-37 Table 2-4. Consistency with Regional and Local Plans. An omitted policy from the City of Alameda’s current General Plan is 4.1.6.3: “Minimize the cross-island portion of regional vehicular trips by providing alternative connections to Oakland, such as Water Taxis, shuttles, and a Bicycle Pedestrian Bridge and by encouraging Transportation Systems Management (TSM) and Transportation Demand Management (TDM) techniques.” Our comments in this letter support this policy, including the need for further transit improvements, and the need to acknowledge that the Webster Tube walkway is not a long-term solution for people on foot and bike.]

Thank you for your consideration of our concerns and requests.

Sincerely,

Andrew Thomas, Director
Planning, Building & Transportation Department

CALTRANS RESPONSE:

Comment L-3-1: See Master Response 7. The proposed project provides near-term improvements to bicycle and pedestrian infrastructure.

Comment L-3-2: Per the December 22, 2020, meeting with the City of Alameda, the bicycle/pedestrian improvements associated with the proposed project will be referred to as "near-term" improvements in the Final EIR/EA. These improvements will not preclude long-term improvements proposed by the City of Alameda. The following sections were updated: Chapter 1, Section 1.1; Section 2.2.1; Table 1-6; and Chapter 2, Section 2.8.3.

Comment L-3-3: See Master Responses 5 and 7.

Comment L-3-4: Thank you for this information. See Master Response 7.

Comment L-3-5: The proposed project addresses bicycle and pedestrian connectivity between Oakland and Alameda to the extent feasible within the existing crossings. These improvements will be in place while development, approval, and construction takes place for a separate estuary crossing project. See Master Response 7.

Comment L-3-6: The bicycle/pedestrian walkways within the Webster and Posey Tubes would not meet the requirements for standard bicycle facility classes. The Webster Tube walkway would be between 4 and 10 feet wide. The walkway within the Posey Tube would be 3 to 7 feet wide. Chapter 2, Section 2.8.3 was updated to clarify the width of the walkway after construction.

Comment L-3-7: Please refer to response to L-3-6 for the proposed walkway widths.

Comment L-3-8: Please refer to response to L-3-5. The referenced Draft EIR section generally references the City's planned Tube improvements. That section does not state that the proposed project matches the City's plan. See Master Response 6.

Comment L-3-9: Please refer to response to L-3-5.

Comment L-3-10: Caltrans does not have data on head-on bicycle collisions in the Posey Tube. We anticipate the conversion to one-way travel will potentially improve safety by avoiding bicyclists having to pass each other when going in opposite directions.

Comment L-3-11: Caltrans agrees that the one of the benefits of having one-way bicycle travel is the reduction in bi-directional conflicts. The Webster Tube pathway was opened to provide one-way travel through the Tubes. The public will be responsible for complying with one-way signage.

Comment L-3-12: Table 1-6 (Chapter 1, Section 3.1.4), the Bikes-Tubes-Mobility cell was revised to state "Near-term improvement with Webster Tube bicycle/pedestrian walkway."

Comment L-3-13: Figure 2-10 (Chapter 2, Section 2.8.2) was updated to show the existing and proposed bicycle and pedestrian facilities in Alameda. An additional description of the City of Alameda's bicycle and pedestrian plans was also added to the Final EIR/EA in Sections 2.8.2 and 2.8.3.

Comment L-3-14: Caltrans recognizes that the Posey Tube does not provide pedestrian and bicycle facilities that meets current facility standards. The proposed project will improve the existing facilities to the extent feasible within the existing Tubes, while maintaining the existing number of vehicle lanes.

Comment L-3-15: The proposed bicycle/pedestrian crossing extending from Washington Street in Oakland to the City of Alameda is shown in Figure 2-10 (Chapter 2, Section 2.8.2). See Master Response 7.

Comment L-3-16: The proposed project would widen the walkways in both Tubes to the extent feasible, but does not provide Class I, II, III, or IV bicycle facilities. Class I-IV facilities are not feasible to construct while maintaining the existing number of vehicle lanes. Clarification was added to the discussion of Bicycle and Pedestrian Networks in Chapter 2, Section 2.8.3.

Comment L-3-17: A multi-use path through Neptune Park connecting to Constitution Avenue is outside the project footprint. The additional environmental impacts that the addition would trigger were discussed with the City of Alameda in a meeting on December 18, 2020. The request was withdrawn at that time. Chapter 4, Section 4.7 was updated to reflect this meeting.

Comment L-3-18: See Master Response 8.

Comment L-3-19: One-way bicycling will be encouraged with relevant signage but not enforced.

Comment L-3-20: The traffic model predicts decreased traffic congestion. Increasing the operational efficiency of existing roadways would reduce travel times for buses. The model included future planned developments (such as Alameda Point) for the project's design year (2045).

Comment L-3-21: Reducing traffic congestion on local roadways benefits transit service by reducing travel time for buses. Implementation of the proposed project will not preclude future transit projects. The proposed project has been revised since circulation of the Draft EIR/EA, to include TSP measures at the following intersections in the City of Oakland: Harrison and 6th streets, Harrison and 7th streets, Webster and 6th streets, and intersections within the project footprint along 7th Street. The addition of TSP measures at these intersections will prioritize bus travel through these intersections within the project footprint (Chapter 2, Section 2.8.3), leading to reduced travel times for buses. Chapter 2, Section 2.8.3 of the Final EIR/EA has been revised to include TSP measures at these intersections. Additional intersections will be evaluated for installation of TSPs and other transit-related improvements during the design phase of the project.

Comment L-3-22: The proposed project supports multimodal improvements as described in Measure BB and the project description (Chapter 1, Section 3.0). AC Transit access will not be impacted by the proposed project. Proposed changes to AC Transit routes include the relocation of the bus stop at 7th and Alice streets and switching routes that utilize the Jackson Street on-ramp to Madison Street. These changes are anticipated to have minor impacts to AC

Transit operations. The proposed project will provide opportunities for improved bus routing by making 6th Street two-way and continuous. This would allow AC Transit buses to make a left turn on Broadway to enter the Webster Tube. In addition, future express bus routes to San Francisco would benefit from the decreased congestion and proposed horseshoe. Please refer to response L-3-21 for additional transit improvements by the proposed project.

Comment L-3-23: The inclusion of this lane in the proposed project was discussed with the City of Alameda in December 2020. This feature will continue to be evaluated during the project's design phase, and will be incorporated into the project design if feasible.

Comment L-3-24: The proposed project will construct the Webster Tube bicycle/pedestrian walkway before the Posey Tube walkway is closed. This will ensure pedestrian and bicycle access between Oakland and Alameda is maintained all times. If pedestrian and bicycle access cannot be provided, a shuttle will be used.

Comment L-3-25: PF-TRF-1 (Chapter 2, Section 2.8.3) does not exclude transit, pedestrians, and bicyclists. It states that the TMP "will identify strategies to be implemented to minimize impacts on those traveling to and through the construction area" which includes these groups. The project feature further states that detours will be planned in coordination with transit operators. Caltrans will ensure these groups are considered in the TMP.

Comment L-3-26: Appropriate signage will be provided during construction for pedestrians and bicyclists.

Comment L-3-27: The *Guidance on Incorporating Sea Level Rise – For use in the planning and development of Project Initiation Documents* (Caltrans 2011) notes there are instances when cost could prohibit incorporation of sea level adaptation measures. This guidance further notes that the PDT can decide not to program funds for adaptation measures after consideration of the project's nature and its relative risk of sea-level rise impacts. The PDT determines the threshold at which an adaptation measure would be cost prohibitive on a project specific basis. After review of the *Sea-level Rise Memorandum* (SLR Memo May 2020), the PDT determined all adaptation measures were cost prohibitive in relation to the project's design life (2077) and projected inundation. The PDT concurred that some of the proposed measures would likely result in substantial additional environmental impacts (visual, cultural, hydrologic, and biological resources). Resolving these additional impacts would have added additional cost to the proposed project. The PDT ruled out some measures, such as lighting replacement outside of the Tubes, as not being reasonable based upon the inundation predicted within the project study area and its design life (50 years). Caltrans is working separately with regional stakeholders, including the City of Alameda, to develop a regional strategy to address sea-level rise. Any adaptation measures identified through that coordination would be constructed under separate future projects.

Comment L-3-28: The SLR Memo (May 2020) documents several evaluated sea-level rise adaptive approaches. Measures evaluated along the Oakland Estuary shoreline (seawalls, deployable floodwalls, tidal gates, and levees) were dismissed due to the substantial additional environmental impacts associated with them. Adaptation measures were evaluated within the project footprint including portal plugs, raised retaining walls/roadways, and resilient electrical infrastructure. A cost estimate for these measures was included in the memorandum. The PDT determined each adaptation measure was cost prohibitive. In addition, some measures were not reasonable based upon the design-life of the proposed project (50 years) and projected inundation. For example, the relocation/protection of electrical equipment outside of the Tubes

was determined to be cost prohibitive because light poles/lights would be replaced multiple times over project's design life. Given the timing of lighting replacement, this measure offered no benefit to sea-level rise resiliency to the proposed project and was dismissed.

Comment L-3-29: In the SLR Memo (May 2020), Category 1 adaptation measures were evaluated along the Oakland Estuary (seawalls, deployable floodwalls, tidal gates, and levees). These measures would have expanded the project footprint and resulted in substantial additional environmental impacts. Based on these factors, the PDT ruled against the incorporation of Category 1 adaptation measures. Caltrans will assist the City of Alameda in identifying potential funding sources for construction of sea-level rise adaptation measures on future projects.

Comment L-3-30: Factor 6 in *Guidance on Incorporating Sea Level Rise – For use in the planning and development of Project Initiation Documents* (Caltrans 2011) relates to an evaluation of traveler safety and was assessed in the SLR Memo (May 2020), which concluded that incorporation of sea-level rise adaptation measures would delay project construction. The project study area currently experiences accident rates above the statewide average, and the proposed project would reduce motorist and pedestrian conflicts. The memorandum concludes that delaying the proposed project would be detrimental to traveler safety. Any investment for future sea-level rise adaptation measures would need to be tied directly to protection of vulnerable elements within the proposed project footprint. Such a funding mechanism does not currently exist. However, Caltrans is working separately with local and regional stakeholders, including the City of Alameda, BCDC, and others to develop a local and regional response to sea-level rise impacts (Chapter 3, Section 3.5.4). Any adaptation measures identified through that coordination would be constructed under future separate projects.

Comment L-3-31: The intent of that section of the SLR Memo (May 2020) was not to suggest that these improvements were the sole responsibility of the City of the Alameda. The memorandum noted the CARP specified adaptation measures that could be incorporated to address inundation at the Tubes but did not assign responsibility for those improvements. The PDT appreciates the additional information on Alameda's plans for future and current work. Caltrans is working separately with regional stakeholders, including the City of Alameda, to develop a regional response to sea-level rise impacts. Based upon the evaluation presented in the memorandum, the PDT decided not to incorporate sea-level rise adaptation measures into the scope of the proposed project.

Comment L-3-32: Thank you for this information. The project was removed from this list, and the Alameda Landing project was added.

Comment L-3-33: AMM-CCC-1 (Chapter 2, Section 2.4.4) will be followed. The Notice to Vacate will include available social services and shelter locations in the surrounding neighborhoods. These notices will be posted in Caltrans, City of Oakland, and City of Alameda ROW. Caltrans will continue to coordinate with the cities of Oakland and Alameda.

Comment L-3-34: See Master Response 10.

Comment L-3-35: Thank you for this information. The Final EIR/EA was updated to reflect this update.

Comment L-3-36: Thank you for this information. The Final EIR/EA was updated to reflect these master plans.

Comment L-3-37: Thank you for this information. Table 2-4 (Chapter 2, Section 2.1.2) was updated to include this policy. The Build Alternative would still be consistent with this policy as it provides alternative near-term improvements to connectivity between Oakland and Alameda. Please refer to Master Response 7, which addresses the estuary crossing project.

Comment NE-1 — Edward D. Reiskin, Oakland City Administrator

ORIGINAL COMMENT:

November 6, 2020

Ms. Lindsay Vivian, Chief
Office of Environmental Analysis
Caltrans District 4
111 Grand Avenue, MS-8B
Oakland, CA 94612

Subject: Oakland Alameda Access Project

Dear Ms. Vivian:

Thank you for this opportunity to comment on the Oakland Alameda Access project. **[Comment NE-1-1** The City of Oakland has long suffered from congested local streets in downtown, Chinatown, and Jack London due to limited accessibility between the I-880 and I-980 freeways and the Webster and Posey Tubes (SR 260). This has resulted in unsafe conditions for residents who reside in and around the surrounding areas.] **[Comment NE-1-2** The City of Oakland believes this project will help to significantly reduce the ongoing impacts of this freeway-bound traffic on the Oakland Chinatown and Jack London communities, and that these improvements are long overdue.]

[Comment NE-1-3 The project's proposed roadway network improvements will result in an overall decrease in through traffic in downtown Oakland and Chinatown, leading to reduced conflicts between vehicles, cyclists and pedestrians.] **[Comment NE-1-4** The project is also an important opportunity to enhance community connections between Oakland and Alameda, between downtown Oakland and the Jack London District, and across downtown Oakland for cyclists and pedestrians - improving livability and safety for all travelers.]

I thank you for your efforts in preparing this Draft Environmental Impact Report/Environmental Assessment and look forward to finalizing the environmental process expeditiously to realize the multimodal transportation solutions the Oakland Alameda Access project will provide for our communities.

Sincerely,

Edward D. Reiskin
City Administrator

CALTRANS RESPONSE:

Comment NE-1-1: Thank you for this information.

Comment NE-1-2: See Master Response 1.

Comment NE-1-3: Caltrans recognizes your support for the proposed project.

Comment NE-1-4: Caltrans recognizes your support for the proposed project.

Comment O-1 — Jeff Cambra, President Rotary Club of Alameda

ORIGINAL COMMENT:

Good morning Lindsay:

My name is Jeff Cambra and I am the president of the rotary Club of Alameda.

Our Club is currently meeting via Zoom and is always looking for a 20-25 minute program to inform our members of local activities. **[Comment O-1-1** I received the mailer regarding the Draft Environmental Document, and I think our members and the Alameda community would be interested in the project. If you are looking for an opportunity to do a presentation, I would like to follow up with you to see what possibilities are available.]

Thanks so much for your consideration.

Respectfully,

Jeff Cambra
President 20-21
Rotary Club of Alameda

CALTRANS RESPONSE:

Comment O-1-1: Thank you for this information. A virtual presentation was provided to the Rotary Club on October 22, 2020. After the end of the public review period of the Draft EIR/EA, Caltrans, Alameda CTC, and the PDT considered all public comments, compared and weighed the benefits and impacts of the project alternatives, and identified the Build Alternative as the Preferred Alternative.

Comment O-2 — Dave Campbell, Advocacy Director at Bike East Bay and Patricia Potter, President at Bike Walk Alameda

ORIGINAL COMMENT:

October 19, 2020

Alameda CTC
1100 Broadway
Suite 800
Oakland CA 94612

Re: Comments on Oakland Alameda Access Project

Dear Alameda CTC:

Bike East Bay and Bike Walk Alameda have been closely involved in your development of the Oakland Alameda Access Project (OAAP) over the past several years and we appreciate the time you have committed to meet with us and discuss our concerns about bicycle and pedestrian access with this project. **[Comment O-2-1** We also appreciate your commitment to complete a feasibility study for a bike-ped bridge over the Oakland Estuary, which is our highest priority part of this project.] **[Comment O-2-2** We are encouraged to learn of the complete feasibility of a bike-ped bridge and look forward to advancing the final design.] **[Comment O-2-3** We also appreciate your commitment to include a two-way cycle track on Oak Street with this project and we want to see that bikeway built before any other construction activity happens to ensure safety.]

That said, we still have many concerns with the over-emphasis on cars with this project and for the following reasons are not yet in a position to support. **[Comment O-2-4** OAAP as envisioned in the DEIR does *not* improve multimodal connectivity and access across the Oakland Estuary, which is what voters were promised when they approved the allocation of Measure BB and B funding almost 30 years ago. This is a critical shortcoming of the project and needs to be fixed. We are looking for your commitment to build a bike-ped bridge.] **[Comment O-2-5** In addition, the project needs to improve the freeway underpasses of 880, and make further pedestrian safety improvements in Chinatown. These deficiencies need to be addressed, either in this project or as separate projects with firm commitments from Alameda CTC to deliver them. Then we can support the project.]

Bike-Ped Bridge over Oakland Estuary

[Comment O-2-6 The proposed Webster Tube path is not a true bike-ped enhancement, but rather environmental mitigation and clearance for Caltrans. It does not meet NACTO, or even Caltrans' own standards for a bikeway. Because it will suffer the same issues as the Posey Tube path (noise, smell, narrowness) and be only 6" wider, it will not attract new users, and it won't improve the bike and pedestrian network here in any meaningful way. This corridor needs real solutions for bicyclists and pedestrians, not more of a bad thing.]

[Comment O-2-7 The bike-ped bridge was considered 'out of scope' for this project, but we feel it should have been included, as it squarely addresses multimodal access and connectivity within this corridor. The recent Estuary Crossing Study shows that by 2030, a bike bridge could induce significant mode shift through this corridor, projecting potentially 8-13% of cross-estuary

trips by bike or foot, compared to 0-3% for the proposed Webster Tube path. The bike-ped bridge would mean significantly fewer vehicle trips through the corridor versus a path (approximately 50,000 fewer vehicles trips per week), benefitting the broader community in many ways, particularly Chinatown.

We therefore think it's wholly appropriate and necessary that OAAP funds — or Alameda CTC clearly identifies other funds — approximately \$6M for the PSR and PAED (environmental document) for the bike-ped bridge, and places it in its Capital Improvement Program. In addition, because of the regional, cross-jurisdictional nature of this project, we urge that Alameda CTC manage the bike-ped bridge project going forward, much as it is managing OAAP, the East Bay Greenway, HOV lanes, freeway interchanges, and many more important priority projects.]

Oak Street Cycle Track Bikeway and related bike issues

[**Comment O-2-8** Thank you for including the Oak Street cycle track in this project and extending it's good design up to 9th Street to connect to Lake Merritt BART Station. This is a needed bikeway connection from the Embarcadero into Downtown Oakland and through an area with heavy freeway traffic.][**Comment O-2-9** We want to make it clear, however, that we do not request a bikeway on 6th Street, as designed into this project. Our preference is to have a bikeway on 7th Street, which will become part of a connection from West Oakland BART to Chinatown and Laney College. We understand the CEQA reasons for including 6th Street in this project, in case for some reason a bikeway cannot be constructed on 7th Street, but 7th Street is our preference, not 6th Street.]

Thank you for understanding our concerns and revising the projects to improve bicycling and walking safety, as discussed herein.

Sincerely,

Dave Campbell
Advocacy Director
Bike East Bay
dave@bikeeastbay.org

Patricia Potter
President, Bike Walk Alameda
pat@bikewalkalameda.org

CALTRANS RESPONSE:

Comment O-2-1: See Master Response 5.

Comment O-2-2: See Master Response 7.

Comment O-2-3: The construction of the two-way cycle track on Oak Street is an early element of construction. It will be complete before the existing bike lanes on Madison Street are removed.

Comment O-2-4: See Master Response 9. Improvements within the Webster Tube will provide emergency egress, an alternative route connecting Oakland and Alameda and ensure a bicycle/pedestrian route is available during any temporary closures of the Posey Tube. In

addition, the single direction nature of bicycle travel within the Tubes will help avoid bicycle collisions. See Master Response 7.

Comment O-2-5: To improve pedestrian safety, the proposed project will provide continuous sidewalks for all streets within the project footprint (Figure 1-12, Chapter 1, Section 3.1.1). Additional pedestrian improvements as described in Chapter 1, Section 1.0 and are illustrated in Figure 2-17 (Chapter 2, Section 2.8.3). These include shortened crosswalks, bulb-outs, no turn-on-red restrictions, and installation of a PHB. The proposed project will implement safety improvements under the I-880 viaduct, including lighting, as well.

Comment O-2-6: See Master Response 11. The Webster Tube walkway is not a proposed mitigation measure but rather a project design feature.

Comment O-2-7: The concept for a new estuary crossing arose during the environmental phase of the proposed project. The crossing was studied separately, and the PDT decided not to include this long-term improvement due to funding constraints. Therefore, this will be constructed as a separate project. See Master Response 7.

Comment O-2-8: See Master Response 1.

Comment O-2-9: Chinatown leaders, through project stakeholder meetings (Chapter 4, Section 4.13), have expressed concerns about a cycle track on 7th, 8th, and 9th streets, and potential impact to local businesses. The proposed cycle track on 6th Street is consistent with the 2019 City of Oakland Bicycle Plan and the City's Draft DOSP.

Comment O-3 — Joint Letter from Oakland Chinatown Chamber of Commerce, Jack London Improvement District, and Bike East Bay

ORIGINAL COMMENT:

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

October 20, 2020

Re: The Oakland Alameda Connector Project (OAAP)

[Comment O-3-1 The Oakland Alameda Connector Project (OAAP)-- should be about improving connectivity between Alameda and Oakland through prioritization of pedestrian and multi-modal mobility. Unfortunately, the project has instead evolved in the past three decades to become the Alameda automobile connector to the rest of the world-- through and at the expense of Oakland.] **[Comment O-3-2** We support the overall project, mainly because of the “horseshoe” element which will reduce traffic and improve safety in Chinatown.] Our comments below reflect additional improvements to mobility and safety for our communities.

Our organizations collectively represent thousands of small local businesses, tens of thousands of residents, and tens of thousands of daily visitors and workers within the project area. Our organizations agree that in 2020, with climate change-driven fires burning all around us and freeways vastly overwhelmed by capacity at all hours, we must quickly prioritize active transportation, transit, and non-motorized alternatives and address long-standing community priorities of safety and connectivity. **[Comment O-3-3** The best way to reduce traffic to and from Alameda, in the tunnel, on Oakland’s streets, and on the freeways, is to take people out of cars and cars out of the overburdened system. This project should provide and encourage viable alternatives.]

[Comment O-3-4 The project as proposed is an outdated freeway throughput effort that prioritizes getting Alameda residents on and off the freeway as quickly as possible. While there are improvements for people traveling in vehicles leaving Alameda, there are few improvements for people traveling in vehicles into Alameda except for those exiting I-880 at Oak Street.]

[Comment O-3-5 And multimodal improvement is minimal. More pedestrian safety improvements are needed, and better transit service between Alameda and Downtown Oakland should be part of this project.]

To make this an Oakland AND Alameda Access Project for 2020, instead of an Alameda Freeway Access Project, more is needed in meeting the following three goals:

1) Improve pedestrian safety and mobility at the street level in Chinatown and Jack London.

This is perhaps the most urgent, fundamental goal. **[Comment O-3-6** Putting freeway traffic on local streets does not make it safer. We support the horseshoe feature because it gets huge amounts of traffic off of 7th Street, one of Oakland’s highest injury streets. But rerouting traffic away from 7th Street is not enough.] The project should:

- **[Comment O-3-7** Create shorter, safer pedestrian crossings—and increased enhanced pedestrian crossing points. No removal of pedestrian crossing points.]
- **[Comment O-3-8** Include vehicular speed as a metric for evaluating 5th, 6th and 7th streets. Design all streets in Jack London and Chinatown for 25 mph speeds, appropriate to their neighborhood context. Measure post project speeds, and create mechanisms to revise signal timing or on-street geometry to reduce vehicle speeds if vehicles are not abiding the 25mph speed limit.]
- **[Comment O-3-9** Ensure bike infrastructure improvements actually connect and enhance Oakland’s network.]
- **[Comment O-3-10** Add parking on 6th to serve adjacent commercial districts and temper traffic speed.]
- **[Comment O-3-11** Add pedestrian lighting and create expedited approval of art in I-880 underpasses.]
- **[Comment O-3-12** Align with the City of Oakland policy to move towards two-way, instead of constructing 4 lane wide one way streets. Implement two-way conversion of 5th, 6th and 7th Streets.]
- **[Comment O-3-13** Maintain and repair existing lighting attached to the underside of the freeway structure as soon as possible. It will be needed for safety during construction and at least until pedestrian lighting is installed and operating.]
- **[Comment O-3-14** Study current traffic on impacted local streets and intersections. Figure 1-4 shows the Existing Travel Routes between 1-880 and the Tubes. One of the Routes has northbound 880 traffic exiting at Oak Street, making a left at Oak, making a right at 4th Street, making a right on Broadway, and then a right on 5th Street into the Webster Street tube. (other than 4th Street/Broadway- pages 2-85 to 2-88, LOS drops to E and F at 2045 AM) and the impact the project may have on these local streets and intersections.]
- **[Comment O-3-15** Include street modifications in project description (Page 1-28, Paragraph 8): The description of street modifications does not include the new restrictive right-turns movement at south bound 6th/Jackson so that south bound Jackson Street traffic can no longer access the NB 1-880/Jackson Street on-ramp with a right turn.]

2) Improve Connections Between JL and Chinatown and reduce the I-880 Freeway Barrier.

[Comment O-3-16 The barrier of the I-880 is a major impediment to quality of life and economic development in the areas adjacent to the freeway, and connecting Jack London and Chinatown is a decades-old Downtown Oakland priority. Community stakeholders have asked this project to address this problem, and it currently falls short.] The project should:

- **[Comment O-3-17** Upgrade under-freeway uses, particularly parking operations.]
- **[Comment O-3-18** Reduce overall crossing distance of high-speed streets and freeway infrastructure at the street level. 5th and 6th Streets as designed will contribute to the freeway barrier effect; they must be narrowed and slowed to reduce it.]

- **[Comment O-3-19]** Improve cross-ability of 5th and 6th streets for pedestrians. Streets in Oakland's neighborhoods should behave like neighborhood streets, not freeway onramps. We are concerned that construction of new one-way high-speed streets is out of line with Oakland's transportation policies to convert one-way streets into safer, slower two-way streets.]
- **[Comment O-3-20]** Page 1-32: Address traffic signal timing modifications. All traffic impacts between Chinatown and Jack London at new 6th Street intersections between Oak and Broadway should have protected pedestrian phases.]
- **[Comment O-3-21]** Install pedestrian lighting and new sidewalks at each undercrossing: Broadway, Webster, Webster Place, Jackson (east side), Madison, and Oak. Community input should be encouraged. Differences from street to street should not be discouraged.]
- **[Comment O-3-22]** Construct the new ped/bike connector on Harrison Street from 4th Street to 6th Street as soon as possible to be completed before the sidewalk on Jackson Street is closed.]
- **[Comment O-3-23]** Improve signage on both sides of the freeway at each undercrossing with a goal of connecting Chinatown with Jack London and Jack London with Chinatown.]

3) Minimize Construction Impacts.

[Comment O-3-24] The construction phase of a project of this scale will have a significant impact on our neighborhoods. Access challenges for residents, customers, workers, and visitors will have a significant quality-of-life and economic impact.] The project should:

- **[Comment O-3-25]** Provide a clear phasing plan for construction to minimize construction disruption impacts]
- **[Comment O-3-26]** Provide a clear plan for construction impact mitigation including signage and ability/commitment to respond to community needs that arise during the project]
- **[Comment O-3-27]** Commit to construct pedestrian improvements first, as practical] We are the key stakeholders representing the communities impacted by the project, and have been engaged for many, many years-- some of us for decades. Ours are the communities that the project is intended to benefit. So we must ensure that the stated goals are met given the tremendous disruption to our neighborhoods and public investment the project will entail. Even though the project was initiated decades ago, there's still an opportunity to change its focus to 2020's priorities. We are committed to working with ACTC to refocus the project in order to make significant positive impacts in reversing the enormous decades-old damage of freeway prioritization that disproportionately burdens and endangers our neighborhoods, and equitably improve mobility and safety-- an urgent need for Jack London's and Chinatown's communities.

Signed,

Oakland Chinatown Chamber of Commerce
Jack London Improvement District
Bike East Bay

Represented by:

Carl Chan, Board President, Oakland Chinatown Chamber of Commerce
Rick da Silva, Board Member, Oakland Chinatown Chamber of Commerce
Gary Knecht, Founding Board Member, Jack London Improvement District
Savlan Hauser, Executive Director, Jack London Improvement District
Greg Pasquali, Board Member, Jack London Improvement District; CP V JLS, LLC
property owner of 1.5 blocks adjacent to proposed project
Dave Campbell, Advocacy Director, Bike East Bay

CALTRANS RESPONSE:

Comment O-3-1: See Master Response 14.

Comment O-3-2: See Master Response 1.

Comment O-3-3: Please see the response to O-3-1. The proposed project's bicycle and pedestrian infrastructure improvements were designed to encourage mode shift.

Comment O-3-4: Figures 1-4 (Chapter 1, Section 2.2) and 1-7 (Chapter 1, Section 2.2.1) illustrate the existing travel routes from I-880 into Alameda via the Webster Tube. The proposed project will create a more direct route to the Webster Tube, thereby reducing travel time to Alameda (Figure 2-48, Chapter 2, Section 3.8.3). Improvements will also reduce travel times to I-880 via the Posey Tube (Figure 2-47, Chapter 2, Section 3.8.3). Signal improvements and reduced traffic congestion in downtown Oakland will further reduce travel times to Alameda.

Comment O-3-5: See Master Response 14.

Comment O-3-6: The proposed project will remove freeway-bound traffic off local roadways other than 7th Street. Per the response to O-3-4, traffic from I-880 bound for Alameda will be removed from 4th and 8th streets. The proposed safety improvements at multiple project intersections (Figure 2-17, Chapter 2, Section 2.8.3) will further reduce vehicle-pedestrian conflicts.

Comment O-3-7: The proposed project will improve existing pedestrian crossings throughout the project footprint (Figure 2-17, Chapter 2, Section 2.8.3). Improvements to create safer/shorter pedestrian crossings include the construction of bulb-outs, shortened crosswalks, and a PHB at 7th and Alice streets. Lead pedestrian intervals and no turn-on-red restrictions will further improve pedestrian safety. One sidewalk along the west side of Jackson Street between 5th and 6th streets will be removed to install the proposed horseshoe (Figure 1-12, Chapter 1, Section 3.1.1), eliminating those crossing points. However, pedestrians can still use cross under I-880 using the sidewalk along the east side of Jackson Street. No other crossing points will be removed.

Comment O-3-8: The posted speed limit on all local roadways is currently 25 mph. This will be maintained on all local roadways. The TOAR (August 2020) evaluated signal timing throughout

the project study area and will be used to develop a signal timing plan within the project footprint to minimize delays. This plan will be recommended to the City of Oakland, who will be responsible for implementing signal timing changes and monitoring post project speeds.

Comment O-3-9: The proposed bicycle infrastructure improvements will improve connectivity within Oakland neighborhoods, including Oakland Chinatown and the Jack London Districts, and connect to existing bicycle infrastructure in downtown Oakland (Figure 1-12, Chapter 1, Section 3.1.1). The proposed two-way cycle track along Oak Street will connect to the BART Lake Merritt Station and existing bike lanes along 7th Street. The proposed two-way cycle track along 6th Street will connect to existing bike lanes on Washington Street. The proposed shared-use path along Harrison Street will connect to the existing Posey Tube walkway. Project features that address connectivity and accessibility are summarized in Chapter 1, Tables 1-5 and 1-6. Bicycle infrastructure improvements are consistent with the goals and policies in Oakland's General Plan and Bike Plan (Table 2-4, Chapter 2, Section 2.1.2). Outreach was conducted with project stakeholders to further define and refine bicycle improvements (Chapter 4).

Comment O-3-10: Parking will be added along 6th Street to the extent feasible. Existing parking on the north side of the roadway will be removed to allow the construction of the proposed two-way cycle track.

Comment O-3-11: See Master Response 2.

Comment O-3-12: The scope of the proposed project was developed through extensive coordination with the City of Oakland (Chapter 4, Section 4.0). The project implements elements of Oakland's Draft DOSP on Harrison and Madison streets. The proposed project will not preclude future conversion of other roadways, including 5th, 6th, and 7th streets, from one-way to two-way.

Comment O-3-13: See Master Response 12.

Comment O-3-14: The TOAR (August 2020) evaluated existing and proposed traffic impacts within the project footprint and sufficiently covers the referenced streets. The TOAR is summarized in Chapter 2, Section 2.8. Under the Build Alternative, there would be a slight degradation in the level of service at 4th Street and Broadway during the peak hour (Tables 2-18 and 2-19, Chapter 2, Section 2.8.3). This will result in a slight increase in queuing and delay during the peak hour period. However, the overall VMT would decrease between the No-Build and Build Alternatives.

Comment O-3-15: Improvement #8 in the project description lists intersections with restricted right-turn movements, including 6th/Jackson streets. These restricted right-turns are also shown on Figure 2-17 and described in Chapter 2, Section 2.8.3. No update to the project description is warranted.

Comment O-3-16: Alleviating all of the issues associated with the I-880 barrier was not part of the proposed project's purpose and need (Chapter 1, Section 2.0). However, connectivity issues associated by the I-880 viaduct will be lessened with multimodal improvements, including a new two-way cycle track along Oak Street and a new shared-use path along Harrison Street (Figure 1-12, Chapter 1, Section 3.1.1). The visual barrier associated with the I-880 viaduct will be partially alleviated by removal of the Broadway off-ramp (Chapter 2, Section 2.9.3).

Comment O-3-17: See Master Responses 2 and 4.

Comment O-3-18: Shortened crosswalks and bulb-outs are proposed at several intersections along 5th and 6th streets to reduce crossing distances (Figure 2-17, Chapter 2, Section 2.8.3). Both roadways will have the minimum number of travel lanes to operate efficiently and safely, and each will have a posted speed limit of 25 mph. See the response to Comment O-3-16 regarding the freeway barrier effect.

Comment O-3-19: See the response to Comment O-3-18 in regard to crossing improvements along 5th and 6th streets. The proposed project is consistent with the Draft DOSP (Chapter 2, Section 2.1.2) and implements its elements on Harrison and Madison streets. The proposed project will not preclude future conversion of other roadways, including 5th, 6th, and 7th streets, from one-way to two-way.

Comment O-3-20: The City of Oakland will be responsible for implementation of all signal changes. The proposed project includes a protected pedestrian phase at 6th Street and Broadway, as well as other high-injury intersections in the project footprint (Figure 2-17, Chapter 2, Section 2.8.3). These measures are not proposed at all intersections along 6th Street due to safety concerns over queuing of traffic onto the I-880 off-ramp.

Comment O-3-21: Pedestrian-scale lighting will be provided at each undercrossing noted. The PDT will coordinate with stakeholders during the design phase for input on lighting.

Comment O-3-22: The proposed bicycle/pedestrian path on Harrison Street will be constructed before the west side sidewalk on Jackson Street is closed.

Comment O-3-23: See Master Response 8.

Comment O-3-24: Construction is expected to last 36 months (Chapter 1, Section 3.1.1 Construction Schedule). PF-TRF-1 (Chapter 2, Section 2.8.3) stipulates the development of a TMP which will include strategies to minimize impacts on those traveling to and through the project footprint during construction. The TMP will include plans for traffic rerouting, a detour plan (if required), and public information procedures. AMM-TRF-1 through AMM-TRF-4 (Chapter 2, Section 2.8.4) will provide information to neighborhoods and businesses regarding changes to parking and will provide alternate transportation options.

Comment O-3-25: A detailed phasing plan will be developed during the design phase. Per PF-TRF-1 (Chapter 2, Section 2.8.3), a TMP will be prepared to analyze the impact of the project on traffic operations.

Comment O-3-26: Construction impacts under the Build Alternative were not determined to be significant. Because of this, no mitigation was proposed for these impacts. Community needs will be addressed by implementation of the TMP (PF-TRF-1, Chapter 2, Section 2.8.3), which will be developed using feedback from project stakeholders.

Comment O-3-27: The proposed project will construct pedestrian improvements as early as possible. New facilities will be provided before old facilities are removed.

Comment O-4 — Tom Debley, President, Oakland Heritage Alliance

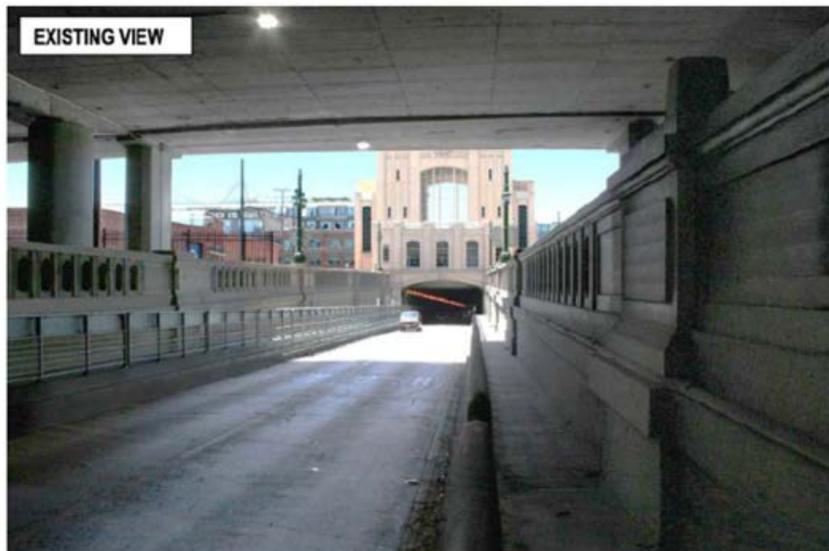
ORIGINAL COMMENT:

Thank you for the opportunity to comment on this project. The Posey Tube is a primary contributor to the Waterfront Warehouse District and is the oldest immersed tube vehicular tunnel in the world. **[Comment O-4-1** This project will greatly impact the [Posey] tube and will continue the chipping away of the Waterfront Warehouse District. We are concerned about the loss of the historic walls of the tube and hope that this project can be tweaked to reduce or remove impacts to the walls.]

1. **[Comment O-4-2** Provide a detailed diagram of the destruction of the western tube wall for a left turn pocket including a viewpoint in Section 2.9.3. The destruction of the eastern tube wall is documented as a part of the views of the horseshoe. However, there are no viewpoints or details around the “left-turn-only lane from the Posey Tube exit to 6th Street [that] would modify the Tube by demolishing more than 100 feet of the Oakland western approach” (DEIR A-47). Please provide details and a viewpoint of this change. The DEIR is insufficient if one cannot accurately understand what is being demolished or retained of the west wall.]
2. **[Comment O-4-3** Provide a detailed diagram of the eastern tube wall changes that enable the horseshoe. While we know that at least portions of the eastern wall will be demolished for the horseshoe, there are no diagrams indicating exactly what will be demolished and what will be retained, if any. Provide a detailed diagram to detail changes to the walls. The DEIR is insufficient if one cannot accurately understand what is being demolished or retained of the east wall.]
3. **[Comment O-4-4** Provide a driver viewpoint while exiting the tube into the Viewpoint Section 2.9.3. We appreciate Viewpoints in Section 2.9.3 (DEIR 1-100). Viewpoints 5 (DEIR 1-109), 7 (DEIR 1-114), and 8 (DEIR 1-116) help to illustrate the impacts to the walls of the tube, but we do not see a viewpoint and discussion of impacts to it while exiting the tube as a driver, cyclist, or pedestrian. The images below illustrate this undiscussed change. The impacts to this viewpoint from the perspective of drivers and pedestrians and cyclists must be discussed as this is one of the ways folks will interact with that part of the tube. The DEIR is insufficient without it as one cannot understand the impacts to one of the primary ways folks interact with the tube.]



4. **[Comment O-4-5 Study An Alternative Which Retains the Historic Walls.** The parallel balustrade walls of the Posey Tube approach are significant and the project should align to not destroy them (see image below). The DEIR captures the significance of the walls when it describes that they “radiate from the building” (DEIR 2-109). The DEIR also shows the walls’ significance and vividness when it mentions the “symmetry and perspective of the balustrade walls that highlight the Posey Tube Portal building. That element would be missing under the Build Alternative,” (DEIR 2-109), and thus without these walls, a key character defining feature of the tube will be lost.] **[Comment O-4-6** Also note that the new Jackson Street offramp will further obstruct the views of the tube portal building as shown in Viewpoint 5 (DEIR 2-111). The DEIR cites that views to the tube may be limited to discount the effects of the Build Alternative to the Tube. While views may be limited now, access and views to historic structures can change over time. Study an alternative which preserves the walls, while also reducing traffic into Chinatown.]



[Comment O-4-7 To adjust the design, study cutting into the wall to provide the horseshoe without curving it. This would maintain more of the existing wall and the character defining symmetry while allowing the horseshoe to occur.] **[Comment O-4-8** Decrease the size of the shoulder near the historic walls to reduce the amount that would need to be destroyed.] **[Comment O-4-9** The left turn pocket should also be adjusted to save 100 feet of wall near 6th Street.]

[Comment O-4-10 Remove the bike entry to the Posey Tube to save the original staircase and allow access through the Webster Tube instead. No bike group advocates for any improvements to the tube, so removing the bike entrance to the posey tube would reduce impacts to cultural resources and not harm project or community goals.]

5. **[Comment O-4-11** The public has not been able to participate in discussions around historic impacts to the walls. In addition to the walls' significance on their own, the Oakland Alameda Access Project has not gathered community input on impacts to historic resources. As stated on DEIR A-67 and A-68, OHA has requested numerous times to discuss the impacts to the historic tube walls as a part of the Stakeholder Working Groups (SWG) and to see the Finding of Effect Report. To date, we have not seen this report.] **[Comment O-4-12** On page A-45, we note that "A Draft FOE (in progress 2020) was prepared". We have requested during each stakeholder working group to discuss historic resources with the community, but this never occurred.] **[Comment O-4-13** We see the other project alternatives in Chapter 6 on Page A-55, but these were never discussed with OHA, presented to the Landmarks Board, or in the stakeholder working groups as possible ways to protect the historic integrity of the tube.] **[Comment O-4-14** The Jack London improvement district has also raised concerns around historic impacts as stated on A-69. Please arrange a community meeting with OHA, the Jack London Improvement District, the Chinatown Coalition, and other crucial parties to specifically discuss the portal walls and ways that the impacts to them can be reduced.]
6. **[Comment O-4-15** Include assurances that the new walls will match the design of existing ones and make a contribution to Oakland's Facade Improvement Fund. The DEIR does not mention standards or mitigations with regards to the quality of the reconstructed walls as proposed as part of the Build Alternative. A plan must be provided to ensure the new walls will match existing. The DEIR indicates the importance of the new walls when it states that "[t]he quality of views would depend on how well the new architectural features blend into the existing details" (DEIR 2-109). Further mitigations, such as a contribution to the façade improvement fund for the 275ft of wall to be removed, should also be included.]
7. **[Comment O-4-16** Mitigations for Unhoused people. This DEIR is insufficient as it does not mitigate impacts to unhoused people, many of whom are minority and low-income. Mitigations do not include housing for these folks. The report cites that "[t]he Build Alternative would not displace residences, businesses, or community facilities" (xii). The DEIR also states that "The Build Alternative would not result in disproportionate or adverse effects to minority or low-income populations" and that there are no impacts to environmental justice (xiii). These statements are false and unhoused people affected by this project must be taken into account. A project that relocates utilities and roadways

must also help to relocate people to a safe space. A “Notice to Vacate” is not enough! (DEIR xii)]

8. **[Comment O-4-17 Provide a written plan for lighting under 880.** Please provide a written plan for lighting under 880 for pedestrian safety. Clean, safe, and well lit undercrossings are essential in removing the barrier effect of 880 and connecting Jack London Square to the rest of Downtown.]
9. **[Comment O-4-18 Study a traffic reduction alternative to accomplish the current project goals, save the walls, and move us forward on intermodal transport and climate policy.** This project claims to be a multimodal project. However, cycling and walking between Oakland and Alameda is not much improved, and there is no public transportation element as a part of this project.] **[Comment O-4-19** We do understand the real and beneficial impacts to Chinatown businesses through the reduction of auto traffic. However, could these same benefits be provided with a traffic reduction alternative?]
[Comment O-4-20 Could transit service be prioritized such that there is less traffic in Chinatown?]
[comment O-4-21 Could the bike bridge be built to also alleviate traffic?]
[Comment O-4-22 Could a toll be put in place using Fasttrack technology to reduce traffic and subsidize transit and/or the bike bridge?]
In addition, this would alleviate the destruction to the historic walls of the tube.
10. **[Comment O-4-23 Study Pollution for Cyclists and Pedestrians In Tube.** A study of pollutants in the tube must be done for future cyclists and pedestrians. If this project proposes new bike facilities inside of the tube, impacts on human health must be studied as a result of more cyclists breathing in air from vehicles passing in the tube. What will the impacts of cyclists and pedestrians be through breathing in nearby car exhaust in an enclosed roadway? Will cyclists who are taking in more air and pedestrians who walk through the tube be impacted?]
[Comment O-4-24 Should N95 masks be provided at both ends of the tube?]
11. **[Comment O-4-25 Study the bridge.** While this project bills itself as an intermodal project, the project does not seem to aim to reduce traffic. It seeks to merely divert it.]
[Comment O-4-26 Please study the bike bridge as a following step to this project.]
[Comment O-4-27 A transit alternative in the Posey Tube should also be studied.]
[Comment O-4-28 In these studies, including the Bridge Feasibility Study, please study the potential for mode transfers and how these might accomplish this project’s objectives to reduce traffic in Chinatown.]
12. **[Comment O-4-29 Possible Typos on Page A-46.** On Page A-46, the heading of the section discussing the Waterfront Warehouse District indicates there is an adverse affect. In the following paragraphs, the DEIR indicates that there will not be an adverse affect on the district. Please provide clarification.]

Thank you for the opportunity to comment. These comments are preliminary and we will most likely submit more prior to the November 30 deadline. Please contact Daniel Levy at 510-289-4699 if you have questions regarding these comments.

Thank you!

Sincerely,

Tom Debley, President

cc: Gary Knecht, Christopher Buckley, Savlan Hauser, Dave Campbell, Susan Chang, Greg Pasquali, Rodney Pimentel, Alvina Wong, Julia Liou, Pete Vollmann, Betty Marvin, Ed Manasse, Vince Segrue, Klara Komorous, Marcus Johnson, Tim Parks, Chris Andrews, Neena Joiner, Libby Schaff, Lynette McElhaney, Nikki Fortunado Bas, Miya Chen, Tiffany Kang, Linna Lin, Lia Azul Salaverry, Naomi Schiff, Peter Birkholz

CALTRANS RESPONSE:

Comment O-4-1: As described in Appendix A, Draft Individual Section 4(f) Evaluation, Section 7.1, efforts were made to minimize impacts to the Posey Tube. Removal of the Posey Tube's eastern Approach and staircase could not be avoided due to safety and operational concerns. However, the design team was able to reduce impacts to the western Approach by shortening the length of the retaining wall to the minimum length needed to facilitate traffic operations. Further changes to reduce or remove the impacts described in Chapter 2, Section 2.10.3 (Oakland Waterfront Warehouse District/George A. Posey Tube) are not feasible. Although there would be an adverse effect on the two historic properties, both will retain listing in the NRHP.

Comment O-4-2: Removal of the western wall for the left-turn-only lane is shown in Figure 2-24 (Viewpoint 5, Chapter 2, Section 2.9.3). The Draft EIR/EA, FOE (approved on February 2021 by SHPO), and the Individual Section 4(f) sufficiently describe the impacts to this wall.

Comment O-4-3: Figure 2-27 (Chapter 2, Section 2.9.3) accurately simulates the proposed changes to the eastern wall of the Posey Tube. The existing wall will be demolished from the Tube Portal to the I-880 viaduct and replaced with a new curved wall to connect to the horseshoe. Figures 2-24 and 2-26 (Chapter 2, Section 2.9.3) provide additional views of the proposed changes to the eastern wall.

Comment O-4-4: The impacts to the viewpoint from the perspective of drivers, pedestrians, and cyclists are illustrated in this video (<https://vimeo.com/475236894>), which is accessible under the Resources tab on Alameda CTC's website (<https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>). The VIA is not required to analyze changes to every view. Viewpoints were selected within visual assessment units to capture the degree of change to existing visual resources. Changes to views of the Posey Tube wall are captured by viewpoints 5, 7, 8, and 10 (Chapter 2, Section 2.9.3). Inclusion of the viewpoint request would not affect impact determinations or require additional avoidance and minimization measures, nor would it require additional mitigation. The avoidance, minimization, and mitigation measures included in Chapter 2, Section 2.9.4 ensure that the proposed project would have a less than significant impact on visual resources, including the view exiting the Posey Tube. During SWG meetings with Oakland Heritage Alliance, additional exhibitions and conversations were conducted to address the proposed impacts in this area.

Comment O-4-5: The PDT studied an alternative that involved reversing the direction of the Tubes, which would avoid impacts to the historic walls (Chapter 1, Section 3.2 and Appendix A, Chapter 6, Section 6.1). This alternative was rejected due to substantial traffic and construction

challenges, and safety/operational issues. Additional alternatives that would avoid impacts to the Posey Tube were reviewed (Appendix A, Section 6.1) but were not found to be feasible alternatives.

Under the Build Alternative, the Posey Tube Portal Building will be adversely impacted. However, the cultural resources analysis concluded the building will remain eligible for listing in the NRHP after construction of the proposed project elements. Per MM-CUL-2, a National Register nomination form for the Posey Tube would be prepared following the completion of the project (Chapter 2, Section 2.10.4).

Comment O-4-6: See the response to Comment O-4-5 regarding the evaluation of an alternative that would have avoided impacts to the Posey Tube. The new Jackson Street off-ramp will only affect the view of the portal building from pedestrians on the east side walkway. Motorists will be unable to see the building since they are traveling in the northbound direction. The Jackson off-ramp will affect the vividness related to the symmetry and perspective of the walls (Chapter 2, Section 2.9.3 Posey Tube, Viewpoint 5). The view however would not be blocked or otherwise obstructed.

The Cumulative Impact Analysis determined that there are no additional projects on, or near, the Posey Tube and therefore no indirect cumulative impacts to the Posey tube's visual quality are anticipated. Other potential changes to access and/or views is too speculative to warrant analysis in the Draft EIR/EA.

Comment O-4-7: Cutting the existing wall will not allow the proposed project to meet Caltrans safety standards. The proposed wall demolition was minimized to the extent feasible.

Comment O-4-8: Decreasing shoulder size will not allow the proposed project to meet Caltrans safety standards. The proposed wall demolition was minimized to the extent feasible.

Comment O-4-9: Traffic analysis as presented in the TOAR (August 2020) indicated that the proposed left-turn pocket is required for adequate operations at the intersection of Harrison and 6th streets.

Comment O-4-10: The existing staircase is currently not ADA-compliant for pedestrians. The staircase will be removed to allow installation of a ramp that will be accessible to individuals with disabilities and bicyclists.

Comment O-4-11: Early and continual coordination with the public and stakeholder agencies is essential to the environmental process. Over 250 stakeholder meetings have been held to date (Chapter 4, Section 4.0). The public had the opportunity to comment on the proposed project during the formal public scoping period (September to October 2017) and during the circulation of the Draft EIR/EA (October to November 2020). Section 106 SWG meetings were held on December 18, 2020 and February 23, 2021 to discuss appropriate mitigation measures to resolve adverse effects to the Posey Tube and the Oakland Waterfront Warehouse District (Chapter 2, Section 2.10.4). The measures agreed upon by the group were incorporated into the MOA. SHPO signed the MOA with attached BETP on July 22, 2021.

Comment O-4-12: A Section 106 SWG meeting was held on December 18, 2020 to discuss mitigation measures for the adverse effects to the Posey Tube and the Oakland Waterfront Warehouse District. The draft FOE was provided to stakeholders in advance of this meeting. SHPO concurred with the FOE prior to the February 23, 2021 SWG meeting.

Comment O-4-13: The alternatives summarized in Chapter 6 of Appendix A were eliminated because of their extensive impacts or design deficiencies. Reasons for their rejection included severe safety or operational impacts, impacts to multiple historic properties, impacts to multiple Section 4(f) resources, or substantial ROW acquisition that would have resulted in adverse effects to Environmental Justice communities.

Comment O-4-14: A Section 106 SWG meeting was held with interested parties on December 18, 2020 to discuss adverse effects to the Posey Tube and the Oakland Waterfront Warehouse District. This was attended by the City of Oakland, Oakland Heritage Alliance, Jack London Improvement District, and SoNiC (South of the Nimitz Improvement Council). Potential mitigation measures were identified through stakeholder coordination (Chapter 2, Section 2.10.4). Separate stakeholder meetings during the design phase will be held to discuss the proposed retaining walls in the project footprint. Outreach for the retaining walls near Chinatown will be conducted with Oakland Chinatown leaders.

Comment O-4-15: See the response to O-4-14. The identified mitigation measures are provided in Chapter 2, Section 2.10.4.

Comment O-4-16: See Master Response 10. No mitigation is proposed (Chapter 2, Section 2.6.4). AMM-CCC-1 follows the standard Caltrans process for adequately noticing unsheltered persons of the upcoming project. The notices will include information on community services and local shelters.

Comment O-4-17: See Master Response 2.

Comment O-4-18: A traffic reduction alternative is not feasible due to the planned housing growth in the cities of Oakland and Alameda. The proposed project will not alter existing/proposed land uses or directly induce growth, although it does consider each city's planned growth in its traffic model. Therefore, a traffic reduction alternative would not meet the proposed project's purpose and need, which was developed by Caltrans and its stakeholders and includes multimodal connectivity. See Master Response 9. The proposed project will also reduce congestion, which benefits transit by reducing travel times.

Comment O-4-19: See the response to Comment O-4-18. Oakland Chinatown residents will benefit from reduced traffic congestion and fewer pedestrian/motorist conflicts.

Comment O-4-20: The proposed project will reduce traffic congestion, which benefits transit by reducing bus travel times. Travel times on 7th and 8th streets will be reduced as a result of the proposed horseshoe and continuous 6th Street, which will remove regionally bound traffic from other local roadways. The TOAR (August 2020) outlines travel times for various downtown Oakland travel routes (Tables 26 and 31, Chapter 6). In general, travel times decrease as a result of the proposed project, with the exception of SB Webster Street from 12th Street to the Webster Tube (note this area is not currently on an AC Transit route). Additionally, the project has been revised since circulation of the Draft EIR/EA to include TSP measures at the following intersections in the City of Oakland: Harrison and 6th streets, Harrison and 7th streets, Webster and 6th streets, and intersections within the project footprint along 7th Street. The addition of TSP measures will prioritize bus travel through these intersections within the project footprint (Chapter 2, Section 2.8.3), leading to reduced travel times for buses. Chapter 2, Section 2.8.3 has been revised to reflect the addition of TSP measures.

Comment O-4-21: See Master Response 7.

Comment O-4-22: Congestion pricing, which would convert a free connection to a toll connection, would not meet the proposed project's purpose and need. Regionally bound traffic would still use local roadways in Oakland, allowing congestion and safety concerns on those roadway to persist.

Comment O-4-23: See Master Response 13.

Comment O-4-24: See the response to Comment O-4-23. Masks are not required to address air quality concerns for either Tube.

Comment O-4-25: See Master Response 7.

Comment O-4-26: See Master Response 7.

Comment O-4-27: A transit only alternative does not meet the proposed project's purpose and need. Freeway-bound regional traffic would continue to use local roadways in Oakland, resulting in traffic congestion and safety concerns. The Build Alternative will reduce congestion, which benefits transit by reducing travel times for buses. Installation of TSP measures at intersections would also reduce travel time for buses within the project footprint.

Comment O-4-28: The City of Alameda is developing a travel demand study to determine the potential reduction in automobile trips through the Posey Tube associated with a new bicycle/pedestrian bridge. This study will be finalized in 2021. Alameda CTC will consider the findings of this study in their future planning efforts. See Master Response 7.

Comment O-4-29: The Build Alternative will have an adverse effect on the Posey Tube, a contributing property of the Oakland Waterfront Warehouse District (Table 4-1, Appendix A, Section 4.3.1). This will result in an adverse effect to the district. The first paragraph on the page focused on the district's setting and the proposed project's potential visual impacts. This paragraph concluded that the introduction of modern freeway structures would not result in an adverse effect to the district. The second paragraph focused on the historic transportation grid of the historic district. That paragraph concluded that the proposed roadway improvements to 4th, 5th, and Harrison streets would not result in adverse effects to the district. The district is already highly altered by previous projects, including the construction of I-880. Based on this, the proposed project would not further diminish the historic integrity of the Oakland Waterfront Warehouse District.

Comment O-5 — Joint Letter from Oakland Chinatown Chamber of Commerce, Jake London Improvement District, and Bike East Bay

ORIGINAL COMMENT:

October 28, 2020

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: The Oakland Alameda Connector Project (OAAP)

We would like to thank Alameda CTC and Caltrans for the opportunity to review the Oakland Alameda Access Project (OAAP) Draft Environmental Document. We appreciate the outreach the Alameda CTC staff has provided in last few years to Chinatown, the Jack London District and Bike East Bay to move this project forward after 30 years of numerous failed attempts.

[Comment O-5-1 While we believe there are several elements of the project that must be strengthened and refined, we support the overall project to improve the safety of pedestrians and bicyclists and reduce traffic in Chinatown. We especially believe that the main “horseshoe” project element is essential in achieving these goals for Chinatown.**]** However, we ask that this project include additional improvements (listed below) to improve mobility, connectivity and safety for our communities, which is the primary purpose of this project.

Our organizations collectively represent thousands of small local businesses, tens of thousands of residents, and tens of thousands of daily visitors and workers within the project area. Our organizations agree that in 2020, with climate change-driven fires burning all around us and freeways vastly overwhelmed by capacity at all hours, we must quickly prioritize active transportation, transit, and non-motorized alternatives and address long-standing community priorities of safety and connectivity. **[Comment O-5-2** The best way to reduce traffic to and from Alameda, in the tunnel, on Oakland’s streets, and on the freeways, is to take people out of cars and cars out of the overburdened system. This project should provide and encourage viable alternatives.**]**

As proposed, this project prioritizes getting Alameda residents on and off the freeway as quickly as possible. **[Comment O-5-3** While there are improvements for people traveling in vehicles leaving Alameda, there are few improvements for people traveling in vehicles into Alameda except for those exiting I-880 at Oak Street. The widening of the Webster Tube pathways are not a substantive improvement for pedestrians and cyclists. We would like to see pedestrian safety improvements and better transit service between Alameda and Downtown Oakland as part of this project.**]**

To make this an Oakland AND Alameda Access Project for 2020 and for all, the project should incorporate the following three goals:

1) Improve pedestrian safety and mobility at the street level in Chinatown and Jack London.

This is perhaps the most urgent, fundamental goal. **[Comment O-5-4** Putting freeway traffic on local streets does not make them safer. We support the horseshoe feature because it gets huge

amounts of traffic off of 7th Street, one of Oakland's highest injury streets. But rerouting traffic away from 7th Street is not enough.] We would like to see the project include the following:

- **[Comment O-5-5** Create shorter, safer pedestrian crossings—and increased enhanced pedestrian crossing points. No removal of pedestrian crossing points.]
- **[Comment O-5-6** Include vehicular speed as a metric for evaluating 5th, 6th and 7th streets. Design all streets in Jack London and Chinatown for 25 mph speeds, appropriate to their neighborhood context. Measure post-project speeds and create mechanisms to revise signal timing or on-street geometry to reduce vehicle speeds if vehicles are not abiding to the 25-mph speed limit.]
- **[Comment O-5-7** Ensure bike infrastructure improvements actually connect and enhance Oakland's network.]
- **[Comment O-5-8** Add parking on 6th to serve adjacent commercial districts and temper traffic speed.]
- **[Comment O-5-9** Add pedestrian lighting and create expedited approval of art in the I-880 underpasses.]
- **[Comment O-5-10** Align with the City of Oakland policy to move towards two-way streets, instead of constructing 4-lane wide one-way streets. Implement two-way conversion of 5th, 6th and 7th Streets.]
- **[Comment O-5-11** Maintain and repair existing lighting attached to the underside of the freeway structure as soon as possible. It will be needed for safety during construction and at least until pedestrian lighting is installed and operating.]
- **[Comment O-5-12** Study current traffic on impacted local streets and intersections. Figure 1-4 shows the Existing Travel Routes between I-880 and the Tubes. One of the Routes has northbound I-880 traffic exiting at Oak Street, making a left at Oak, making a right at 4th Street, making a right on Broadway, and then a right on 5th Street into the Webster Street tube. Given that at 4th Street/Broadway (pages 2-85 to 2-88), LOS drops to E and F at 2045 AM, we would like to see additional study on the impact the project may have on these local streets and intersections.]
- **[Comment O-5-13** Include street modifications in the project description (Page 1-28, Paragraph 8): The description of street modifications does not include the new restrictive right-turns movement at southbound 6th/Jackson so that southbound Jackson Street traffic can no longer access the NB I-880/Jackson Street on-ramp with a right turn.]

2) Improve Connections Between JL and Chinatown and reduce the I-880 Freeway Barrier

[Comment O-5-14 The barrier of the I-880 is a major impediment to quality of life and economic development in the areas adjacent to the freeway, and connecting Jack London and Chinatown is a decades-old Downtown Oakland priority. Thank you for verbally committing to improving the pedestrian under crossings of the 880 in our most recent call on 10/23.] Please include the following as part of this project:

- **[Comment O-5-15** Upgrade under-freeway uses, particularly parking operations.]
- **[Comment O-5-16** Reduce overall crossing distance of high-speed streets and freeway infrastructure at the street level. 5th and 6th Streets as designed will contribute to the freeway barrier effect; they must be narrowed and slowed to reduce it.]

- **[Comment O-5-17]** Improve cross-ability of 5th and 6th streets for pedestrians. Streets in Oakland's neighborhoods should behave like neighborhood streets, not freeway onramps. We are concerned that construction of new one-way high-speed streets is out of line with Oakland's transportation policies to convert one-way streets into safer, slower two-way streets.]
- **[Comment O-5-18]** Page 1-32: Address traffic signal timing modifications. All traffic impacts between Chinatown and Jack London at new 6th Street intersections between Oak and Broadway should have protected pedestrian phases.]
- **[Comment O-5-19]** Install pedestrian lighting and new sidewalks at each undercrossing: Broadway, Webster, Webster Place, Jackson (east side), Madison, and Oak. Community input should be encouraged. Differences from street to street should not be discouraged.]
- **[Comment O-5-20]** Construct the new ped/bike connector on Harrison Street from 4th Street to 6th Street as soon as possible to be completed before the sidewalk on Jackson Street is closed.]
- **[Comment O-5-21]** Improve signage on both sides of the freeway at each undercrossing with a goal of connecting Chinatown with Jack London and Jack London with Chinatown.]

3) Minimize Construction Impacts

[Comment O-5-22] The construction phase of a project of this scale will have a significant impact on our neighborhoods. Access challenges for residents, customers, workers, and visitors will have a significant quality-of-life and economic impact.] Please ensure the following:

- **[Comment O-5-23]** Provide a clear phasing plan for construction to minimize construction disruption impacts]
- **[Comment O-5-24]** Provide a clear plan for construction impact mitigation including signage and ability/commitment to respond to community needs that arise during the project]
- **[Comment O-5-25]** Commit to construct pedestrian improvements first, as practical]

We are the key stakeholders representing the communities impacted by the project, and have been engaged for many, many years — some of us for decades. Ours are the communities that the project is intended to benefit. So please ensure that the stated goals are met given the tremendous disruption to our neighborhoods and public investment the project will entail. Even though the project was initiated decades ago, there's still an opportunity to improve and meet our mutual goals to focus on 2020's priorities. We are committed to working with Alameda CTC throughout the process to refocus the project in order to make significant positive impacts in reversing the enormous decades-old damage of freeway prioritization that disproportionately burdens and endangers our neighborhoods, and equitably improve mobility and safety — an urgent need for Jack London's and Chinatown's communities.

Signed,
Oakland Chinatown Chamber of Commerce
Jack London Improvement District
Bike East Bay

Represented by:

Carl Chan, Board President, Oakland Chinatown Chamber of Commerce
Rick da Silva, Board Member, Oakland Chinatown Chamber of Commerce
Gary Knecht, Founding Board Member, Jack London Improvement District
Savlan Hauser, Executive Director, Jack London Improvement District
Greg Pasquali, Board Member, Jack London Improvement District; CP V JLS, LLC
property owner of 1.5 blocks adjacent to proposed project
Dave Campbell, Advocacy Director, Bike East Bay

CALTRANS RESPONSE:

Comment O-5-1: See Master Response 1.

Comment O-5-2: See Master Response 14.

Comment O-5-3: See the response to O-5-2.

Comment O-5-4: The proposed project will remove freeway bound traffic off of local roadways (Figure 2-16 and Table 2-14, Chapter 2, Section 2.8.3). The resulting decrease in traffic congestion, combined with the proposed pedestrian safety improvements (Figure 2-17, Chapter 2, Section 2.8.3), will reduce vehicle-pedestrian conflicts at key intersections.

Comment O-5-5: Pedestrian safety improvements within the project footprint include installation of a PHB, right-turn restrictions, turn-on-red restrictions, shortened crosswalks, bulb-outs, and lead pedestrian signal phases (Figure 2-17, Chapter 2, Section 2.8.3). One sidewalk along the west side of Jackson Street between 5th and 6th streets will be removed to install the proposed horseshoe (Figure 1-12, Chapter 1, Section 3.1.1), eliminating those crossing points. However, pedestrians can still use cross under I-880 using the sidewalk along the east side of Jackson Street. No other crossing points will be removed.

Comment O-5-6: The posted speed limit is 25 mph on local roadways in Oakland. This speed limit will be maintained on all local streets. The TOAR (August 2020) evaluated signal timing throughout the project study area to minimize delays. A signal timing plan will be recommended to the City of Oakland, who will be responsible for implementing signal timing changes after construction is complete.

Comment O-5-7: The proposed cycle improvements are consistent with the 2019 City of Oakland Bike Plan and City's Draft DOSP.

Comment O-5-8: Parking will be added on 6th Street to the extent possible. Existing parking on the north side of the roadway would be removed to allow construction of the proposed cycle track.

Comment O-5-9: See Master Response 2.

Comment O-5-10: The proposed project implements portions of the Draft DOSP on Harrison and Madison streets, and does not preclude future street conversion from one-way to two-way.

Comment O-5-11: See Master Response 12.

Comment O-5-12: The TOAR (August 2020) has studied existing and future traffic impacts throughout the project footprint. There is a slight degradation in level of service at 4th Street and Broadway during the peak hour (Tables 2-18 and 2-19, Chapter 2, Section 2.8.3). The effect of this will be a slight increase in queuing and delay during the peak hour period. Note that VMT decreases between the No-Build and the Build Alternatives.

Comment O-5-13: The proposed street modifications are discussed in Chapter 2, Section 2.8.3 and are illustrated in Figure 2-17. No update to the project description is warranted.

Comment O-5-14: Alleviating all of the issues associated with the I-880 barrier was not part of the proposed project's purpose and need (Chapter 1, Section 2.0). However, connectivity issues associated by the I-880 viaduct will be lessened with multimodal improvements, including a new two-way cycle track along Oak Street and a new shared-use path along Harrison Street (Figure 1-12, Chapter 1, Section 3.1.1). The visual barrier associated with the I-880 viaduct will be partially alleviated by removal of the Broadway off-ramp (Chapter 2, Section 2.9.3)

Comment O-5-15: See Master Responses 2 and 4.

Comment O-5-16: Crossing distances will be reduced to the greatest extent possible. Bulb-outs and shortened sidewalks will be installed at several intersections (Figure 2-17, Chapter 2, Section 2.8.3). Both 5th and 6th streets will have the minimum number of travel lanes to operate efficiently and safely, and will have a posted speed limit of 25 mph.

Comment O-5-17: See the response to O-5-10 and O-5-16. The proposed project does not preclude future conversion of roadways from one-way to two-way.

Comment O-5-18: The City of Oakland will be responsible for the implementation of any signal changes. The proposed project will recommend a protected pedestrian phase at 6th Street and Broadway (Figure 2-17, Chapter 2, Section 2.8.3). The PDT does not recommend LPIs at other intersections along 6th Street to prevent safety concerns from the queuing of traffic on the off-ramp and spillover onto the freeway.

Comment O-5-19: Pedestrian-scale lighting will be provided at each of the undercrossings below I-880. The PDT will coordinate with stakeholders for input on lighting during the design phase.

Comment O-5-20: The proposed Class I bicycle/pedestrian path on Harrison Street will be constructed prior to the closure of the western sidewalk along Jackson Street.

Comment O-5-21: See Master Response 8.

Comment O-5-22: Construction is expected to last 36 months (Chapter 1, Section 3.1.1 Construction Schedule). PF-TRF-1 (Chapter 2, Section 2.8.3) stipulates the development of a TMP which will include strategies to minimize impacts on those traveling to and through the project footprint during construction. The TMP will include plans for traffic rerouting, a detour plan (if required), and public information procedures. AMM-TRF-1 through AMM-TRF-4 (Chapter 2, Section 2.8.4) will provide information to neighborhoods and businesses regarding changes to parking and will provide alternate transportation options.

Comment O-5-23: A detailed phasing plan will be developed during the design phase. Per PF-TRF-1 (Chapter 2, Section 2.8.3), a TMP will be prepared to minimize traffic disruptions during project construction.

Comment O-5-24: Construction related impacts were evaluated and determined not to be significant. Therefore, no mitigation for these impacts is proposed. PF-TRF-1 (Chapter 2, Section 2.8.3) stipulates the development of a TMP which will include strategies to minimize impacts on those traveling to and through the project footprint. The TMP will include plans for traffic rerouting, a detour plan (if required), and public information procedures.

Comment O-5-25: The proposed project will construct pedestrian improvements as early as possible during construction. New pedestrian infrastructure will be construction prior to removal of existing infrastructure.

Comment O-6 — Carl Chan, President and Sugiarto Loni, Structural Engineer, Oakland Chinatown Chamber of Commerce

ORIGINAL COMMENT:

October 28, 2020

Lindsay Vivian
Caltrans District 4, Office of Environmental Analysis
111 Grand Avenue
MS-8B
Oakland, CA 94612

The Honorable Pauline Cutter, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: The Oakland Alameda Access Project (OAAP)

On behalf of Oakland Chinatown Chamber of Commerce (OCCC), we thank Alameda CTC and Caltrans for the opportunity to review the Oakland Alameda Access Project (OAAP) Draft Environmental Document. We appreciate the outreach the Alameda CTC staff has provided to Chinatown to move this project forward after 30 years of numerous attempts.

OCCC advocates for small businesses in Oakland Chinatown and a safe environment for our residents, as well as promotes Chinatown as an attractive destination. **[Comment O-6-1** OCCC embraces OAAP's project as it promises to bring many improvements to Chinatown and is a good first step towards reversing the social injustice impacted by past planning mistakes. This will begin to reduce impacts from a regional traffic on to disadvantaged community. We support the overall project to improve the safety of pedestrians and bicyclists, reduce traffic in Chinatown from Alameda Points development, and improve connectivity between Chinatown and Jack London Square. The removal of the Broadway off-ramp will eliminate the blight under the freeway and revitalize the 6th Street corridor. We especially believe that the main "horseshoe" project element is essential in achieving these goals for Chinatown. **]**

Our organization represents hundreds of small local businesses, thousands of residents, and thousands of daily visitors and workers within the project area. OCCC agrees that in 2020, with climate change-driven fires burning all around us and freeways vastly overwhelmed by capacity at all hours, we must quickly prioritize the transportation improvements and address long-standing community priorities of safety and connectivity. **[Comment O-6-2** This project provides much needed improvements that our community has been waiting for all these years. The project may not address all the transportation needs but is sorely needed and should be implemented now. **]**

[Comment O-6-3 Separately, OCCC is a co-signer of the letter prepared by Chinatown, Jack London District and Bike East Bay coalition. We fully support the list of requested improvements. **]** Additionally, OCCC advocates specific requests that are pertinent to and have impacts to our Chinatown business community:

- **[Comment O-6-4** Provide permanent signage to direct traffic to Chinatown as an attractive-destination.]
- **[Comment O-6-5** Incorporate an architecturally pleasing retaining wall design that reflects the culture of the Chinatown community.]
- **[Comment O-6-6** Ensure affordable public parking under the freeway to replace the loss of street parking]
- **[Comment O-6-7** Ensure bike route to bypass the main corridor (8th and 9th Street) of the Chinatown business core center so as not to impact small businesses.]
- **[Comment O-6-8** Ensure local community input on design elements so that the character of the community can be reflected.]

We look forward to working closely with you throughout this project to achieve our mutual goals and make this project a proud reality after 30 years.

Sincerely,

Carl Chan
OCCC Board President

Sugiarto Loni, Structural Engineer, (CA S3041)
OCCC Board Director

Cc:
Ryan Russo, Oakland Department of Transportation Director
Jessica Chen, OCCC Executive Director
Rick da Silva, OCCC Board Director

CALTRANS RESPONSE:

Comment O-6-1: Caltrans recognizes your support for the proposed project.

Comment O-6-2: See Master Response 1.

Comment O-6-3: Responses to comments provided in the joint letter are provided in Comment O-3.

Comment O-6-4: See Master Response 8.

Comment O-6-5: Final design of each retaining wall will be evaluated as the project development process continues. AMM-VA-4 (Chapter 2, Section 2.9.4) requires context-sensitive retaining wall treatments (color, pattern, and/or texture) to reduce visual impacts, glare, and potential for graffiti.

Comment O-6-6: See Master Response 4.

Comment O-6-7: The proposed project does not include proposed bicycle facilities on either 8th or 9th streets (Figure 1-12, Chapter 1, Section 3.1.1). There are existing bike lanes along

8th Street between Harrison and Fallon Street. The City of Oakland has planned bike lanes on 8th Street west of Harrison, but those would not be constructed as part of the proposed project.

Comment O-6-8: Context-sensitive design elements will be incorporated into the proposed project to reflect the character of the community. Stakeholder workshops will be held during the project's design phase to solicit input on design elements.

Comment O-7 — Dave Campbell, Advocacy Director at Bike East Bay and Patricia Potter, President at Bike Walk Alameda

ORIGINAL COMMENT:

October 26, 2020

Alameda CTC
1100 Broadway
Suite 800
Oakland CA 94607

Re: Revised Comments on Oakland Alameda Access Project

Dear Alameda CTC:

We thank Alameda CTC staff for providing feedback and meeting with us to discuss our earlier letter of October 19. In response, we provide the following updated response to the draft EIR for the Oakland Alameda Access Project (OAAP) to better reflect our concerns and understanding of the project.

Bike East Bay and Bike Walk Alameda have been closely involved in your development of the OAAP over the past several years and we appreciate the time you have committed to meet with us and discuss our concerns about bicycle and pedestrian access with this project. **[Comment O-7-1** We also appreciate your prior commitment that allowed us to complete a feasibility study for a bike-ped bridge over the Oakland Estuary, which is our highest priority part of this project. We are encouraged to learn of the complete feasibility of a bike-ped bridge and look forward to hearing your ideas for advancing the final design and ensuring that the OAAP is truly a multimodal project when it comes to connecting Alameda and Oakland.] **[Comment O-7-2** We also appreciate your commitment to include a two-way cycle track on Oak Street with this project and we want to see that bikeway built before any other construction activity happens to ensure safety.]

[Comment O-7-3 That said, we retain our concerns with the over-emphasis on cars with this project but for the following reasons are staying engaged in hopes that our concerns will be addressed. OAAP as envisioned in the DEIR does little to improve multimodal connectivity and access across the Oakland Estuary, which is what voters were promised when they approved the allocation of Measure BB and B funding almost 30 years ago. This is a critical shortcoming that needs to be fixed.] **[Comment O-7-4** For this reason, we are looking for your commitment to complete a PSR and PAED for the bike-ped bridge. This should be doable given the relative costs of these studies compared to the overall cost of OAAP. It does not matter to us whether funding to complete these studies comes from OAAP or from another source.] **[Comment O-7-5** In addition, the project needs to improve the freeway underpasses of 880,] **[Comment O-7-6** and make further pedestrian safety improvements in Chinatown, as requested by Chinatown Coalition and Jack London District.] **[Comment O-7-7** Thank you for verbally committing to improving the pedestrian undercrossings of 880 in our most recent phone call. We look forward to seeing more details about these pedestrian improvements and their cost estimates.] Should these deficiencies be addressed, then we can support the project enthusiastically and we hope to do just that.

Bike-Ped Bridge over Oakland Estuary

[Comment O-7-8 The proposed Webster Tube walkway is not a true bike-ped enhancement, but rather environmental mitigation and clearance for Caltrans. While maybe improving emergency pedestrian egress for drivers, it does not meet NACTO, or even Caltrans' own standards for a bikeway, or a shared-use facility.] **[Comment O-7-9** Because it will suffer the same issues as the Posey Tube walkway (noise, smell, dirtiness) and be only slightly wider, it will not attract new users, and it won't improve the bike and pedestrian network here in any meaningful way. This corridor needs real solutions for bicyclists and pedestrians, not more of a bad thing.]

[Comment O-7-10 The bike-ped bridge was considered 'out of scope' for this project, but we feel it should have been included, as it squarely addresses multimodal access and connectivity within this corridor. The recent Estuary Crossing Study shows that by 2030, a bike bridge could induce significant mode shift through this corridor, projecting potentially 8-13% of cross-estuary trips by bike or foot, compared to 0-3% for the proposed Webster Tube walkway. The bike-ped bridge would mean significantly fewer vehicle trips through the corridor versus a walkway (between 45,000-50,000 fewer vehicle trips per week, depending on the alignment chosen), benefitting the broader community in many ways, particularly Chinatown.]

[Comment O-7-11 We therefore think it's wholly appropriate and necessary, and can support the project, if Alameda CTC clearly identifies funds — approximately \$6M for the PSR and PAED (environmental document) — for the bike-ped bridge, and places it in its Capital Improvement Program.] **[Comment O-7-12** In addition, because of the regional, cross-jurisdictional nature of this project, we urge that Alameda CTC manage the bike-ped bridge project going forward, much as it is managing OAAP, the East Bay Greenway, HOV lanes, freeway interchanges, and many more important priority projects.]

Oak Street Cycle Track Bikeway and related bike issues

[Comment O-7-13 Thank you for including the Oak Street cycle track in this project and extending its good design up to 9th Street to connect to Lake Merritt BART Station. This is a needed bikeway connection from the Embarcadero into Downtown Oakland and through an area with heavy freeway traffic.] **[Comment O-7-14** We want to make it clear, however, that we do not request a bikeway on 6th Street, as designed into this project. Our preference is to have a bikeway on 7th Street, which will become part of a connection from West Oakland BART to Chinatown and Laney College. We understand the CEQA reasons for including 6th Street in this project, in case for some reason a bikeway cannot be constructed on 7th Street, but 7th Street is our preference, not 6th Street.]

Thank you for understanding our concerns and revising the projects to improve bicycling and walking safety, as discussed herein. We look forward to our next conversation with updates and more specifics as we stay engaged.

Sincerely,

Dave Campbell
Advocacy Director
Bike East Bay
dave@bikeeastbay.org

Patricia Potter
President, Bike Walk Alameda
pat@bikewalkalameda.org

CALTRANS RESPONSE:

Comment O-7-1: See Master Response 5.

Comment O-7-2: The construction of the two-way cycle track on Oak Street will be constructed before the existing bike lanes on Madison Street are removed.

Comment O-7-3: See Master Response 14.

Comment O-7-4: See Master Response 7.

Comment O-7-5: The proposed project will provide continuous sidewalks for all streets within the project footprint (Figure 1-12, Chapter 1, Section 3.1.1). The proposed project will also implement safety improvements, including lighting, under the I-880 viaduct.

Comment O-7-6: Pedestrian safety improvements in Oakland include installation of a PHB in Chinatown, right-turn restrictions, turn-on-red restrictions, shortened crosswalks, bulb-outs, and lead pedestrian signal phases (Figure 2-17, Chapter 2, Section 2.8.3).

Comment O-7-7: The proposed project includes the cost of improvements under I-880. Additional details will be developed during the project's design phase, when additional stakeholder workshops will be held for input.

Comment O-7-8: See Master Response 11. The Webster Tube walkway is not a proposed mitigation measure but rather a project design feature.

Comment O-7-9: See Master Responses 7, 13, 15, and 6, which address all of the items raised in this comment.

Comment O-7-10: See Master Response 5.

Comment O-7-11: See Master Response 7.

Comment O-7-12: See Master Response 7.

Comment O-7-13: Caltrans recognizes your support for the proposed project.

Comment O-7-14: Chinatown leaders have expressed that putting a cycle track on 7th, 8th, and 9th streets is not desired as the cycle track would impact businesses. The proposed cycle track on 6th Street is consistent with the 2019 City of Oakland Bike Plan and the Draft DOSP.

Comment O-8 — Cyndy Johnsen, Board Member Bike Walk Alameda

ORIGINAL COMMENT:

November 12, 2020

Alameda CTC and Caltrans,

Please find attached detailed comments on the OAAP DED from Bike Walk Alameda. We look forward to your responses in the EIR.

Thank you,

Cyndy Johnsen
Board Member, Bike Walk Alameda
Alameda, CA 94501

{Attachment}

BWA Specific Comments for OAAP DED

Bike Walk Alameda would like to submit the following specific comments regarding the OAAP DED. Our comments focus mostly on the Tube enhancements, as they relate to bicyclists and pedestrians. This is not an exhaustive list, but rather a sampling of concerns we noted throughout the document.

Thank you for your consideration.

Comment 1

Page vii: *“The proposed project’s purpose is to improve multimodal safety for all users and reduce conflicts between regional and local traffic; enhance bicycle and pedestrian accessibility and connectivity within the project study area.”*

Page 1-39, Section 3.1.4: *“The Build Alternative improves safety, mobility, and connectivity/accessibility for all transportation modes and achieves the goals defined in the purpose and need.”*

[Comment O-8-1 The build alternative, in our opinion, does not do nearly enough to improve the safety, mobility, and connectivity/accessibility for non-motorists through the Webster or Posey Tubes to be considered a multimodal enhancement.

Because the new walkway experience in the Webster Tube will be very similar to the Posey Tube walkway experience, which is noisy, dirty, intimidating, of very poor air quality, and is only slightly wider, we do not feel it will improve the situation for bicyclists and pedestrians in any meaningful way. This effort will only marginally serve a very small segment of people — existing Posey Tube walkway users who are courageous or desperate enough to use the Posey Tube walkway. While one might argue that any improvement is better than nothing, we feel these under-served users deserve much more from a project of this magnitude than just another substandard and unhealthy walkway.]

[Comment O-8-2 Further, this new walkway won't attract many, if any, new users. It won't make progress towards fixing the connectivity gap for thousands of potential users that would like to bike or walk across the estuary because it is so similar to the experience in the existing Tube.]

[Comment O-8-3 If the project's funding limits its ability to do more for bicyclists and pedestrians crossing the estuary than this walkway, we feel the \$7M needed for it would be better spent advancing much-needed, more effective bike and pedestrian solutions within this corridor.]

Comment 2

Page 1-41, Table 1-6:

	Tubes	and are separated from vehicles.	6 th Street, 4 th Street, Mariner Square Loop.	pedestrian walkway.
Bikes 	Streets	+ Higher standard bicycle facilities, no turn-on-red restrictions.	+ Expanded bike lane network; integration with City's planned lanes.	+ Expanded bike lane network.
	Tubes	+ One-way bicycle circulation to reduce head-on conflicts.	+ New connectivity between walkways, 6 th Street, 4 th Street, Mariner Square Loop.	+ Webster Tube bicycle/pedestrian walkway.
Transit		+ Slight improvement based on	4. Removal of Broadway off ramp	MB 1.500 usage between Jackson

[Comment O-8-4 The Webster Tube walkway is substandard for bicyclists, and cannot fairly be called an enhancement for them. We propose that this row be removed from the table.] Specific thoughts:

- **[Comment O-8-5** The Tube walkways do not meet NACTO standards, or even Caltrans' minimum bikeway or shared-use path standards. Technically, these are pedestrian facilities where bicyclists are only allowed because they were certified through a special Caltrans process for non-standard facilities. "Bicycle/pedestrian walkway", the term used here, is a non-technical term that blurs the fact that this is a substandard facility for bicyclists. We feel it's inaccurate to categorize it as an enhancement.]
- **[Comment O-8-6** One-way circulation will likely not work. Self-enforced one-way circulation seems overly optimistic. Asking pedestrians in particular to go out of their way to follow this directive is unrealistic. It's more likely that bikers and pedestrians will use whichever tube is most convenient for their particular journey. Further, it's likely that users will factor in the extra width of the Webster Tube walkway when choosing whether or not to use it, regardless of signage. The width of their bike and the risk of encountering other wide users (cargo bikes, grocery carts, wheelchairs, cruisers, etc.) will more likely guide their decision. This matters because this is being proposed and evaluated as a one-way facility, but a two-way facility has even greater width requirements, underscoring even further how substandard this facility really is.]
- **[Comment O-8-7** One-way circulation as a concept is flawed. Assuming one-way circulation worked, the Posey Tube walkway would be the other half of the facility (the reverse direction). So if we look holistically at the proposed facility enhancement, it's compromised by the 'weak link' of the Posey Tube walkway. Relying on the Posey Tube walkway reduces the infrastructure experience to its level.]

Comment 3

Page ix: *"Caltrans Complete Streets policy provides for transportation facilities that are planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Incorporation of complete streets elements would improve multimodal safety and mobility, and includes elements such as sidewalks, bike lanes, crosswalks, and landscaping."*

[Comment O-8-8 A complete street network is desperately needed in this corridor, but incremental walkway improvements do not get us there. Instead, they may delay and distract from work on projects that would offer real progress in fixing this gap. We urge greater focus on real, impactful solutions.]

Comment 4

Page xviii, Table S-1, Section for Air Quality: *"Proposed bicycle and pedestrian infrastructure may have additional air quality benefits."*

Page 2-276, Section 3.8.3: *"Improvements to bicycle and pedestrian networks would help reduce VMT by encouraging walking and bicycling within the project footprint and between the two cities. These alternative modes of transportation consume no energy and would, therefore, reduce the proposed project's overall energy consumption."*

Page xx, Table S-1, Section for Environmental Impacts/Energy: *"Improvements to bicycle and pedestrian infrastructure would enhance access and connectivity and encourage walking and bicycling which would lower fossil-fuel-related energy consumption."*

[Comment O-8-9 Improved bicycle and pedestrian infrastructure could make a real impact on vehicle trip reduction, energy consumption, GHG reduction, and air quality in this corridor, because it currently lacks any standard bicycle and pedestrian infrastructure. However, the build alternative will likely do very little in this regard. We feel this is a missed opportunity.]

[Comment O-8-10 The Demand Study completed earlier this year projects trip reduction quantitatively, and shows how ineffective the Webster Tube walkway improvements will be in reducing vehicle trips, and by extension, improving air quality. The bike-pedestrian bridge, on the other hand, would likely reduce weekly vehicle trips through the corridor much more than the build alternative (the walkway) — between 45,000-50,000 fewer vehicle trips per week by 2030, depending on the bridge alignment chosen. If we are serious about addressing those goals, we should advance the bridge as part of OAAP.]

[Comment O-8-11 Also, we propose including data and metrics to support claims of benefits so different options can be compared more easily.]

Comment 5

Page 2-9, Section 2.1.1: Consistency with State, Regional, and Local Plans and Programs.

[Comment O-8-12 This plan is inconsistent with key plans and programs in that it does not mention the bike and pedestrian bridge, which is included in the City of Oakland's Downtown Specific Plan and their Bicycle Plan, the Caltrans District 4 Bicycle Plan, and the City of Alameda's Climate Action and Resiliency Plan, and its Transportation Choices Plan.

Alameda's Transportation Choices Plan's goal to decrease drive alone trips at estuary crossings and increase walking, bicycling, bussing and carpooling within Alameda is not addressed in any significant way with this project, but could be by advancing the bike and pedestrian bridge.]

CALTRANS RESPONSE:

Comment O-8-1: See Master Responses 6, 13, and 15, which address all of the items raised in this comment.

Comment O-8-2: See Master Response 7. The Webster Tube walkway is currently closed to the public. Opening and widening this walkway for public use, combined with the directional flow for bicyclists within both the Posey and Webster Tubes, will provide improved multimodal connectivity between Oakland and Alameda. In addition, the Webster Tube walkway will provide an alternative route for bicyclists and pedestrians during closures of the Posey Tube.

Comment O-8-3: See Master Response 7.

Comment O-8-4: The Webster Tube walkway is currently closed to the public. Opening and widening this walkway for public use, combined with the directional flow for bicyclists within both the Posey and Webster Tubes, will provide improved multimodal connectivity between Oakland and Alameda. In addition, the Webster Tube walkway will provide an alternative route for bicyclists and pedestrians during closures of the Posey Tube. Because of these near-term benefits, the Webster Tube improvements will not be removed from Table 1-6 (Chapter 1, Section 3.1.4).

Comment O-8-5: A See Master Response 11.

Comment O-8-6: One-way circulation will be recommended to bicyclists and communicated with signage, although it cannot be enforced. However, bicyclists who choose to adhere to the recommended directionality of travel will encounter fewer conflicts. The width of the Webster Tube was evaluated, and the maximum width that can be provided from a structural and safety standpoint is four feet.

Comment O-8-7: See responses to Comments O-8-5 and O-8-6.

Comment O-8-8: See Master Response 14.

Comment O-8-9: The proposed project implements measures to decrease energy consumption (Chapter 2, Section 3.8), decrease GHG emissions (Chapter 3, Section 3.4), and improve air quality (Chapter 2, Section 3.6). The Build Alternative will create 1.52 miles of separate bicycle facilities, 0.32 mile of new sidewalks, and 1.49 miles of new walkway in the Webster Tube (Chapter 2, Section 2.8.3). See Master Response 7.

Comment O-8-10: The travel demand study noted in the comment is for an independent, future project and is not part of the proposed project. The proposed project will not preclude, but will rather complement, future improvements to multimodal access, including a potential Estuary Crossing Bridge. See Master Response 7.

Comment O-8-11: The proposed project's environmental document and supporting technical studies used accepted methods of data collection and analysis. The Draft EIR/EA evaluated a Build Alternative and No-Build alternative. Tables S-1 (Summary) and 1-6 (Chapter 1, Section

3.1.4) compare these alternatives. In addition, each chapter of the Draft EIR/EA presented detailed analysis of the two alternatives. After the end of the public review period of the Draft EIR/EA and consideration of public comments, Caltrans, Alameda CTC, and the PDT compared and weighed the benefits and impacts of the presented project alternatives and identified the Build Alternative as the Preferred Alternative.

Comment O-8-12: See Master Response 7. Chapter 2, Section 2.1.2 outlines the proposed project's consistency with state, regional, and local plans. The Build Alternative would not preclude future improvements outlined in any of these plans, or the plans referenced in this comment. The proposed project represents near-term improvements to multimodal connectivity that would likely encourage increased walking/biking between Oakland and Alameda.

Comment O-9 — Tom Debley, President Oakland Heritage Alliance

ORIGINAL COMMENT:

November 21, 2020
(corrected 12-18-2020)

Lindsay Vivian
Office of Environmental Analysis
Caltrans District 4
111 Grand Avenue, MS-8B
Oakland, CA 94612
oakland.alameda.access@dot.ca.gov

Subject: Oakland Alameda Access Project

Dear Ms. Vivian,

Oakland Heritage Alliance (OHA) appreciates the opportunity to provide comments to the Oakland Alameda Access Project DEIR. In addition to the comments (not related to mitigation) in its letter of October 20, 2020, OHA has comments related to mitigations for the adverse effects of this project.

[Comment O-9-1 IN the DEIR we did not find mention of Oakland’s Historic Preservation Element (<http://www2.oaklandnet.com/Government/o/PBN/OurServices/GeneralPlan/DOWD009018>), an adopted element of its General Plan, nor of its Demolition Findings Ordinance (Section 17.136.075 of the Planning Code). These local provisions should be included in the list of “Regional and Local Plans (Table 2-4)” and both studied for applicability to the project.] **[Comment O-9-2** The project does not currently conform to the Historic Preservation Element, for example, Policies 2.1 and 2.4.]

[Comment O-9-3 Mitigations should ensure that the design of new walls is high quality, equal or better than the existing elements proposed for demolition.] **[Comment O-9-4** Two designs should be explored—one that matches the existing design and one that is a contemporary compatible design.] **[Comment O-9-5** When preparing the design of the new walls, please consider the following:

- treatments for the ends of walls including the pillars under the 880 freeway (see Alameda side for original design);
- surface treatments for new walls;
- compatibility of new fencing and railing materials;
- compatibility of new lighting elements;
- compatibility of scale with regards to proportions of all new elements; and
- methods for cutting or demolishing the existing wall.]

[Comment O-9-6 Mitigations should include a contribution to Oakland Facade and Tenant Improvement Program to support restoration and preservation of extant cultural or historic

resources and promote the vitality of the Waterfront Warehouse District and Chinatown. The City of Oakland has a procedure for calculating contributions to its Facade Improvement Program in mitigation for demolition of historic resources. We are attaching a sample of how the city calculated a contribution to the program, for a proposed 2018 demolition (of a building in a lesser category of historic importance than the Posey entrance). Contribution to the Facade Improvement Program should be determined using the Oakland formula in mitigations for loss of historic resources, in this case, 275 feet of wall demolition. Funding should be limited to the Waterfront Warehouse District for the first year, then expanded to include Chinatown the following year, and then if funds remain, be expanded to use throughout the City of Oakland.]

[Comment O-9-7 Public input is central to deciding on the final design and OHA urges that the public be involved from the outset of the design process.] **[Comment O-9-8** OHA also hopes that it will not be presented with two prebaked designs from which to choose.]

[Comment O-9-9 Further, OHA urges that the Oakland Landmarks Preservation Advisory Board review and provide comments on the final design options.]

[Comment O-9-10 A commemorative plaque and photographic documentation should not be considered as mitigation of adverse effects. While both are great steps, they do little to help bolster the integrity of the remaining nearby historic resources.]

Thank you for this opportunity to comment.

Sincerely,

Tom Debley, President

cc:

State Historic Preservation Officer Julianne Polanco

Bureau of Planning and Building Director William Gilchrist, City of Oakland

City of Oakland District 2 Councilmember Nikki Fortunato-Bas

City of Oakland Councilmember at Large Rebecca Kaplan

City of Oakland Landmarks Preservation Advisory Board Secretary Peterson Vollmann

City of Oakland Planning Commission Secretary Catherine Payne

Attachments:

Photo of Alameda entrance to tunnel showing original pillars

Two views of remnants of pillars on Oakland side of tunnel

Example of calculation for contribution to Façade Improvement Fund, on a 2018 project

Alameda entrance to tunnel showing original pillars



Remnants of original pillars on Oakland side of tunnel, shortened to make way for freeway structure, View 1



Remnants of original pillars on Oakland side of tunnel, shortened to make way for freeway structure, View 2.



Example of calculation for contribution to Façade Improvement Fund, on a 2018 project

- **HIST-1e:** City of Oakland Façade Improvement Program. The project proponent shall contribute to the City of Oakland's Façade Improvement Program. The amount of contribution to the program is based on the following formula:
 - \$10,000 for the first 25 feet of two façades of a building and \$2,500 per each 10 additional linear feet of those two same façades beyond 25 feet.
 - There shall be a 20 percent increase for the buildings designated as Historical Resources under CEQA.
 - For the purposes of this mitigation, the two façades along 22nd Street and Telegraph Avenue are approximately 50 feet and 25 feet long, respectively. The building appears eligible as a historical resource under CEQA as noted in Appendix B, but is not located in an APL. The following calculation results in a total contribution of \$26,500:

22nd Street façade: $\$10,000 + \$2,500 \times 25/10 \text{ feet} = \$16,250$
Telegraph Avenue façade: \$10,000
Total for both façades: $\$16,250 + \$10,000 = \$26,250$
CEQA Historical Resource – Increase by 20 percent: $\$26,250 \times 1.20 = \$31,500$.

The total Façade Improvement Program contribution for the demolition of the building at 2150 Telegraph Avenue/495 22nd Street is \$31,500.

CALTRANS RESPONSE:

Comment O-9-1: The project team reviewed Policies 2.1 and 2.4 of the adopted Historic Preservation Element under the City of Oakland's General Plan and found them not to be applicable to the proposed project. The project would apply SOIS standards where feasible, but will not apply for a City of Oakland demolition permit. In addition, the project will not seek LPAB approval, although the LPAB has been kept informed about the project's findings and impacts to the Posey Tube as part of the Section 106 process. Extensive outreach regarding the proposed impacts to the Posey Tube was conducted with the Section 106 SWG, including the City of Oakland (Chapter 4, Section 4.3.7), and two presentations specific to the impacts were made to the City's LPAB, one in 2019 and the other in 2021. A future presentation will be made to LPAB during the project's design phase for feedback on the design of the replacement wall for the Posey Tube Oakland Approach.

Comment O-9-2: See the response to O-9-1.

Comment O-9-3: Thank you for this feedback. Section 106 SWG meetings were held on December 18, 2020 and February 23, 2021 to solicit feedback on potential mitigation measures for the adverse effects to the Posey Tube and the Oakland Waterfront Warehouse District. Updated text in the Final EIR/EA (Chapter 4, Section 4.12) documents these meetings. The PDT identified mitigation measures are listed in Chapter 2, Section 2.10.4. SHPO signed the MOA with attached BETP on July 22, 2021.

Comment O-9-4: Please see response to Comment O-9-3. The design of new walls will be coordinated with stakeholders including OHA per the executed MOA (July 22, 2021).

Comment O-9-5: Thank you for your feedback. Please see responses to comments O-9-3 and O-9-4.

Comment O-9-6: Please see the response to Comment O-9-3. This mitigation measure was evaluated by the PDT and discussed during the February 23, 2021 SWG meeting. Per MM-

CUL-3, a contribution will be made to the Oakland Façade Improvement Program (Chapter 2, Section 2.10.4).

Comment O-9-7: To date, the PDT has conducted extensive engagement and public outreach for the proposed project. Over 250 meetings have been held with a diverse group of all known stakeholders for the proposed project. Section 106 stakeholders participated in the development of the project's MOA and BETP, which includes a design review process for project work on the Posey Tube. Mitigation measures for adverse effects to the Posey Tube and the Oakland Waterfront Warehouse District were identified through coordination with the Section 106 SWG per Comment O-9-3.

Comment O-9-8: Please see the response to Comment O-9-3.

Comment O-9-9: During PA/ED, stakeholder outreach was conducted and feedback was incorporated into the final design elements, when possible. The Landmarks Preservation Advisory Board will have an opportunity to provide feedback on the final design options in the design phase.

Comment O-9-10: Please see the response to Comment O-9-3. Both a plaque and photographic documentation are being evaluated as mitigation measures (Chapter 2, Section 2.10.4). However, these would not be the sole mitigation measures proposed to address adverse impacts to the Posey Tube and the Oakland Waterfront Warehouse District. Additional measures include nominating the Posey Tube for the National Register, making a monetary contribution to the Oakland Façade Improvement Program, conducting a professional webinar, installing interpretative panels, developing an educational package and digital content, and providing public tours of the Posey Tube Portal Building. See the response to Comment O-9-3.

Comment O-10 — Carl Chan, President and Sugiarto Loni, Structural Engineer, Oakland Chinatown Chamber of Commerce

ORIGINAL COMMENT:

November 24th, 2020

Re: The Oakland Alameda Access Project (OAAP)

On behalf of Oakland Chinatown Chamber of Commerce (OCCC), we thank Alameda CTC and Caltrans for the opportunity to review the Oakland Alameda Access Project (OAAP) Draft Environmental Document. We appreciate the outreach the Alameda CTC staff has provided to Chinatown to move this project forward after 30 years of numerous attempts.

OCCC advocates for small businesses in Oakland Chinatown and a safe environment for our residents, as well as promotes Chinatown as an attractive destination. **[Comment O-10-1** OCCC embraces OAAP's project as it promises to bring many improvements to Chinatown and is a good first step towards reversing the social injustice impacted by past planning mistakes. This will begin to reduce impacts from a regional traffic on to disadvantaged community. We support the overall project to improve the safety of pedestrians and bicyclists, reduce traffic in Chinatown from Alameda Points development, and improve connectivity between Chinatown and Jack London Square. The removal of the Broadway off-ramp will eliminate the blight under the freeway and revitalize the 6th Street corridor. We especially believe that the main "horseshoe" project element is essential in achieving these goals for Chinatown.]

Our organization represents hundreds of small local businesses, thousands of residents, and thousands of daily visitors and workers within the project area. **[Comment O-10-2** OCCC agrees that in 2020, with climate change-driven fires burning all around us and freeways vastly overwhelmed by capacity at all hours, we must quickly prioritize the transportation improvements and address long-standing community priorities of safety and connectivity. This project provides much needed improvements that our community has been waiting for all these years. The project may not address all the transportation needs but is sorely needed and should be implemented now.]

Separately, OCCC is a co-signer of the letter prepared by Chinatown, Jack London District and Bike East Bay coalition. We fully support the list of requested improvements. Additionally, OCCC advocates specific requests that are pertinent to and have impacts to our Chinatown business community:

- **[Comment O-10-3** Provide permanent signage to direct traffic to Chinatown as an attractive-destination.]
- **[Comment O-10-4** Incorporate an architecturally pleasing retaining wall design that reflects the culture of the Chinatown community.]
- **[Comment O-10-5** Ensure affordable public parking under the freeway to replace the loss of street parking]
- **[Comment O-10-6** Ensure bike route to bypass the main corridor (8th and 9th Street) of the Chinatown business core center so as not to impact small businesses.]
- **[Comment O-10-7** Ensure local community input on design elements so that the character of the community can be reflected.]

We look forward to working closely with you throughout this project to achieve our mutual goals and make this project a proud reality after 30 years.

Sincerely,

Carl Chan
OCCC Board President

Sugiarto Loni, Structural Engineer, (CA S3041)
OCCC Board Director

Cc:
Ryan Russo, Oakland Department of Transportation Director
Jessica Chen, OCCC Executive Director
Rick da Silva, OCCC Board Director

Attachment {See O-6}

CALTRANS RESPONSE:

Comment O-10-1: See Master Response 1.

Comment O-10-2: See Master Response 1.

Comment O-10-3: See Master Response 8.

Comment O-10-4: Context-sensitive design elements will be incorporated into the proposed project to reflect the character of the community. AMM-VA-4 and MM-VA-1 require context-sensitive retaining wall treatments. Stakeholder workshops will continue during the design phase to incorporate these design elements.

Comment O-10-5: See Master Response 4.

Comment O-10-6: The proposed project does not include a proposed cycle track along either 8th or 9th streets (Figure 1-12, Chapter 1, Section 3.1.1). Cycle tracks are proposed along Oak and 6th streets.

Comment O-10-7: Stakeholder outreach will continue during the design phase to receive feedback on design elements within the project footprint. AMM-VA-4 (Chapter 2, Section 2.9.4) requires context-sensitive retaining wall treatments.

Comment O-11 — Savlan Hauser, Executive Director, Jack London Improvement District

ORIGINAL COMMENT:

30 November 2020

Lindsay Vivian, Chief, Office of Environmental Analysis
Caltrans District 4
111 Grand Avenue, MS-8B
Oakland, CA 94612
Oakland.Alameda.Access@dot.ca.gov

Dear Oakland Alameda Access Project Team,

In addition to the Joint Comment Letter submitted with Chinatown Chamber of Commerce and Bike East Bay dated 10/28, we add the following comments:

We reiterate our concerns about mobility and connectivity challenges that should be addressed by this project, and agree with all comments submitted by Gary Knecht on behalf of SONIC on 11/30. In addition, we reiterate the concerns about lack of a mitigation plan for removal of sanctioned and unsanctioned encampments.

We also add the following additional questions and comments about the project collected from our stakeholders:

- **[Comment O-11-1** Jackson is a main pedestrian and bicycle connector to Downtown and Chinatown. Harrison, Broadway, and Oak are rarely used because no cyclist wants to be dumped into Chinatown or Broadway, and Oak is way out of the way if going downtown. The project should do more to connect to the existing bike infrastructure, like the bike lane on Jackson.]
- **[Comment O-11-2** There is still too much traffic at Jackson with this plan. There is considerably more residential along Jackson and with Brooklyn Basin growing this becomes the primary NB880/980 for those vehicles too (they may have a SB880 entrance but no NB880 entrance so they will have to drive to Jack London to enter the NB880 freeway). The project should consider another NB880/980 entrance at Oak or Madison to divert some of the traffic away from the congested Jackson Street entrance.]
- **[Comment O-11-3** Traffic speeds must be managed,] **[Comment O-11-4** and more consideration could be given to landscaped medians/streetscaping along 5th.]
- **[Comment O-11-5** Adequate connections in/out of the District must be maintained (two way streets wherever possible on Jackson, Oak, Madison).]
- **[Comment O-11-6** There is concern about removing the Broadway off ramp. Aesthetically, it's great for Broadway and Jack London. But moving our Downtown/Waterfront Exit to Oak Street dumps you off decidedly NOT in downtown, not at a welcoming gateway. Oak Street is actually a good location for traffic diversion, but some substantial consideration should be given to streetscaping & signage at that exit and along 6th Street to make it a real entrance to a Downtown/Waterfront District.]

- **[Comment O-11-7** Has an off ramp to and from 880 been considered?]
- **[Comment O-11-8** How will the loss of 200 parking spaces be addressed?]
- **[Comment O-11-9** How will street closure be affected during construction?]
- **[Comment O-11-10** How will people still have access to the district?.]
- **[Comment O-11-11** Can a left turn signal to the Jackson street on ramp be installed prior to the project construction?]

Thank you for your consideration and the opportunity to comment.

Savlan Hauser
Executive Director, Jack London Improvement District

CALTRANS RESPONSE:

Comment O-11-1: The proposed project will provide a new Class I shared-use path under I-880 adjacent to Harrison Street (Figure 1-12, Chapter 1, Section 3.1.1). This will provide a low-stress facility connecting Jack London District and downtown Oakland/Chinatown. In addition, this shared-use path adjacent to Harrison Street will connect to the proposed Class IV cycle track on 6th Street, which will connect to the proposed cycle track on Oak Street and the existing bike lanes on Washington Street. When the Build Alternative is constructed, elements of the City of Oakland's 2019 Bike Plan, including proposed bicycle improvements on 5th, 6th, Harrison, and Oak streets, will be completed. The proposed project is also consistent with the City of Oakland 2017 Pedestrian Plan Update.

Comment O-11-2: Traffic volumes were analyzed in the TOAR (August 2020) for the 2045 condition using the Alameda County travel demand model, which includes the Brooklyn Basin development. A new ramp that provides another NB I-880/I-980 entrance at Oak or Madison streets is not feasible due to ROW and geometric constraints. The analysis shows that 6th Street and the existing Jackson Street on-ramp have adequate capacity to meet the demand.

Comment O-11-3: The posted speed limit is currently 25 mph. This speed limit will be maintained on all local roadways. Enforcement will be the responsibility of the City of Oakland.

Comment O-11-4: Landscape and streetscape improvements are proposed along 5th Street. Coordination on these design elements will be conducted with stakeholders, including the City of Oakland, during the project's design phase.

Comment O-11-5: The proposed project will provide two-way access on Oak and Madison streets (Figure 1-13, Chapter 2, Section 3.1.3). Jackson Street will be converted to a one-way street between 5th and 6th streets to accommodate the proposed horseshoe. As a result, connections in and out of the Jack London District will be provided while alleviating operational issues on 6th Street.

Comment O-11-6: Landscape and streetscape improvements are proposed along 6th Street. Coordination on these design elements will be conducted with stakeholders, including the City of Oakland, during the project's design phase.

Comment O-11-7: Additional ramps were considered but were rejected due to concerns regarding traffic, safety, constructability, and/or cost (Chapter 2, Section 3.2).

Comment O-11-8: See Master Response 4.

Comment O-11-9: The proposed project will maintain access on local roadway in the project study area at all times. Localized lane closures may be necessary but will only last as long as necessary to accomplish work in the area. PF-TRF-1 (Chapter 2, Section 3.8.3) will require the development of a TMP to minimize impacts to travels to/through the project study area.

Comment O-11-10: Motorist access to Jack London District will be maintained throughout construction. The Broadway off-ramp will not be removed until the Oak off-ramp is widened. For bicyclists, the Oak Street cycle track and the Harrison Street share-use path will be constructed as early as possible during their associated construction phases. Both facilities will be installed prior to the closure of the existing facilities.

Comment O-11-11: The proposed project will install brand-new signals on 6th Street. A protected left-turn movement will be installed with this new signal (Figure 2-17, Chapter 2, Section 3.8.3). No work on this signal is proposed prior to project construction.

Comment O-12 — Mohammad Salama, Vice President, Board of Directors 8 Orchids Homeowners Association

ORIGINAL COMMENT:

Dear Officials of the Alameda County Access Project,

My name is Mohammad Salama. I am the Vice President of the 8 Orchids Board of Directors Homeowner Association on 7TH Street and Broadway. I write today to express HOA's grave concerns regarding the implementation of the Alameda Access Project. 8 Orchids is a .75-acre property consisting of 159 units and homeowners, located on 423 7TH St, Oakland CA 95607.

First and foremost, we understand that Oakland has spent years on the 6th Street Expansion Project and the facilitation of traffic through 5th Street to Alameda, with access from 6TH St. to Broadway and making it into a major thoroughfare for both entering and exiting the freeway, and for pedestrian and bike traffic, and to relieve some of the congestion on 7th Street and 5th St. leading to bottle-neck entrance to Alameda. But we would like to urge you to do this right and to do it correctly, and definitely not at the expense of tax-paying citizens and homeowners who happen to live in the middle of your project! We would like at all costs to avoid a litigation or a legal battle over this matter, but the stakes are high, and we won't hesitate to go to court if we have no choice but to do so.

As much as we appreciate how the Alameda Access Project will improve traffic, we are so deeply concerned, given our central location in medias res of this project, about the deleterious impact on garage access/entry/egress on 6th street, the air quality, and the noise pollution that will ensue as a result of implementing this project.

Our concerns are summarized as follows:

1. **[Comment O-12-1** Demolition of Broadway Exit Ramp on 6TH Street will be severely disruptive to 8Orchids homeowners and residents with constant noise and dust pollution!]
2. **[Comment O-12-2** Exist Garage Gate for 8orchids on 6th Street, the only exit garage our homeowners have, and which houses at least 200 cars, will be severely blocked when the demolition of 6th Street begins, and narrowly functional, if ever, when the project is implemented.] **[Comment O-12-3** 8 Orchids owns part of 6th Street, the land that currently separates Broadway from the end of Sixth Street. Yet you have never reached out to us to discuss condemnation money or explain how you were going to accommodate us or include garage entry and exit in your plan.] Your video blueprint does not address this elephant in the room. This is a significant hindrance and a cause for a lawsuit and has caused anxiety and consternation for all our residents.
3. **[Comment O-12-4** Alameda Access Project will multiply open 6th Street to heavy traffic and will cause aggravated noise to all residents of the building, especially the West wing overlooking 6th Street and Jack London square.]
4. **[Comment O-12-5** 6TH Street will turn into full access street with car lanes, sidewalks for pedestrians, as well as bike lanes. How exactly are our cars going to exist and enter the Garage Gate on 6TH Street amidst all this expansion and pedestrian and bike, and car density? It is like 6TH Street has magic elastic powers to accommodate full car

lanes, large pedestrian sidewalks, bike lanes, and on top of that secure safe and easy entry and exist through a busy Garage?]

5. **[Comment O-12-6** Alameda Access Project will turn 8 Orchids into a largely cut off building by becoming highly difficult if not impossible, to enter or exit, with disastrous backups into the garage,] **[Comment O-12-7** creating possible pedestrian accidents,] **[Comment O-12-8** not to speak of the consequential fumes.] **[Comment O-12-9** We will be surrounded with amplified traffic noise] **[Comment O-12-10** and with no effective means of garbage pick-up or much of any ability for our residents to move their belongings in or out.] You will be hurting our building considerably, cheapening its market . What is particularly harmful is that we are sure you must know and have accounted for all this, given the basic fact 8 Orchids is in the middle of the project and not too hard to miss.

In light of the above mentioned, we have the following demands:

- a. **[Comment O-12-11** Create an adequate turn lane for 8 Orchids on 6TH Street for safe, rapid entry and departure out of the street so that pedestrians and cyclists can't be harmed, and the garage gate won't be impeded or blocked-in in light of the projected heavily increased pedestrian, bicycle and vehicular traffic.]
- b. **[Comment O-12-12** Provide sound-proof windows for all homeowners of 8 Orchids in order to mitigate noise and heavy additional traffic being routed right underneath our building. We have done our homework and we do have a supporting sound study and a fully tested sound window design.]

All of the above can hopefully be duly and cordially communicated so that these items can be addressed in further design studies. **[Comment O-12-13** Our Board of Directors would also welcome a meeting in the near future with your project architects and engineers to further discuss these remedies and solutions.]

Sincerely,

Mohammad Salama- Vice President- Board of Directors- 8 Orchids HOA

CALTRANS RESPONSE:

Comment O-12-1: Per PF-NOI-1 (Chapter 2, Section 3.7.3) and AMM-NOI-1 through AMM-NOI-7 (Chapter 2, Section 3.7.4) will limit construction-related noise. This includes following Caltrans Standard Specifications and City of Oakland ordinances in regard to noise levels, prohibiting unnecessary equipment idling, limiting the daytime hours for pile driving activities, and dictating where equipment is staged. PF-AQ-1 (Chapter 2, Section 3.6.3) and AMM-AQ-1 (Chapter 2, Section 3.6.4) will require the Contractor to follow the Caltrans Standard Specifications for dust control and implement other measures to control fugitive dust.

Comment O-12-2: During construction, access will be maintained on all local roadways within the project study area. PF-TRF-1 (Chapter 2, Section 3.8.3) stipulates the development of a TMP which will include strategies to minimize impacts on those traveling to and through the project footprint during construction. The TMP will include plans for traffic rerouting, a detour plan (if required), and public information procedures.

Comment O-12-3: ROW mapping obtained by Caltrans and the City of Oakland indicates that the proposed project will be constructed within Caltrans and City of Oakland ROW. Since the records do not show that 8 Orchids owns part of 6th Street, condemnation of 8 Orchids ROW is not required. Please see the response to O-12-2 regarding garage entry.

Comment O-12-4: Noise modeling indicated that 2045 noise levels for several receptors along 6th Street (S1a, M9, S3, and S11) would be the same under both the No-Build and Build Alternatives (Table 2-46, Chapter 2, Section 3.7.3). Predicted noise levels would decrease for two receptors along 6th Street (M1 and S1b) as a result of the proposed project.

Comment O-12-5: Access to the 8 Orchid driveway will be maintained. Caltrans will coordinate with the City of Oakland to install a "Keep Clear" area in front of this driveway.

Comment O-12-6: See the response to O-12-5.

Comment O-12-7: Several pedestrian safety improvements are proposed at the intersection of 6th Street/Broadway near 8 Orchid including eliminating the free right-turn signal, creation of a protected pedestrian phase signal, and installation of a shortened sidewalk (Figure 2-17, Chapter 2, Section 3.8.3). The proposed project will implement similar pedestrian safety improvements in downtown Oakland, including signal modifications and traffic calming bulb-outs at other intersections along 6th Street (Figure 2-17, Chapter 2, Section 3.8.3).

Comment O-12-8: The air pollution and fumes along 6th Street would not be substantially different from existing conditions (Chapter 2, Section 3.6.3). The Build Alternative therefore will not have significant impacts to the 8 Orchid residents due to air pollution.

Comment O-12-9: As a residential property (Category B), exterior noise measurements were taken at this location. Measurement S1a was taken in the center of the 2nd floor courtyard and S1b was taken on the rooftop patio (Figure 2-43, Chapter 2, Section 3.7.2). Interior noise measurements are only required for Category D receptors (day care centers, hospitals, religious facilities, schools) (Table 2-45, Chapter 2, Section 3.7.1). 2045 conditions under both the Build and No-Build Alternatives were modeled. Existing exterior noise levels at S1a (66 dBA Leq[h]) would remain at the same level under both the No-Build and Build Alternatives (Table 2-46, Chapter 2, Section 3.7.3). Note that this approaches the NAC (67 dBA). Existing noise levels at S1b (61 dBA Leq[h]) would remain the same under the Build Alternative, but actually increase by 1 dBA under the No-Build. The results of the traffic analysis indicate that the Build Alternative would have lower traffic volumes near this receptor along Broadway, 6th Street, and 7th Street as compared to the No-Build Alternative. Because of the lower traffic volumes, the Build Alternative is predicted to have a lower noise level, as indicated in the Noise Study Report (Appendix E).

Comment O-12-10: The dumpsters are currently located on City of Oakland ROW. These will need to be relocated onto 8 Orchid's property. See the response to O-12-5 regarding property access.

Comment O-12-11: The proposed project will provide approximately two car lengths of storage between the garage gate and the first lane of traffic on 6th Street. This will provide adequate space for the gate to open/close while a car is preparing to turn onto or from 6th Street. Caltrans will coordinate with the City of Oakland to install a "Keep Clear" area in front of the driveway.

Comment O-12-12: Existing noise levels at S1b (61 dBA Leq[h]) would remain the same under the Build Alternative, but actually increase by 1 dBA under the No-Build. As a residential property (Category B), only exterior noise levels warranted consideration (Table 2-45, Chapter

2, Section 3.7.1). Sound-proof windows will not be provided. The results of the traffic analysis indicate that the Build Alternative would have lower traffic volumes near this receptor along Broadway, 6th Street, and 7th Street as compared to the No-Build Alternative. Because of the lower traffic volumes, the Build Alternative is predicted to have a lower noise level, as indicated in the Noise Study Report (Appendix E).

Comment O-12-13: Outreach with 8 Orchid will continue as the project development process proceeds.

Comment O-13 — Gary Knecht, President, South of the Nimitz Improvement Council (SoNiC)

ORIGINAL COMMENT:

30 November 2020

Lindsay Vivian, Chief, Office of Environmental Analysis
Caltrans District 4
111 Grand Avenue, MS-8B
Oakland, CA 94612
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Subject: Comments on draft EIR/EA for OAAP

SUMMARY: Table S-1. Summary of Environmental Impacts

1. **[Comment O-13-1 Page xii-Community Character and Cohesion:** Chinatown and Jack London are currently divided by 1-880. The Build Alternative ("Project") will reduce vehicular access from Chinatown to Jack London by two traffic lanes, one on Jackson and one on Madison. No avoidance, minimization, or mitigation measures are proposed. Without effective mitigation measures, 5th and 6th Streets will become frontage roads, further dividing Chinatown and Jack London.] **[Comment O-13-2** The Webster Green is an opportunity to begin mitigating the division caused by 1-880 and reduced vehicular access. Why is it not mentioned in the draft EIR/EA?]
2. **[Comment O-13-3 Page xii-Community Character and Cohesion:** The Project will cause permanent loss of "156 on-street and 128 off-street parking spaces." Although not acknowledged, at least 50 onstreet spaces will need to be relocated. The losses and relocations will adversely impact numerous small, medium, and large businesses and agencies on both sides of the freeway. However, no mitigations whatsoever are proposed. And to date, none have been developed or even suggested by Caltrans, Alameda CTC, or City of Oakland.]
3. **[Comment O-13-4 Page xii-Community Character and Cohesion:** The Project will require "removal" of "sanctioned and unsanctioned unsheltered population encampments ... prior to start of construction." No mitigations are proposed,] and Caltrans does not have a good history with "removal" of encampments located in its right of way (ROW).
4. **[Comment O-13-5 Page xiii-Environmental Justice:** The Project will adversely affect minority-owned businesses and agencies serving low-income populations by permanently removing on-street and offstreet parking that serves both customers and employees of those businesses and agencies. Residents of Chinatown will also suffer adverse impacts.] **[Comment O-13-6** No avoidance, minimization, or mitigation measures are proposed.]
5. **[Comment O-13-7 Page xiv-Traffic and Transportation:** While the project will decrease traffic and congestion in Chinatown and Alameda, it will increase traffic in Jack London, especially on 4th Street and on Oak Street.] **[Comment O-13-8** Traffic analysis was based on data from 2015 that needs to be updated and mitigation measures need to be

proposed.] **[Comment O-13-9** Without traffic calming measures, 5th and 6th Streets will become frontage roads that further separate Chinatown and Jack London, endangering bicyclists and pedestrians.]

6. **[Comment O-13-10** Page xiv-Visual/Aesthetics and Cultural Resources/Section 4(f): The Project will adversely affect both the Posey Tube portal and the Oakland Waterfront Warehouse District. No mitigations are proposed. Specifying the use of "context sensitive architectural treatments for new retaining walls" and making new balustrade walls "compatible with the original historic design elements" are not adequate mitigation measures.]

CHAPTER 1: Section 3.0. Project Description

1. **[Comment O-13-11** Page 1-26- 2. Reconstruction of WB 1-980 Jackson Street off-ramp: Currently vehicles using the off-ramp may turn left or right on Jackson Street. It is unclear whether this will still be possible with the reconstructed off-ramp.]
2. **[Comment O-13-12** Page 1-27- 5. Modification of 5th Street/Broadway access to Webster Tube: It is unclear how moving the entrance slightly east "would improve truck access" since the left turn would become sharper.] **[Comment O-13-13** Also, no mention is made of the traffic heading to Alameda that backs up on both 4th Street (WB) and Broadway (NB) especially during PM peak hours. Why are no mitigation measures proposed at 4th and Broadway?]
3. **[Comment O-13-14** Page 1-28- 8. Modification of 5th, 7th, Madison, Jackson, etc.: Why is no mention made of converting Madison Street to two-way between 4th and 6th Streets?]
4. **[Comment O-13-15** Page 1-31-TSM: "Signal coordination on 6th Street from Oak Street to Broadway" may be a good idea but the signals must limit speed to no more than 25 mph so traffic is unable to use 6th Street as a frontage road.] **[Comment O-13-16** Won't additional measures on 6th Street be required to ensure bicycle and pedestrian safety when traveling between Jack London and Chinatown?] **[Comment O-13-17** How will similar issues on 5th Street from Jackson to Oak Streets be addressed?] **[Comment O-13-18** What traffic calming measures are proposed?]
5. **[Comment O-13-19** Page 1-31-Bicycle and Pedestrian Facilities: Why is no mention made of the new class 1 pedestrian/bike path proposed on Harrison Street from 4th to 6th Streets?]

CHAPTER 2. Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

1. **[Comment O-13-20** Page 2-9- Section 2.1. Land Use: Consistency with ... Local Plans and Programs: Why is there no mention of Oakland's Historic Preservation Element in this list?]
2. **[Comment O-13-21** Page 2-28- Section 2.4. Community Character and Cohesion: Table 2-6. Summary of Onstreet Parking Loss : Why does Table 2-6 fail to specify losses on Webster Street, Webster Place, and 4th Street, which, along with losses along portions of Harrison, 5th and 6th Streets, will have a direct and significant effect on businesses and non-profits in Chinatown and, to a lesser extent, in Jack London?] **[Comment O-13-22** The footnote is confusing. This table should be revised and should include a separate

column summarizing on-street parking spaces that will be relocated or added.]

[Comment O-13-23 Why are no mitigation measures proposed?]

3. **[Comment O-13-24** Page 2-28- Section 2.4. Community Character and Cohesion [parking]: A table similar to Table 2-6 should be added to summarize off-street Parking Loss in Caltrans ROW.] **[Comment O-13-25** Caltrans Office of Airspace Development identifies eleven different parcels within the project area that are mostly leased as parking lots (parcels 04-ALA-880-041 through -050 plus 04-ALA-260-001). Over the years several of these lots have been used for public parking that serves businesses in Chinatown. Loss of some or all of these off-street parking spaces will have a direct and significant effect on businesses and non-profits in Chinatown and, to a lesser extent, in Jack London.] **[Comment O-13-26** Why are no mitigation measures proposed?]
4. **[Comment O-13-27** Page 2-29- Section 2.4. Community Character and Cohesion: Figure 2-6. Parking Loss Within Downtown Oakland: Why "downtown Oakland"? This figure is confusing, inaccurate, and should be revised to show "Parking Loss in or near the Project Footprint".] **[Comment O-13-28** Data on existing privately owned parking lots is not relevant to the environmental consequences of the proposed project.] **[Comment O-13-29** There is no parking loss on 5th Street between Broadway and Harrison.] **[Comment O-13-30** The label "4th Street East" is on the wrong block.] **[Comment O-13-31** Caltrans-owned lots do not show parking loss. Text on page 2-28 says "128 spaces within six Caltrans parking lots" will be permanently removed. Where will these losses occur?] **[Comment O-13-32** The Caltrans lot depicted with "130" spaces is actually 3 separate lots (parcels 040, 041, and 042) that have entrances on 3 different streets and could never be combined into a single lot.] **[Comment O-13-33** Why are no mitigation measures proposed?]
5. **[Comment O-13-34** Page 2-33- Section 2.4.4. Avoidance, Minimization, and/or Mitigation Measures [parking]: This section suggests MM-CCC-1 will mitigate the permanent loss of on-street parking. How can continuing "to coordinate with the City of Oakland" possibly be a mitigation measure? City confirmed there was one meeting to discuss parking during summer 2020, but no decisions were made and there are no future meetings planned. City has no funding to lease or purchase replacement parking or to make any improvements that may be needed.]
6. **[Comment O-13-35** Page 2-33- Section 2.4.4. Avoidance, Minimization, and/or Mitigation Measures [parking]: Why is nothing proposed to mitigate the permanent loss of off-street parking spaces?] **[Comment O-13-36** We do not agree that these are "localized impacts to area businesses". The brief list of potentially affected area businesses on page 2-31 fails to acknowledge that many customers of restaurants and retail businesses in Chinatown use both on-street and off-street parking along Webster Street and Webster Place and their employees depend on the uncontrolled spaces on 5th Street, 6th Street, and Harrison Street.]
7. **[Comment O-13-37** Page 2-33- Section 2.4.4. Avoidance, Minimization, and/or Mitigation Measures [encampments]: Why is nothing proposed to mitigate the "removal" of "sanctioned and unsanctioned unsheltered population encampments"? The project footprint includes at least one "sanctioned" encampment and at least four "unsanctioned" encampments. Providing 72 hour notice is NOT a mitigation measure.] **[Comment O-13-38** How many people and households are currently living in encampments slated for "removal".] **[Comment O-13-39** Where will they go?]

- [Comment O-13-40** How, specifically, does Caltrans plan to relocate these individuals and households?]
8. **[Comment O-13-41** Page 2-42- Section 2.6.3. Environmental Justice Permanent Impacts [parking]: The analysis that was done by looking at removal of parking "by census tract" is flawed. Looking at "downtown residents" is not the same as looking at businesses, agencies, and residents of Chinatown and Jack London. This analysis needs to be redone by looking at those individuals who actually use the parking and which businesses and agencies will be impacted. A proper analysis will confirm that impact of parking removal is much higher in environmental justice communities than in non-environmental justice communities.]
 9. **[Comment O-13-42** Page 2-42- Section 2.6.3. Environmental Justice Permanent Impacts [encampments]: Why does the discussion and analysis fail to address "removal of encampments and its impact on environmental justice (minority and low-income) communities?]
 10. **[Comment O-13-43** Page 2-50- Section 2.8. Traffic and Transportation/Bicycle and Pedestrian Facilities: Why is no information provided on intersections in the Jack London District other than 4th and Broadway and 5th Street? See Table 2-8, page 2-50 (Accident Data); Table 2-13, page 2-66 (Weekday LOS); Table 2-18, page 2-85 (2025/2045 Weekday AM LOS); and Table 2-19, page 2-87 (2025/2045 Weekday PM LOS).] **[Comment O-13-44** Data is needed for 4th Street, Oak Street, and Embarcadero intersections to show impacts of building out 3,200 units in Brooklyn Basin.]
 11. **[Comment O-13-45** Page 2-69- Section 2.8.3. Environmental Consequences/Local Streets [traffic]: "The roadway network modifications ... would remove regional traffic on some but not all local roadways and decrease traffic volumes on many but not all key intersections and streets in downtown Oakland " Please make corrections in bold.]
 12. **[Comment O-13-46** Page 2-91- Section 2.8.3. Environmental Consequences/Project Features [traffic]: Jack London and Chinatown representatives must be asked to review and comment on Transportation Management Plans (TMP) as they are developed and before they are finalized. This should be specified as part of PF-TRF-1.]
 13. **[Comment O-13-47** Page 2-93- Section 2.9. Visual/Aesthetics: The construction of 13 retaining walls provides many opportunities for public art but there is no suggestion of this anywhere.]
 14. **[Comment O-13-48** Page 2-131- Section 2.9.4. Avoidance, Minimization, and/or Mitigation Measures [Visual/Aesthetics]: Won't the proposed mitigation MM-VA-1 require SHPO concurrence?] **[Comment O-13-49** If so, shouldn't it be combined with MM-CUL-1 (Section 106 Consultation) on page 2-152?]
 15. **[Comment O-13-50** Page 2-152- Section 2.10. Cultural Resources: We have reviewed the comment letters from Oakland Heritage Alliance dated 20 October and 21 November 2020 and agree with all comments therein, especially those related to mitigation measures. Please consult with SoNiC as you develop additional mitigation measures for the Posey Tube portal and the Oakland Waterfront Warehouse District.]

Thank you for the opportunity to comment,

Gary Knecht, President
South of the Nimitz Improvement Council (SoNiC)
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During meetings and conversations with project sponsors and consultants, we were told that many items would be dealt with during the Design Phase. Please confirm which of the following will be addressed during the design phase and provide us an opportunity to comment on each:

1. **[Comment O-13-51** Immediate repair and maintenance of existing lighting under the deck of the freeway. This is needed for safety at night and will be needed throughout the construction phase of the proposed project. This may be something for Caltrans Maintenance Department to address, but it is an urgent need that has long been ignored.]
2. **[Comment O-13-52** Signage both on the freeway and throughout the project area. Webster Street is a particular concern to SoNiC. It is critical that there be input on ALL signage from Jack London and Chinatown as well as the City of Oakland.]
3. **[Comment O-13-53** Architectural treatments including sidewalks, pedestrian lighting, bicycle facilities, retaining walls, and public art.]
4. **[Comment O-13-54** Parking mitigations for loss of both on-street and off-street parking spaces.]
5. **[Comment O-13-54** Solutions for traffic at 4th and Broadway and other intersections impacted by traffic from Brooklyn Basin.]
6. **[Comment O-13-56** Webster Green, which is in the Chinatown Specific Plan and the Estuary Policy Plan. The opportunity to connect Chinatown to the Waterfront via Webster Street must include what happens under 1-880 in Caltrans ROW. This has not been addressed in the draft EIR but should have been.]
7. Traffic Management Plans (see #12 above).

CALTRANS RESPONSE:

Comment O-13-1: Access to Jack London District is only being removed at Jackson Street to accommodate the proposed horseshoe. Access on Madison Street will remain via a single travel lane. However, Madison Street is being converted from one-way to two-way traffic. This conversion will facilitate traffic circulation between Jack London District and Chinatown. Multimodal improvements will further improve connectivity between these two areas. A shared-use path along Harrison Street and a two-way cycle track along Oak Street will help connect between Chinatown and Jack London District (Figure 1-12, Chapter 1, Section 3.1.1). The proposed project will implement traffic calming measures such as bulb-outs, leading or protected pedestrian intervals, and high-visibility crosswalks to improve pedestrian safety while crossing 5th and 6th streets (Figure 2-17, Chapter 2, Section 2.8.3). Mitigation is not warranted as no significant community character or cohesion impacts were identified outside of parking loss (Chapter 2, Section 2.4). The PDT will continue to coordinate with stakeholders during the design phase to discuss further avoidance and minimization measures.

Comment O-13-2: Mitigating the division related to the I-880 viaduct is beyond the scope of the proposed project. See the response to Comment O-13-1 which discusses how some of the connectivity issues across I-880 will be resolved.

Comment O-13-3: Relocated spaces will generally be constructed near the location where they are removed. Because of this, relocated spaces are not anticipated to amount to significant impacts to businesses or residents. See Master Response 4. Coordination was conducted with businesses located within the project footprint that would potentially be impacted by nearby on-street parking removal. Of the businesses that responded, two indicated that on-street parking removal would not impact their operations. One business expressed concerns about parking loss, but is located near the proposed lots referenced in MM-CCC-1. MM-CCC-2 (Chapter 2, Section 2.4.4) would install bike racks as requested near businesses impacted by on-street parking loss. The combination of these proposed mitigation measures and the proposed pedestrian/bicycle infrastructure improvements would minimize localized impacts associated with parking loss.

Comment O-13-4: See Master Response 16.

Comment O-13-5: The proposed project's off-street parking removal is associated with Caltrans lots under I-880. These lots are currently leased on a year-to-year basis. Because public use of these lots is not guaranteed long-term, the potential removal of off-street parking was not evaluated for potential impacts to Environmental Justice communities. However, potential impacts associated with on-street parking losses were reviewed and determined to not be disproportionately high and adverse (the criteria used for Environmental Justice analysis) (Chapter 2, Section 2.6.3). Most of the parking removal (>60%) will occur in U.S. Census tracts not containing Environmental Justice communities. Per Chapter 2, Section 2.4.3, parking loss is not expected to impact residents. The majority of on-street parking loss (76%) is controlled parking spaces, which do not allow overnight parking for residents. The City of Oakland parking study (2016) suggested sufficient parking for residences was available, as well. The absence of a disproportionately high and adverse impact to Environmental Justice communities was further supported by extensive outreach that was conducted within the project footprint (Public Hearing Summary Report, 2021), including efforts targeting businesses, which identified no potential impacts. This outreach included mailings and newspapers in four languages (English, Cantonese, Spanish, and Vietnamese), social media posts, and direct canvassing to ensure equitable coverage. Additional coordination was conducted with businesses located within the project footprint that would potentially be impacted by nearby on-street parking removal (Chapter 4, Section 4.19). Of the businesses that responded, two indicated that on-street parking removal would not impact their operations. One business expressed concerns about parking loss, but is located near the lots under I-880 that will fall under the long-term leases covered under MM-CCC-1 (Chapter 2, Section 2.4.4). With the potential addition of bike racks under MM-CCC-2, visitors and employees will have alternate options for accessing local businesses. The combination of these mitigation measures and the proposed pedestrian/bicycle infrastructure improvements would minimize localized impacts associated with parking loss.

Comment O-13-6: Mitigation Measure MM-CCC-1 (Chapter 2, Section 2.4.4) is proposed to offset impacts associated with on-street parking loss to local businesses. See the response to O-13-5.

Comment O-13-7: Traffic volumes on 4th Street will decrease as a result of the proposed project. Traffic from I-880 bound for Alameda via the Webster Tube will no longer use 4th Street as a route for reaching Alameda (Figure 1-7, Chapter 1, Section 2.2.1). A continuous 6th Street will provide this connectivity. For this same reason traffic is not expected to increase along Oak Street, which will no longer be used by regional traffic to connect to 4th Street and the Webster Tube.

Comment O-13-8: Data collection and traffic counts were obtained at the beginning of the environmental process in 2015. Those traffic volumes have been escalated using the Alameda County travel demand model to 2045. The 2045 volumes have been used to determine the impacts of the build alternative in the TOAR. No significant impacts related to traffic and transportation were identified (Chapter 2, Section 2.8.3). Therefore, no mitigation measures are proposed.

Comment O-13-9: The proposed project will implement traffic calming measures such as bulb-outs, leading or protected pedestrian intervals, and high-visibility crosswalks to improve pedestrian safety while crossing 5th and 6th streets (Figure 2-17, Chapter 2, Section 2.8.3). The speed limit on both roadways will be 25 mph. The PDT will continue to coordinate with stakeholders during the design phase to discuss further avoidance and minimization measures.

Comment O-13-10: Chapter 2, Section 2.10.4 was updated to include additional mitigation measures described in the proposed project's MOA. The MOA was developed in consultation with Section 106 SWG members, Caltrans, Alameda CTC, and the SHPO (as summarized in Chapter 4, Section 4.12 Historic Property Interested Parties). SHPO signed the MOA on July 22, 2021.

Comment O-13-11: Left and right-turn movements from the WB I-980 Jackson Street off-ramp to Jackson Street will still be possible.

Comment O-13-12: Moving the entrance east will provide additional room to accommodate truck turning into this entrance, thereby improving truck access.

Comment O-13-13: The TOAR (August 2020) studied existing and proposed traffic impacts within the project study area. There will be a slight degradation in level of service at 4th Street and Broadway during the peak hour (Tables 2-18 and 2-19, Chapter 2, Section 3.8.3). This will result in an increase in queuing and delay during the peak hour period. However, VMT decreases between the No-Build and the Preferred Alternatives. This impact was determined to be less than significant (Chapter 2, Section 2.8.3). Therefore, no mitigation measures are proposed.

Comment O-13-14: Conversion of Madison Street to two-way operation is described in Table 1-5, Table 1-7, and Chapter 2, Section 2.8.3 under both Traffic Operations and Bicycle and Pedestrian Networks.

Comment O-13-15: The posted speed limit on 6th Street is 25 mph. This speed limit will be maintained at the completion of construction. The TOAR (August 2020) evaluated signal timing throughout the project study area to minimize delays. The PDT will recommend a signal timing plan to the City of Oakland.

Comment O-13-16: The proposed project will implement traffic calming measures along 5th, 6th, and Oak streets such as bulb-outs, leading or protected pedestrian intervals, and high-visibility crosswalks to improve bicycle/pedestrian safety (Figure 2-17, Chapter 2, Section 2.8.3).

Comment O-13-17: See response to O-13-16.

Comment O-13-18: See response to O-13-16.

Comment O-13-19: The third bullet point has been updated to include this facility, which connects the two-way cycle track and sidewalks along 6th Street to the Posey Tube bicycle/pedestrian walkway.

Comment O-13-20: The project team reviewed Policies 2.1 and 2.4 of the adopted Historic Preservation Element under the City of Oakland's General Plan and found them not to be applicable to the proposed project. The project would apply SOIS standards where feasible, but will not apply for a City of Oakland demolition permit. In addition, the project will not seek LPAB approval, although the LPAB has been kept informed about the project's findings and impacts to the Posey Tube as part of the Section 106 process. Extensive outreach regarding the proposed impacts to the Posey Tube was conducted with the Section 106 SWG, including the City of Oakland (Chapter 4, Section 4.3.7), and two presentations specific to the impacts were made to the City's LPAB, one in 2019 and the other in 2021. A future presentation will be made to LPAB during the project's design phase for feedback on the design of the replacement wall for the Posey Tube Oakland Approach.

Comment O-13-21: No proposed parking loss will occur on 4th Street or Webster Street. Parking loss along Webster Place (five spaces under I-880) is included in the itemized line for 6th Street as should on Table 2-6 and Figure 2-29 (Chapter 2, Section 2.4.3). Table 2-6 accurately quantifies all the proposed on-street parking loss (167 spaces).

Comment O-13-22: Table 2-6 (Chapter 2, Section 2.4.3) is supported by Figure 2-6 on the following page, which illustrates proposed parking losses and gains. The 11 new on-street spaces referenced in the footnote are shown in Figure 2-6 and are located around Chinese Garden Park. Creation of these spaces will reduce the parking loss from 167 spaces to 156 total spaces.

Comment O-13-23: See Master Response 4.

Comment O-13-24: Off-street parking lots are owned by Caltrans and are not currently available to the public. The lots are annually leased to private vendors. They are used in a number of ways depending on the vendor, including for construction staging, and are removed from circulation when Caltrans performs maintenance on the I-880 viaduct. Because the use of these lots is not guaranteed for public parking, an additional table is not necessary to detail off-street parking loss.

Comment O-13-25: See the response to O-13-24. These off-street parking lots are not guaranteed for parking use, and have been used previously for construction staging and Caltrans maintenance operations.

Comment O-13-26: No mitigation is proposed for the loss of off-street parking spaces. Per the response to O-13-24, these lots are not guaranteed for parking use.

Comment O-13-27: The figure title was updated to "Parking Loss within the Project Footprint" to provide clarity. Figure 2.6 (Chapter 2, Section 2.4.3) accurately shows the proposed on-street parking loss and creation. Parking losses only occur in Oakland.

Comment O-13-28: The off-street parking lots are displayed in Figure 2-6 for reference. The text in Chapter 2, Section 2.4.3 references non-Caltrans off-street lots that will not be impacted.

Comment O-13-29: Figure 2-6 (Chapter 2, Section 2.4.3) was updated and corrected.

Comment O-13-30: This is accurately displayed on the Figure 2-6 (Chapter 2, Section 2.4.3). No revision is necessary.

Comment O-13-31: See the response to O-13-24.

Comment O-13-32: This is combined for illustrative purposes.

Comment O-13-33: No mitigation is proposed for the loss of off-street parking spaces. Per the response to O-13-24, mitigation for the loss of Caltrans lot spaces is not required. The lots are state owned, and are not guaranteed for parking use at this time. See Master Response 4.

Comment O-13-34: See Master Response 4.

Comment O-13-35: See the response to O-13-34.

Comment O-13-36: Mitigation will be included in the proposed project to address on-street parking loss. See Master Response 4. See the response to O-13-5.

Comment O-13-37: See Master Responses 10 and 16.

Comment O-13-38: A formal survey of unsheltered persons encampments was not conducted as part of the proposed project. The City of Oakland Homeless Count and Survey Comprehensive Report (2019) estimates 400 unsheltered persons live in the U.S. Census tracts the proposed project falls within. However, not all of these individuals live in the project footprint. In addition, 19 Tuff Sheds that provide temporary shelter for 38 people are located near the intersection of 6th Street and Oak Street. The area for these sheds is annually leased for the City of Oakland's program.

Comment O-13-39: Caltrans isn't the appropriate entity to provide social services, relocation assistance, or employment assistance to unsheltered persons. However, Caltrans does have continued partnership with local entities to assist unsheltered persons living within Caltrans ROW. Caltrans will follow AMM-CCC-1 (Chapter 2, Section 2.4.4), which will provide information to unsheltered persons on available community services and local shelters.

Comment O-13-40: See Master Response 16.

Comment O-13-41: Based on FHWA and Caltrans guidelines, the analysis of U.S. Census data is a recognized and effective means for identifying Environmental Justice communities. Outreach was conducted with businesses located in the project footprint to identify potential impacts associated with parking loss. See the response to O-13-5. Mitigation will be included in the proposed project to off-set parking loss. See Master Response 4.

Comment O-13-42: See Master Response 10.

Comment O-13-43: Accident data was only analyzed for intersections within the project footprint. No physical improvements are proposed for intersections outside of the project footprint.

Comment O-13-44: Traffic volumes were analyzed for the 2045 condition using the Alameda County travel demand model, which included the Brooklyn Basin development.

Comment O-13-45: These requested revisions have been incorporated into Chapter 2, Section 2.8.3.

Comment O-13-46: PF-TRF-1 (Chapter 2, Section 2.8.3) notes that a TMP will be prepared with participation from local agencies, transit services, local communities, business associations, and affected drivers. Therefore, the TMP will be coordinated with representatives of Jack London District and Oakland Chinatown.

Comment O-13-47: Final design of each retaining wall will be evaluated as the project development process continues in the design phase. AMM-VA-4 (Chapter 2, Section 2.9.4) will require context-sensitive retain wall treatments (color, pattern, and/or texture) to reduce visual impacts, glare, and potential for graffiti. New surfaces will provide opportunities for public art for future projects.

Comment O-13-48: SHPO signed the MOA on July 22, 2021. The design of the Posey Tube's walls will be in consultation with Section 106 stakeholders as outlined in the Historic Property Treatment Plan. MM-VA-1 (Chapter 2, Section 2.9.4) references that the Posey Tube's proposed walls and architectural features will be designed in accordance with Section 106 of the NHPA.

Comment O-13-49: These measures are intended to be separate. MM-VA-1 (Chapter 2, Section 2.9.4) addresses visual impacts and applies to all new concrete retaining walls, which includes the new Posey Tube balustrade walls. MM-CUL-1 (Chapter 2, Section 2.10.4) only addresses the adverse effect to the Posey Tube.

Comment O-13-50: Representatives from SoNiC and the Oakland Heritage Alliance attended all the Section 106 SWG meetings (Chapter 4, Section 4.3.7). Stakeholders recommended mitigation measures for the PDT's evaluation. As a result of these meetings, a consensus was reached on the proposed mitigation measures included in the MOA and BETP.

Comment O-13-51: See Master Response 12.

Comment O-13-52: See Master Response 8.

Comment O-13-53: Outreach will occur with stakeholders during the project's design phase. Feedback on these types of project elements will be incorporated into the proposed project, where feasible.

Comment O-13-54: See Master Response 4

Comment O-13-55: See responses to Comments O-13-43 and O-13-44.

Comment O-13-56: Per the *Lake Merritt Station Area Plan* (2014), the Webster Green project would create linear open space along Webster Street from 7th Street to the Bay waterfront. Funding does not appear to have been secured and the project is under long-term development (6-25 years off in the future). The Oakland DOSP Draft EIR references this open space project but does not include a timeline. Construction of the proposed project would not preclude later development of the Webster Green improvements. Based on this, and its conceptual nature, the Webster Green project has not been referenced in the Final EIR/EA for the proposed project. Outreach will continue with the City of Oakland to identify any potential conflicts with future city projects, including the Webster Green project.

Comment O-14 — Madlen Saddik, President and CEO Alameda Chamber of Commerce

ORIGINAL COMMENT:

Lindsay Vivian
Caltrans District 4, Office of Environmental Analysis
111 Grand Ave, MS-8B
Oakland, CA 94612

November 10, 2020

Re: Oakland Alameda Access Project (OAAP)

Dear Ms. Vivian:

The Alameda Chamber of Commerce represents over 300 small businesses in Alameda, serving over 78,000 residents of Alameda. We would like to thank Caltrans and Alameda CTC for the opportunity to review and comment on the Oakland Alameda Access Project (OAAP) Draft Environmental Document. **[Comment O-14-1** We are excited to see the project move forward after 30 years of attempts and are pleased to offer our support of the overall project.]

[Comment O-14-2 Our member organizations agree that, given the anticipated future growth in our city, robust and immediate solutions to reduce traffic congestion are needed to maintain Alameda's vibrant community character. The OAAP will accomplish this by streamlining access to and from the Webster and Posey Tubes, improving bicycle and pedestrian access on both sides of the estuary, and improving safety for all modes of travel. We believe the OAAP is an urgently needed improvement to alleviate the current congestion at the gateway to our city.]

The current iteration of the OAAP was developed with support from Caltrans, Alameda CTC, the Cities of Oakland and Alameda, and public and private stakeholders representing bicyclists, pedestrians, businesses, and neighborhoods. This broad coalition has allowed this iteration to progress after 30 years of failed attempts. **[Comment O-14-3** However, we are concerned about the City of Alameda's draft letter dated November 18, 2020, in which the City conditions its support of the project upon three conditions: (1) City of Oakland support; (2) Bicycle and pedestrian access improvements, including funding the bike/ped bridge; and (3) Transit access improvements. While we recognize the importance of these conditions, we nonetheless urge the City to prioritize the immediate need for improvements and support the project wholeheartedly. OAAP represents the first step in a wide range of opportunities to better connect our city and ensure accessibility for all modes and abilities of travelers.]

In conclusion, the Alameda Chamber of Commerce appreciates Caltrans and Alameda CTC's hard work in fostering a broad consensus for the OAAP, and we look forward to our continued partnership and involvement in this valuable and exciting opportunity.

Sincerely,

Madlen Saddik
President & CEO
Alameda Chamber of Commerce

CALTRANS RESPONSE:

Comment O-14-1: See Master Response 1.

Comment O-14-2: See Master Response 1.

Comment O-14-3: See Master Response 1.

Comment O-15 — Linda Asbury, Executive Director, West Alameda Business Association

ORIGINAL COMMENT:

November 30, 2020

[Comment O-15-1 On behalf of the West Alameda Business Association, we support continuing with the process as detailed and supporting the views of our Alameda City Council. As stated numerous times by numerous responders, this project is vitally important for our transportation infrastructure.]

Linda

Linda Asbury
Executive Director
West Alameda Business Association
510.523.5955

CALTRANS RESPONSE:

Comment O-15-1: See Master Response 1.

Comment O-16 — Melissa O’Keefe, Board Member, Jack London Improvement District

ORIGINAL COMMENT:

November 30, 2020

Good morning! I hope you had a nice Thanksgiving. I am a new board member for the Jack London Improvement District (and a current resident in the Jack London Warehouse neighborhood) and was recently given more detailed information on the Oakland-Alameda Access Project. **[Comment O-16-1** Based on what I’ve read thus far, I’m inclined to NOT be in favor of the project. While I agree there are many improvements to be made, I don’t feel like the current proposal covers the bulk of our concerns. I believe that in its current iteration, this proposal offers more cons than pros for the residents and businesses of JLS.] My two cents. Thank you! Melissa

CALTRANS RESPONSE:

Comment O-16-1: The proposed project meets the purpose and need of the project defined in Chapter 1, Section 2.0. Specifically, it addresses multimodal safety and traffic congestion associated with regional traffic on local roadways. The proposed project will also enhance bicycle/pedestrian accessibility and connectivity. The PDT worked with the project’s stakeholders (Chapter 4, Section 4.0) to address deficiencies related to the project’s purpose and need within the project footprint.

Comment O-17 — Sugiarto Loni, Oakland Chinatown Chamber of Commerce

ORIGINAL COMMENT:

October 20, 2020

[Comment O-17-1 1. It seems you have addressed bike traffic well. Did you look into the impact of traffic coming to Chinatown to shop?]**[Comment O-17-2** 2. What is the proposed signage during construction to route traffic to Chinatown businesses?]**[Comment O-17-3** 3. What mitigation provided during construction to ensure no traffic disruption coming to Chinatown to shop? Please note that the traffic to Chinatown is coming from east bay as far as Walnut Creek, San Leandro, and Dublin?]

CALTRANS RESPONSE:

Comment O-17-1: The Alameda CTC countywide travel demand model was used for the traffic analysis (TOAR, August 2020). The model uses data about land use and demographics to determine the number of trips generated. Commercial zones in Chinatown were considered under this model.

Comment O-17-2: PF-TRF-1 (Chapter 2, Section 2.8.3) stipulates the development of a TMP which will include strategies to minimize impacts on those traveling to and through the project footprint during construction. The TMP will include plans for traffic rerouting, a detour plan (if required), and public information procedures. See Master Response 8.

Comment O-17-3: Construction impacts under the Build Alternative were not determined to be significant. Because of this, no mitigation was proposed for these impacts. PF-TRF-1 (Chapter 2, Section 2.8.3) stipulates the development of a TMP which will include strategies to minimize impacts on those traveling to and through the project footprint during construction. The TMP will include plans for traffic rerouting, a detour plan (if required), and public information procedures. AMM-TRF-1 through AMM-TRF-4 (Chapter 2, Section 2.8.4) will provide information to neighborhoods and businesses regarding changes to parking and will provide alternate transportation options.

Comment O-18 — Amber Gill, 428 Alice Homeowners Association

ORIGINAL COMMENT:

October 20, 2020

[Comment O-18-1 In reviewing the video mockup posted on your website at the 3 minute and 47 second mark it shows a 2 way flow for the residents at 428 Alice to get out of our garage on 5th Street (which was great and was proposed to us in a private meeting). But the same video at 10 minute and 47 second mark shows that 428 Alice can only exit right from our garage. Not sure if the 10 min and 47 second mark is an old image. But I want to make sure that residents at 428 Alice will be able to go left or right from our garage, so we have more options to leave our building and don't get stuck only being able to exit our building one way on 5th Street (especially during times of heavy traffic).]

CALTRANS RESPONSE:

Comment O-18-1: Vehicles existing the 428 Alice driveway will be allowed to turn right or left onto 5th Street.

Comment P-1 — Chris Burrows

ORIGINAL COMMENT:

September 29, 2020

[Comment P-1-1 As proposed, the improvements significantly overestimate the increase in bicycle and pedestrian traffic in the tunnels. **]** **[Comment P-1-2** By extension, I don't believe the improvements will reduce the total number of vehicle trips (which will actually increase as Alameda adds population). **]** I am a cyclist who commutes off of the island for work. **[Comment P-1-3** I used the current tunnel walkway once. Increasing its width from 3 feet to 4 feet (or 8 feet but with oncoming traffic) isn't likely to make me want to ride through a noisy, exhaust fume-filled tunnel that still doesn't have enough room for me to pass a pedestrian without dismounting. **]** **[Comment P-1-4** Simply put, solutions to increase bicycle traffic (and therefore reduce automobile volume) at that part of the island which involve a multi-modal tunnel are likely to be a waste of money from an environmental impact standpoint. **]**

CALTRANS RESPONSE:

Comment P-1-1: An estimate of the proposed bicycle/pedestrian trips through the Tubes was not included in the Draft EIR/EA. The proposed project does propose near-term improvements to bicycle/pedestrian infrastructure until another multimodal solutions can be implemented. The City of Alameda is developing a travel demand study which will estimate bicycle/pedestrian traffic for several long-term estuary crossing alternatives.

Comment P-1-2: Reducing the total number of vehicle trips was not part of the project's purpose and need. The travel demand model in the TOAR (August 2020) accounts for future population growth in Alameda.

Comment P-1-3: See Master Response 13. See Master Response 15. The Webster Tube walkway is currently closed to the public. Opening and widening this walkway for public use, combined with the directional flow for bicyclists within both the Posey and Webster Tubes, will provide improved multimodal connectivity between Oakland and Alameda and reduce bicycle/pedestrian conflicts. The proposed project would provide near-term improvements to bicycle/pedestrian infrastructure until additional multimodal solutions can be implemented.

Comment P-1-4: See Master Response 6.

Comment P-2 — David Howard

ORIGINAL COMMENT:

September 29, 2020

[Comment P-2-1 Find some money already for another tube under the estuary at Grand Street in Alameda, to relieve congestion and traffic on the Webster/Posey tubes (!)]

[Comment P-2-2 Move the Coast Guard off of Coast Guard island already - back to Alameda Point, and the deepwater piers there, so the impact of the cutters on the estuary don't curtail more bridges or tubes...]

CALTRANS RESPONSE:

Comment P-2-1: Another tube would not remove regionally bound traffic from local roadways in downtown Oakland. Because congestion and safety issues would persist on these local roadways, another tube would not meet the purpose and need of the proposed project.

Comment P-2-2: Thank you for this information. This request is beyond the scope of the proposed project.

Comment P-3 — Davis Straub

ORIGINAL COMMENT:

September 29, 2020

[Comment P-3-1 It is my understanding that the pedestrian/cyclist path inside the tubes gets a grand total of 1 foot of extra space. Good job hiding that figure. There is no way I would ride through that god awful tunnel or walk through it even less.] **[Comment P-3-2** I have taken the Park Street bridge many times (and the connections there suck also).]

[Comment P-3-3 This proposal is a farce and a great waste of time and effort, if the goal is to reduce auto traffic through the tunnels.]

[Comment P-3-4 With the growth experienced in Alameda at the former naval base and the desire to actually deal with the issue of reducing their automobile use you need to think one hell of a lot harder about the human condition and what attracts people to your solutions.]

CALTRANS RESPONSE:

Comment P-3-1: See Master Response 6. Walkway widths proposed as part of the Build Alternative have been added to Chapter 2, Section 2.8.3 Bicycle and Pedestrian Networks Permanent Impacts.

Comment P-3-2: Thank you for this information. This area is outside of the proposed project's footprint.

Comment P-3-3: Reducing traffic in the Tubes is not part of the proposed project's purpose and need (Chapter 1, Section 2.0). The Build Alternative will reduce freeway bound regional traffic and congestion on local roadways, improve multimodal safety, and enhance bicycle and pedestrian connectivity.

Comment P-3-4: See Master Response 3.

Comment P-4 — Lilli Keinaenen

ORIGINAL COMMENT:

September 29, 2020

[Comment P-4-1 Widening the Webster tunnel is putting lipstick on a pig. It is a horrible ride, that a feet more of space is not going to make any more doable. I've attempted it once, but the noise was deafening and the exhaust fumes made my eyes water and throat hurt so I turned back, parked my bike, and took the bus instead.]

[Comment P-4-2 I'd like to see this budget put towards an actual bike bridge. Or an autonomous water taxi. Or something that will actually increase my likelihood of biking to Oakland, instead of driving.]

[Comment P-4-3 As of now, it's just unfeasible for anyone but the bravest spandex warriors to attempt.]

CALTRANS RESPONSE:

Comment P-4-1: See Master Responses 13, 15, and 6, which address all of the items raised in this comment.

Comment P-4-2: See Master Response 7.

Comment P-4-3: Thank you for this information.

Comment P-5 — Laura Kuhlemann

ORIGINAL COMMENT:

September 29, 2020

[Comment P-5-1 I approve of the design goals of creating more direct access to/from Alameda and 880/980.] **[Comment P-5-2** I am concerned about the proposed horseshoe turn and the severe reduction in speed it will require.] **[Comment P-5-3** I also wonder if there is an opportunity to permit two lanes of traffic (one forced, one optional) to turn out of the tube toward 880N/5th street S. The cars will stack up somewhere if the merge onto 880 isn't smooth (which we know it is not) and frankly a freeway on ramp is a better place to hold cars than Alameda city streets (which is what will happen and are frankly not at all suited for it as the backups are horrific enough).] **[Comment P-5-4** Also bear in mind that AC Transit plans to cancel the O (which is packed during commute hours) because it thinks the regular riders can just drive to the City instead. So be sure to add that in your calculations too.]

[Comment P-5-5 I would also like to comment on the 5th St approach to the Webster Tube (i.e., returning to Alameda) which is not a part of this project. The light timing creates needless traffic resulting in frustration and excess noise/pollution for the surrounding area. At a minimum the lights on Washington should be demand triggered only (particularly now since it is a slow street it should be pedestrian triggered only) - not a timed cycle or so sensitive that it catches a car who has already made a turn and no longer needs a green.] **[Comment P-5-6** Also if the light to cross Broadway to enter the Tube is green, the light to cross Washington must also be green (i.e., the Broadway green should trigger the Washington intersection light to override any requests to cross 5th) so as to maximize how many cars can go through the tube on the Broadway light. The green to enter the Tube at Broadway is long - and that is great - but it is worthless when cars are stuck at Washington because some ghost triggered the light to change. It is also really annoying to just see the Broadway intersection sitting empty for 1+ minutes during peak rush hour.]

CALTRANS RESPONSE:

Comment P-5-1: See Master Response 1.

Comment P-5-2: The PDT has evaluated numerous design features to reduce vehicle speed approaching the horseshoe. The Build Alternative will reduce vehicle speeds in the Tubes from 35 mph to 25 mph, which will lower vehicle speeds in advance of the horseshoe. Electronic signs and flashing beacons will also be used to alert motorists.

Comment P-5-3: Providing two lanes on the horseshoe would expand the width of the roadway, resulting in additional ROW acquisitions within the Oakland Waterfront Warehouse District, a National Register Listed property. This could also cause additional impacts to the Posey Tube balustrade walls, a National Register eligible property. The Build Alternative will provide adequate storage for all on- and off-ramps, while minimizing impact to visual and historic resources to the extent possible.

Comment P-5-4: Caltrans and Alameda CTC have coordinated with AC Transit as described in Chapter 4, Section 4.10. The Build Alternative will not preclude future AC Transit plans. Instead, the proposed project will reduce congestion and install TSP measures. The addition of TSP

measures will prioritize bus travel through intersections within the project footprint (Chapter 2, Section 2.8.3), leading to reduced travel times for buses.

Comment P-5-5: Signal timing was studied and the 5th/Broadway and 5th/Washington Street intersections operate at acceptable levels of service. No changes are currently recommended to these signals. However, the City of Oakland and Caltrans can adjust signal timing in the future if needed. This feedback will be provided to the City of Oakland for their consideration.

Comment P-5-6: Signal timing was studied and these intersections operate at acceptable levels of service. No changes are currently recommended to these signals. However, the City of Oakland and Caltrans can adjust signal timing in the future if needed. This feedback will be provided to the City of Oakland for their consideration.

Comment P-6 — Matthew Maltbie

ORIGINAL COMMENT:

September 30, 2020

[Comment P-6-1 I largely support this project] **[Comment P-6-2** but I would urge Caltrans, Alameda CTC, the City of Oakland and the City of Alameda to consider better bicycle and pedestrian improvements to this area. The current bicycle route through Posey Tube is awful. This makes MARGINAL improvements to that setup, and it looks like a 12 inch wider bike path going towards Alameda, but that is still not enough. I encourage everyone involved in the project to cycle through the Posey Tube themselves to see what it is like. It is gross, loud, not really safe and not something I would recommend for anyone who isn't an experienced cyclist.] Because of this, I typically drive to Alameda, on the occasion that I cycle, I always regret taking the tube (did this last weekend unfortunately) or I instead cycle all the way down to Park Street and back up as an alternative. **[Comment P-6-3** Overall I appreciate the effort, and this is a much needed project, but it fails to fix a really terrible connectivity issue that would also help to solve traffic flow concerns and decrease the amount of gas powered transit trips between Oakland and Alameda. A REAL bicycle/pedestrian solution is needed for this area, this band aid doesn't help and will continue to lead to more unnecessary car trips.] Thanks for listening! Website/video/mailer were very informative.

CALTRANS RESPONSE:

Comment P-6-1: See Master Response 1.

Comment P-6-2: See Master Response 6.

Comment P-6-3: See Master Response 7.

Comment P-7 — Roger Rudick

ORIGINAL COMMENT:

September 29, 2020

[Comment P-7-1 This is an absolute garbage project designed to increase VMT and GHG emissions.] **[Comment P-7-2** Yes, it includes a few disjointed, nonsensical "improvements" for bike and ped access (mostly as distractions). But everything they do to "improve" things for pedestrians is robbed from someplace else. So a bulb out at Jackson and 5th, for example, that also includes the elimination of crosswalks and the sidewalk on the opposite side of Jackson.] **[Comment P-7-3** The whole project is a throw back to the auto-uber-alles policies of the 1950s with a few sops for advocates. The tunnel bike lane widening says it all. I mean, how can anyone take the designers of this project seriously when they offer something so obscene and absurd?] **[Comment P-7-4** Kill the whole damn project. Build the ped/bike bridge over the estuary. End of story.] **[Comment P-7-5** We're in the middle of a climate emergency people! There's no place for projects like this anymore.]

CALTRANS RESPONSE:

Comment P-7-1: Thank you for your comment. As described in Chapter 3, Section 3.3.1. Operational Emissions in the Draft EIR/EA, the Build Alternative would have lower GHG emissions than the No-Build Alternative for all future years. VMT and GHG emissions do not factor in transportation mode shifts from vehicles to pedestrians and bicycles. The additional pedestrian and bicycle facilities included in the Build Alternative are expected to support mode shifts from vehicles to bicycles, which will further reduce VMT and GHG emissions after the Build Alternative is constructed. Project-level avoidance and minimization measures AMM-GHG-4 and AMM-GHG-5 are included to further reduce GHG emissions during project operation. These measures have not been factored in to the modelled GHG emissions of the Build Alternative. Considering the GHG emission reductions modelled for the proposed project, and additional GHG reducing project features and minimization measures, the proposed project is not designed to increase VMT and GHG emissions.

Comment P-7-2: The purpose and need, developed in consultation with project stakeholders, includes multimodal connectivity. Pedestrian mobility will be improved by closing existing gaps in sidewalks (Figure 1-12, Chapter 1, Section 3.1.1) and constructing safety improvements at numerous Oakland project intersections (Figure 2-17, Chapter 2, Section 2.8.3). A PHB will be installed at 7th and Alice streets to improve pedestrian safety. A new Class I path will be constructed along Harrison Street. Only a single sidewalk will be removed on the west side of Jackson Street to avoid pedestrian conflicts at the NB I-880 on-ramp (Figure 1-12, Chapter 1, Section 3.1.1).

Comment P-7-3: See the response to P-7-2. The walkway in the Webster Tube is not currently open to the public. Opening and widening this walkway, combined with the directional flow for bicyclists within both the Posey and Webster Tubes, will provide improved multimodal connectivity between Oakland and Alameda. The Webster Tube walkway will also provide an alternative route for bicyclists and pedestrians during closures of the Posey Tube.

Comment P-7-4: See Master Response 7.

Comment P-7-5: Thank you for your comment. As described in Chapter 3, Section 3.3.1. Operational Emissions in the Draft EIR/EA, the Build Alternative would have lower GHG emissions than the No-Build Alternative for all future years. VMT and GHG emissions do not factor in transportation mode shifts from vehicles to pedestrians and bicycles. The additional pedestrian and bicycle facilities included in the Build Alternative are expected to support mode shifts from vehicles to bicycles, which will further reduce VMT and GHG emissions after the Build Alternative is constructed.

Comment P-8 — Christina Gifford

ORIGINAL COMMENT:

September 30, 2020

[Comment P-8-1 I live in Jack London Square, and I have no easy way to walk/cycle to Alameda. Please fix this!]

CALTRANS RESPONSE:

Comment P-8-1: Your comment has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA and consideration of public comments, Caltrans, Alameda CTC, and the PDT compared and weighed the benefits and impacts of the project alternatives and identified the Build Alternative as the Preferred Alternative. See Master Response 7.

Comment P-9 — Jim Quilici

ORIGINAL COMMENT:

October 1, 2020

[Comment P-9-1 Terrific ideas, can't wait for construction to begin! Too bad it's still several years away.]

[Comment P-9-2 Quick FYI - there are 3 n's in the word "connnections" on the first slide of your video presentation.]

Good luck moving forward.

Jim Quilici

CALTRANS RESPONSE:

Comment P-9-1: See Master Response 1.

Comment P-9-2: Thank you for this clarification. This was revised on the project website (<https://oaklandalamedaaccessproject.com/>).

Comment P-10 — Christina Kotowski

ORIGINAL COMMENT:

October 1, 2020

[Comment P-10-1 I am very pleased with the proposed project design. It is an elegant solution to complex, interrelated problems and it seems to address many of the key concerns.]

CALTRANS RESPONSE:

Comment P-10-1: See Master Response 1.

Comment P-11 — Sean Chang

ORIGINAL COMMENT:

October 1, 2020

[Comment P-11-1 Concerned about the changes to Oak St that will negatively impact (1) local businesses who rely on street parking like Nido or Smart Food Service for fire trucks when first responders have to park their long trucks regularly on Oak and 4th St;] **[Comment P-11-2** (2) even more dangerous pedestrian crossing 5th and 6th St freeway traffic now that Oak St becomes the primary on-ramp and off-ramp for 880 for downtown Oakland - esp as there is a senior apartment complex at the corner of 6th and Oak, and Oak St is a major pedestrian path for hundreds of Jack London Sq residents walking to and from Lake Merritt Bart station everyday.]

CALTRANS RESPONSE:

Comment P-11-1: Parking loss will occur along Oak Street. However, a new cycle track will be installed along the west side of the street from 3rd to 9th streets. The cycle track will connect users with the BART Lake Merritt Station and the new cycle track proposed along 6th Street. The Oak Street cycle track will provide an alternative mode of transportation for customers to access businesses. Caltrans is working with the City of Oakland to further off-set parking loss by making lots under I-880 available to the public. See Master Response 4. Coordination was conducted with businesses located within the project footprint that would potentially be impacted by nearby on-street parking removal. Of the businesses that responded, two indicated that on-street parking removal would not impact their operations. One business expressed concerns about parking loss, but is located near the proposed lots referenced in MM-CCC-1. MM-CCC-2 (Chapter 2, Section 2.4.4) would install bike racks as requested near businesses impacted by on-street parking loss. The combination of these proposed mitigation measures and the proposed pedestrian/bicycle infrastructure improvements would minimize localized impacts associated with parking loss. The proposed project would not impact emergency services (fire or police). Coordination was conducted, and will continue during the design phase with the Oakland police and fire departments.

Comment P-11-2: The proposed project will install crosswalks and a cycle track at the intersections of 5th/Oak streets and 6th/Oak streets (Figures 1-9 and 1-12. Chapter 1, Section 3.1.1). In addition, bulb-outs and a protected pedestrian phase signal will be installed at the intersection of 6th/Oak streets. These design elements will improve pedestrian safety.

Comment P-12 — Eric Leaver

ORIGINAL COMMENT:

October 11, 2020

[Comment P-12-1 I looked at the Oakland Alameda Access Project and it looks great!

Thanks for providing the video; that was really helpful for understanding the project. I'm especially pleased to see improvements for bicycle and pedestrian traffic.]

Cheers

-Eric V. Leaver, PhD
94501

CALTRANS RESPONSE:

Comment P-12-1: See Master Response 1.

Comment P-13 — Kristin Struzyna

ORIGINAL COMMENT:

October 13, 2020

[Comment P-13-1 As a resident of Alameda, I fully support this effort! This would be SO much better, both alleviating the frustrations of drivers trying to get on/off 880 and increasing cycling opportunities. Do it!]

CALTRANS RESPONSE:

Comment P-13-1: See Master Response 1.

Comment P-14 — Stephen Lowens

ORIGINAL COMMENT:

October 18, 2020

Lindsay Vivian, Office Chief
Office of Environmental Analysis
Caltrans District 4
111 Grand Avenue, MS-4B
Oakland, CA 94612

Attn: Oakland Alameda Access Project

Dear Ms. Vivian:

I am writing to comment on the concept and the DEIR of the Oakland Alameda Access Project. **[Comment P-14-1** While I find the overall objectives of the project admirable,] I have some questions and serious doubts about elements of the project, as follows:

1. **[Comment P-14-2** There is no mention that I can find in the DEIR about construction impacts.] **[Comment P-14-3** How long will the Webster and Posey tubes be closed during the proposed three-year construction schedule?] **[Comment P-14-4** What mitigation measures are proposed to mitigate these impacts?]
2. **[Comment P-14-5** The sections on air and noise impacts do not discuss noise and air impacts on projected bicycle and pedestrian users of the widened walkway through the Webster tube.] **[Comment P-14-6** What design features are proposed to mitigate these impacts?] **[Comment P-14-7** As an avid biker, I cannot imagine biking through the tube given the noise and fumes. I suggest taking a noise meter to the bike lane that is part of the Dumbarton Bridge. I've ridden that bridge, and even with 33db earplugs, I found the noise unbearable. Also, take noise measurements inside a tunnel such as the two on Treasure Island, and provide a design that mitigates that noise level to acceptable levels.] **[Comment P-14-8** Without serious design of these two impacts, the State is wasting their money, because nobody in their right mind will use the new walkway.]
3. **[Comment P-14-9** How wide will the walkway be? Will it be wide enough to allow bicycles traveling in opposite directions to pass safely?] **[Comment P-14-10** What provisions will you include to protect pedestrians from speeding bicycles? Bicycles on the downhill section of this walkway are very likely to be traveling at high speed, posing a safety threat to pedestrians.]
4. **[Comment P-14-11** Please provide a life-cost comparison between the cost of widening the Webster Tube walkway and providing 15 minute headway, 12-hour-a-day shuttle service for bicycles and pedestrians for service between Oakland and Alameda. The costs should include cost of construction impacts to tunnel users during the construction period.]

Thank you for considering my thoughts.

Stephen Lowens
Alameda, CA

CALTRANS RESPONSE:

Comment P-14-1: See Master Response 1.

Comment P-14-2: Construction impacts are detailed in Chapter 2, Section 5.0 of the EIR/EA. This section includes avoidance and minimization measures to prevent construction-related impacts from occurring. No significant construction-related impacts are anticipated as a result of the Build Alternative.

Comment P-14-3: Work inside both the Webster and Posey Tubes will occur at night to avoid impacts to commuter traffic. Construction inside the Webster Tube will take approximately six months. Construction outside the Posey Tube will take approximately eight months.

Comment P-14-4: Construction related impacts were not determined to be significant. Because of this, no mitigation is proposed. PF-TRF-1 (Chapter 2, Section 2.8.3) stipulates the development of a TMP which will include strategies to minimize impacts on those traveling to and through the project footprint. The TMP will include plans for traffic rerouting, a detour plan (if required), and public information procedures.

Comment P-14-5: See Master Response 13. Based on this information no additional studies are needed at this time. See Master Response 15.

Comment P-14-6: See Master Response 13. Based on this information no additional studies are needed at this time. See Master Response 15.

Comment P-14-7: See Master Response 15. The request for additional noise measurements is noted, but not required to assess the impacts of the proposed project.

Comment P-14-8: See the response to P-14-5. The Webster Tube walkway is currently closed to the public. Opening and widening this walkway for public use, combined with the directional flow for bicycle travel within both the Posey and Webster Tubes, will provide improved multimodal connectivity between Oakland and Alameda. In addition, the Webster Tube walkway will provide an alternative route for bicyclists and pedestrians during closures of the Posey Tube.

Comment P-14-9: The new walkway in the Webster Tube will be four feet wide. Chapter 2, Section 2.8.3 was updated to clarify this. Bicyclists will be encouraged to travel in the direction of traffic in the Posey and Webster Tubes respectively, which will reduce passing conflicts. Signage will be installed indicating the direction of bicycle flow.

Comment P-14-10: There will be speed limits for bicycles posted at the entrances to the Tube walkways. Bicyclists currently share the walkway with pedestrians in the Posey Tube.

Comment P-14-11: Shuttle service would not meet the purpose and need of the proposed project (Chapter 1, Section 2.0). Therefore, a life-cost comparison for shuttle service was not calculated. The Webster Tube walkway represents a near-term improvement to multimodal

deficiencies. The Posey and Webster Tubes will only be closed at night to avoid impacts to commuters.

Comment P-15 — Kristen Lum

ORIGINAL COMMENT:

October 18, 2020

[Comment P-15-1 As a resident of the Historic Waterfront District (3rd and Harrison), I support the proposed changes in this Draft Environment Document. The traffic from Alameda to the N-880 Jackson St on-ramp was horrible and worsening until the COVID19 pandemic changed traffic patterns. For Jack London Square residents, crossing 5th St on Jackson, and then making a left from Jackson St onto the N-880 on-ramp could take 5 additional minutes as traffic backed up onto Jackson, sometimes down to 4th Street. I'm glad that multiple solutions have been proposed, including the dedicated horseshoe lane and the no-right turn on red light on Jackson heading from 7th to 6th streets.] **[Comment P-15-2** I'm also looking forward to cleaner, more hygienic streets due to encampments and piles of trash under the 880 underpasses. I hope that the bike path from the Posey tube to 5th Street will be busy/safe enough as to not encourage illegal activities or blocked right-of-ways due to encampments.]

CALTRANS RESPONSE:

Comment P-15-1: See Master Response 1.

Comment P-15-2: Thank you for this information.

Comment P-16 — Jon Spangler, Vice-chair BART Bicycle Advisory Task Force

ORIGINAL COMMENT:

October 18, 2020

[Comment P-16-1 Please add my name to the contact list for this project.]

Thanks,

Jon

CALTRANS RESPONSE:

Comment P-16-1: Thank you for your interest in the proposed project. Your name will be added to our project distribution list as requested.

Comment P-17 — Devin Holmes

ORIGINAL COMMENT:

October 19, 2020

Good morning,

[Comment P-17-1 My name is Devin Holmes and I would love to have access to the hearing being held tomorrow on October 20, 2020 to learn more about the project.] I am recent college graduate from Rutgers University with a degree in Political Science and in Philosophy. So I am new to this beautiful city. However, I would love to stay active, involved, and informed on ALL of the city's upcoming improvements and would love to know how I can help.

I called the (510) 880-4195 number today when I first learned of the project through Twitter. And the automated message informed me that if I called tomorrow I should have access to the meeting. Nevertheless, I just wanted to touch base with someone and secure a spot because I am very interested in acquiring more knowledge about the project. Yet, I read submissions would have to be 72 hours in advance. **[Comment P-17-2** So please let me know if there is anything more I would have to do to listen in other than calling in tomorrow.]

THANK YOU SO MUCH FOR YOUR TIME!

Sincerely,

Devin Holmes

CALTRANS RESPONSE:

Comment P-17-1: The PDT responded in advance of the public hearing to the comment via email with the website address (<https://oaklandalamedaaccessproject.com/>) that hosted the live online meeting. The date/time of the public hearing (October 20, 5:30-7:30 pm) was provided. The call in phone number was provided (510-880-4195), as well. No reservations were required to attend the public hearing.

Comment P-17-2: No software download was required to attend the live online public hearing. The event was hosted on the project's website.

Comment P-18 — Anne Aldridge

ORIGINAL COMMENT:

October 20, 2020

[Comment P-18-1 current situation is in engineering lingo a clusterf**k.

this plan looks great.]

Anne in Alameda

CALTRANS RESPONSE:

Comment P-18-1: See Master Response 1.

Comment P-19 — Anne Aldridge

ORIGINAL COMMENT:

October 20, 2020

[Comment P-19-1 current situation is a mess, this is a great plan.]

Anne Aldridge

CALTRANS RESPONSE:

Comment P-19-1: See Master Response 1.

Comment P-20 — Jim Strehlow

ORIGINAL COMMENT:

October 20, 2020

I will submit at least two formal comments. This is my first formal comment.

During tonight's meeting, the CalTrans representative requested that I make the following formal comments.

Summary:

Attention CalTrans Maintenance:

[Comment P-20-1 The Posey Tube needs more regular cleaning.

Details:

Before Covid, I used to travel between Alameda and Oakland (and vice-versa) about four single directions a month for the past ten years (without a facial mask... no fear.) I currently travel through the Posey Tube walkway about once every two months wearing a facial mask.

Around the ped/bike path construction period, CalTrans made several reports to the City of Alameda regarding the "improved" bi-directional pedestrian/bicycle path through the Posey Tube between Alameda and Oakland. I attended those meetings at the Alameda City Council and Alameda Transportation Commission. Panels were installed along the path's railing. Such panels along the rails were not discussed much in advance of the installation of such. The discussion was mostly about widening the path. At the first public meeting AFTER the completion of the path, I made a comment along the lines of: "Those panels appear to me to be perfect targets for graffiti artists."

There was one day (two or three years ago) when my bicycle had a flat tire where I needed to walk my bicycle the entire distance. I believe that I counted at least forty-five (45) graffitied panels on the path side. While riding an A/C Transit bus I can see graffiti on some (not as many) panels on the vehicle side of the panels. Also, the dirt buildup along the wall to the east side of the path is always dirty.

ATTENTION CalTrans MAINTENANCE:

1. The path NEEDS regular maintainance:

- anti-graffiti paint on the panels.
- washing of dirt off the wall.]

[Comment P-20-2 I particularly hated one time when I had to pass by an abandoned Lime or Bird Scooter (public rented) in the middle of the Posey Tube walkway.

2. Such businesses should geo-fence prohibit a rental of their property from being parked along such a walkway. (That might now be their policy, but you need to be aware that it happened.)]

3. **[Comment P-20-3** Also, the technology team needs to determine if there are newer devices that can be installed to improve the air quality.]

[Comment P-20-4 If you want more bicycle and pedestrian use of the underwater tubes now and for the future, CalTrans MUST keep the underwater tube paths clean and graffiti-free. If not done monthly, at least perform such bi-monthly.]

Respectfully,

Jim Strehlow
Bicyclist, motorist, life-long resident of Alameda for over fifty (50) years.
94501

CALTRANS RESPONSE:

Comment P-20-1: Thank you for this information. The District's maintenance team will be notified of your concern. Caltrans Maintenance periodically cleans the interior of each tube.

Comment P-20-2: Thank you for this information. This is beyond the scope of the proposed project.

Comment P-20-3: See Master Response 13. Based on this information no additional studies are needed at this time.

Comment P-20-4: Please see response to Comment P-20-1.

Comment P-21 — Jim Strehlow

ORIGINAL COMMENT:

October 20, 2020

This is my second formal comment.

There was an Alameda County Transportation meeting held in Chinatown 12 or more months ago. I attended that first presentation. I made many written comments to the presenters afterwards.

1. slope/rise of elevation leaving Alameda into Oakland. **[Comment P-21-1** What is the planned new degree of elevation (slope/rise) for bike/ped from Alameda-Oakland? At that Chinatown presentation, I told one presenter that the current stairs leaving the Posey Tube up to street level "is a hike." The slope/degree of rise is extremely difficult for seniors. Even the then proposed U-shaped exit ramp was going to exceed ADA specifications.] The presenter asked me, "What if Alameda went to Oakland through the Webster Tube and Oakland went to Alameda through the Posey Tube?" **[Comment P-21-2** I commented then that the U-shaped ramp going DOWNHILL from Oakland to Alameda would be MUCH EASIER than using that same U-shaped ramp uphill.]
[Comment P-21-3 The U-shaped ramp is a necessity to get people and bikes out of the way of the future Posey Tube exit onto 5th St. There were conflicting statements/corrections tonight regarding which tube will serve which direction. For this project to succeed, the bike/pedestrian egress ramps are crucial on both sides of the tube. I hope you have figured it out properly now, but maybe you forgot.]
2. **[Comment P-21-4** Please ensure that the bike/pedestrian path through Webster Tube is completed before the Posey Tube bike/ped path is closed for construction.] **[Comment P-21-5** Reminder: That Webster Tube path will NEED to be bi-directional during construction in the Posey Tube. Please remember to word temporary signs accordingly.]
3. **[Comment P-21-6** It is sad that the I-980 flyover exit to Jackson/2nd Street will be closed for probably eighteen (18) months. For the businesses and residences in the affected area, I stress how important it will be for PUBLIC INPUT (not just the opinions of bicyclists driving this project) to help plan detours and parking needs in the areas both immediately in the project area AND neighboring districts. The plans of one project directly affect all other nearby traffic patterns for 18 months.]
4. **[Comment P-21-7** It was extremely disappointing to hear how planners appear to be ignoring the 2009 #1 priority for Oakland-Alameda access to use water ferries. The current two hundred (200) signatures (even if it were 2,000) are no justification for considering building a bike-pedestrian bridge. It appears that just a couple of hundred bicyclists appear to be driving the multi-modal needs of the county. As a bicyclist for over fifty years, it disappoints me to see the needs of the rest of the population are being usurped by bicyclists.]
5. **[Comment P-21-8** You "passed the buck" for Oakland to negotiate with CalTrans regarding the parking needs of the local businesses and residents. Losing over one hundred parking spaces without the project addressing and ensuring those needs are remediated is not acceptable.]

6. **[Comment P-21-9** You "passed the buck" for Oakland's responsibility for timing the traffic lights along Sixth Street. The project should obtain a written guarantee from the City of Oakland that the timing of the traffic lights along Sixth Street must be coordinated to prioritize east to west flow of traffic. Without that guarantee, the "hope" that the Oak Street exit to Webster Street will be what Alamedans need will fail. Exiting I880 Northbound at Broadway currently takes just three right hand turns to get into Alameda in a short amount of time. Westbound delays at six to seven traffic lights along Sixth Street will be UNACCEPTABLE unless maximum delays are minimized IN WRITING from the City of Oakland to the project on behalf of the citizens of Alameda.]
7. **[Comment P-21-10** You mentioned some sort of new cycletrack for Oak St from maybe 3rd St to the BART Station, but will it end there? I hope so, otherwise way to many businesses and residents along Oak Street north of the BART Station will be adversely affected. Please post an URL about that cycletrack project in the Oakland-Alameda Access project.]

Rant:

The project team needs to be aware that the City of Oakland's Public Works already has a bad reputation for poor designs and implementation.

A) In the 1960s and 1970s, my parents could drive northbound on Oak Street from the Nimitz Freeway (at the time) to Lake Merritt (north of 14th St.) without stopping when they drove 15 miles per hour because the traffic signals were timed then. I believe that behavior changed in the 1980s. It is now stop and start and stop and start along both Oak St. and Madison St. for bicyclists and motorists due to uncoordinated traffic intersections.

B) **[Comment P-21-11** Nowadays, the safety bollards along southbound Madison St. are HORRIBLE as they infuriate both vehicles and bicyclists. As a bicyclist at 8th St., I now prefer to ride in a traffic lane. The bicycle lane with its protected bollards are more "in the way" than a help. I mostly want to turn left onto 7th St., but the new bike lane puts me on the far right side where I must cross three lanes of traffic within one short block in order to make the left hand turn. That is NOT a safe design in my playbook. ALSO, for the southbound motorists they must switch lanes from the middle lane #3 into lane #2. Lane #1 before 9th St. is a left turn only onto 9th St. Lane #2 becomes lane #3 past 9th Street and lane #3 is a MUST TURN RIGHT onto 8th Street lane, so motorists must quickly shift to lane #2 midblock in order to continue straight along Madison St.

ALSO, the right hand turn lane with all those "safety bollards" actually moves vehicles farther away from bicyclists so that bicyclist are UNAWARE of vehicles needing to make the right hand turn onto 8th St. As a regular bicyclist, I prefer to sense (hear) the traffic that is going in my direction, but the traffic being moved away from me actually endangers me more.

The current design by Oakland Public Works is an EXTREMELY DANGEROUS NEW DESIGN to all involved. Travel that corridor and see for yourself! Thus, I am jaded to believe that Oakland Public Works will be anything helpful to the needs of motorists (and even bicyclists) with your project.]

Respectfully,

Jim Strehlow
Bicyclist, motorist, life-long resident of Alameda for over fifty (50) years.
94501

CALTRANS RESPONSE:

Comment P-21-1: The slope of the walkway will match the slope of the tunnel. The maximum grade will be 4.5%. ADA standards will be followed for the exit ramp.

Comment P-21-2: See the response to P-21-1. The ramp will meet ADA standards.

Comment P-21-3: A continuous walkway will be provided in the Tubes. Bicycles will be encouraged to travel in the same direction as vehicles.

Comment P-21-4: Construction of the Webster Tube walkway will occur during the first phase of construction. This walkway will be open prior to the closure of the Posey Tube walkway.

Comment P-21-5: Thank you for this information. The PDT will evaluate this during the development of its TMP (PF-TRF-1, Chapter 2, Section 2.8.3) which will include strategies to minimize impacts on those traveling to and through the project footprint.

Comment P-21-6: The I-980 flyover will be closed during construction for approximately 18 months. To reduce impacts to businesses during construction, a TMP, which is a project feature, will be developed. The Draft EIR/EA states "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." Please refer to Chapter 2, Section 2.8.3 Traffic Transportation/Pedestrian and Bicycle Facilities, PF-TRF-1 for more detailed information.

Comment P-21-7: See Master Responses 5 and 7.

Comment P-21-8: See Master Response 4.

Comment P-21-9: Per the TOAR (August 2020), signal timing along 6th Street will maintain an acceptable level of service. Future signal timing along 6th Street would be the responsibility of the City of Oakland. This feedback will be provided to the City of Oakland for their consideration.

Comment P-21-10: The Oak Street cycle track is part of the proposed project. Chapter 1, Section 3.1.1 and Figure 1-9 provide the limits of the cycle track.

Comment P-21-11: Thank you for feedback. These bollards at the intersection of 8th/Madison Street are outside of our project footprint. The PDT will relay your concern to the City of Oakland. In addition, the general point regarding use of bollards will also be considered during the proposed project's design phase, when detailed design will occur for the proposed project's bicycle infrastructure.

Comment P-22 — Jim Strehlow

ORIGINAL COMMENT:

October 20, 2020

This is my third formal comment.

The following is for your information regarding the Webcast.

[Comment P-22-1 Your on-line chat question box was NOT the typical chat/discussion box with which most of us are familiar using on various Websites.

1. There was no advance warning that there was a character limit for the question box.

As people review the recording, please notice how some of us continued a question on a second posting soon after discovering that our input was cut off at some character maximum input number. Most Web applications have either a more generously sized text input box or have a displayed maximum number of input characters where the number decreases as you type or paste your text into the text box.]

2. **[Comment P-22-2** The chat window should be resizable width-wise. If it was, ignore this discussion point. I seem to remember that the presentation window was its size and the chat window was its size (proportionally to the browser width.) Some of us using the chat area could not easily read what others were posting when many arrived one after another quickly. I prefer to be able to shrink the presentation window width and expand the chat window's width. In doing so, longer text could display on one line instead of two lines thus allowing us to see more of the chat.]

Respectfully,

Jim Strehlow
94501

CALTRANS RESPONSE:

Comment P-22-1: Thank you for providing this important feedback. The character limit for the live chat was 120 characters, which was the limit imposed by the platform used to host public hearing. However, as you note, there was no limitation on the number of 120-character questions/comments that could be submitted by a participant.

Comment P-22-2: Thank you for this feedback. The chat window was not included in the recording of the public hearing posted on the project website (<https://oaklandalamedaaccessproject.com/>). Questions that were submitted via the chat feature were read by the public hearing facilitator for the benefit of the visually impaired and for those viewing the recording.

Comment P-23 — Lauren Vazquez

ORIGINAL COMMENT:

October 20, 2020

To Whom it May Concern,

WE NEED SIGNS.

I live in Alameda on Shoreline Drive and work in Jack London and on 18th & Telegraph. I drive this route 5 days a week. I know this route better than most. **[Comment P-23-1** Frankly, most drivers don't pay attention and cause unnecessary traffic. The number one thing that can help with traffic is well posted signs. There are so many lacking signs. Drivers merge too early and too late. When there are two lanes, they don't even notice and fill up one lane backing it up past the intersection behind them. THESE PEOPLE DRIVE THIS ROUTE REGULARLY AND DON'T KNOW WHAT THEY ARE DOING. I can't believe how oblivious they are. They don't signal, they don't look before changing lanes. It will be a waste of millions if you do not improve the signage. I can show you exactly where and what signs along Shoreline down 8th through the tunnel into Jack London and back again will improve traffic.

I am telling you that no matter what you do, drivers will create unnecessary traffic without the proper signage. **][Comment P-23-2** Alameda is a driving town and traffic is one of the most pressing quality of life issues. It is so bad and I have to deal with it every day and these proposed solutions only sound like they will make things worse.]

Lauren Vazquez
Attorney at Law
94501

CALTRANS RESPONSE:

Comment P-23-1: Signage will be posted in advance of the Posey Tube to make drivers aware that the right lane is for freeway access and that the left lane is for downtown Oakland access. This will reduce driver confusion.

Comment P-23-2: Traffic operations for Alameda residents will be improved as a result of the proposed project. Travel times to and from Alameda will be reduced as shown on Figures 2-47 and 2-48 (Chapter 2, Section 3.8.3).

Comment P-24 — Gordon Taras

ORIGINAL COMMENT:

October 22, 2020

[Comment P-24-1 please look at striping in the tunnel that leads to the right turn. too many people try to bypass the line and jump in causing increasing backups.] **[Comment P-24-2** perhaps add some hard dividers between freeway and through traffic.] merge in alameda goes from 5 lanes to 2 in the tunnel, then 1 for freeway access. **[Comment P-24-3** perhaps split the traffic in alameda so the webster traffic is all through / sb 880 and constitution is all nb 880.]

CALTRANS RESPONSE:

Comment P-24-1: Striping inside the Posey Tube will be modified to reduce lane widths and slow traffic. Signage will be posted in advance of the Tube to make drivers aware that the right lane is for freeway access and that the left lane is for downtown Oakland access. This will reduce driver confusion.

Comment P-24-2: Hard dividers will be considered along with other traffic calming strategies to help slow and delineate traffic. The merits of these devices will also need to be considered by Caltrans.

Comment P-24-3: Constitution Way and Webster Street traffic merge within the Tube. Therefore, it is not possible to separate the traffic through this suggestion.

Comment P-25 — Doris Gee

ORIGINAL COMMENT:

October 22, 2020

[Comment P-25-1 I am super excited to support this project moving forward.

I am an active community member in Alameda. I have been a commuter from Alameda to Oakland for more than 35 years. I am glad the problem is being addressed now with forethought because the traffic can only get worse. I watched the video no less than 10 times because this is a very complicated plan with lots of moving parts and appreciate all the changes that will happen.]

[Comment P-25-2 One of the treasures in Chinatown is the Chinese Garden Park that is underutilized due to traffic. Our family had to cross the 7th and Harrison crosswalk to visit the Chinese Garden Park. Even with the light, there was a lot of traffic and we were not sure cars would stop. I cannot imagine anyone who is a senior or with disabilities having to negotiate this crossing. With so much traffic surrounding the Garden park, it makes it very difficult. The Park feels so isolated from the rest of Chinatown due to so much traffic separating it from the community.]

[Comment P-25-3 Removing the Broadway off ramp from 880 North will hopefully create a more tourist opportunities and a symbiotic relationship with between Jack London and Chinatown businesses]

[Comment P-25-4 My favorite change is thinking outside of the box creating an Alameda only exit out the Posey tube to ease the traffic getting onto the freeway onramps.]

CALTRANS RESPONSE:

Comment P-25-1: See Master Response 1.

Comment P-25-2: Thank you for this information.

Comment P-25-3: See Master Response 1.

Comment P-25-4: See Master Response 1.

Comment P-26 — Deborah Sullivan

ORIGINAL COMMENT:

October 23, 2020

Hello,

[Comment P-26-1 I just read an article about the proposed bike-pedestrian bridge between the west end of Alameda and Oakland Jack London Square/ChinaTown. I am writing in support of this plan. It would be a safe alternative to driving in the tube. The tube is not user friendly for pedestrians or bikes. It is loud, dirty, narrow and dangerous. Nobody wants to use it.]

[Comment P-26-2 I understand it would be expensive. Why can't tax dollars be used to improve the quality of life for the Oakland and Alameda residents? It would be good for commuting, exercising, entertainment, safety. It would be wildly popular and make people happy. When was the last time a government project did that for its citizens? There is very limited access at the west end of the island to get to Oakland and Lake Merritt BART. With all the construction in that area, we need a bike and pedestrian friendly way to and fro.]

Please do it!!!!

Deborah Sullivan

CALTRANS RESPONSE:

Comment P-26-1: Please see Master Responses 7, 13, 15, and 6, which address all of the items raised in this comment.

Comment P-26-2: Please see Master Responses 7, 13, 15 and 6, which address all of the items raised in this comment.

Comment P-27 — Wesley Bexton

ORIGINAL COMMENT:

October 24, 2020

Hi Project Team,

I write this comment as a resident of Alameda who has a single occupant vehicular commute between Alameda and Oakland, and who formerly had a bike commute to San Francisco via the ferry. Due to childcare needs, I am not able to utilize public transit for my commute to Oakland. I would, however, use a bike for my commute. There is one large constraint that prevents my commute to Oakland via bike: the tube.

[Comment P-27-1 No amount of in-tube pathway improvements would serve equal to the clean air and reduced noise afforded by a bike-ped bridge. I've had countless conversations over the years with neighbors who share my concerns about longer-term respiratory and hearing health if we were to regularly bike the tube. Yes - we'd commute to Oakland by bike, but not by way of the tube.]

[Comment P-27-2 Furthermore: bike and pedestrian connections via the tube are hampered by the existing tube geometry and landing points of the tube. Modern accessibility and bike pathway considerations in any existing tube retrofit are at best an exercise in compromise.]

[Comment P-27-3 A new bridge connection would provide the geometric flexibility to design for optimal bike and pedestrian accessibility, with greater ability to select safe exit points to city streets.

If the project is to meaningfully reduce vehicular traffic, link communities across the estuary, and increase bike and pedestrian safety, the bike/ped bridge should be viewed not as an alternative, but as a necessity.]

Best Regards,

Wesley Bexton

CALTRANS RESPONSE:

Comment P-27-1: See Master Response 5.

Comment P-27-2: The walkway in the Webster Tube will be widened to the maximum extent feasible. Both Tube walkways, and their associated access, will be ADA compliant.

Comment P-27-3: See Master Response 5.

Comment P-28 — Ted Floyd

ORIGINAL COMMENT:

October 26, 2020

Living and visiting my family and friends in the East end of Alameda has for many years become more and more difficult. I have parents, and brothers living in Alameda and around the the Bay Area. **[Comment P-28-1** This project would help reduce the daily congestion as both residents and visitors come and go from Alameda. Please continue with this long awaited project that provides improvements for cars, pedestrians, bicycles and safety.] **[Comment P-28-2** The current increased demand to access to the old Navy Base property will only grow and has significantly impacted the east end traffic with only a few businesses now operating in the area and congestion will only increase as new homes and businesses are added to the location.]

CALTRANS RESPONSE:

Comment P-28-1: See Master Response 1.

Comment P-28-2: See Master Response 3.

Comment P-29 — Paul Ashby

ORIGINAL COMMENT:

October 28, 2020

[Comment P-29-1 I am writing this letter to advocate that the Webster tube bike/pedestrian modifications continue to be included in Oakland Alameda Access Project (OAAP).] I have been a resident of Alameda for 15 years, first as a renter and then as an owner for the last 7 years. I have always used the tunnels as my main route to and from the Island. I am also a cyclist that occasionally commutes by bike and who prefers riding in the Oakland hills so I often ride through the Posey tube. As a car commuter and cyclist using the tubes I have a few concerns in the following order: traffic flow off the island, pedestrian safety, and quality of experience for cyclists.

City planning is very difficult because there are so many factors to be balanced during the decision making process. It is even harder to make changes to existing systems because one has to uproot what has already been done. I respect all the hard work that has gone into developing the plans for the Oakland Alameda Access Project (OAAP). I understand that it has a long history attesting to the multitude of factors that need to be considered to make good decisions.

I would like to point out that during my 15 years in Alameda, I remember two projects influencing traffic flow and cycling access for the tubes. The first is the remarking of the roads in Oakland including placing traffic barriers which improved flow onto 880N. The second is the widening of the pedestrian walkway in the Posey tube by 4 inches and changing the railing so that it doesn't hook your handlebars. It is only 4 inches but it made a huge difference in making the walkway more rideable and passable.

As I consider the OAAP and how it affects my personal priorities I have the following thoughts.

1. **[Comment 29-2** The OAAP will lead to a slight improvement in traffic flow off the Island. I think the main bottleneck is the traffic entering 880N crossing with the existing 980E traffic. OAAP does not address this problem.] **[Comment 29-3** I even foresee that through traffic onto Harrison might be more hindered because they will be stuck behind people in the left lane that intend to take 880N but waited till the last minute to merge while the tunnel only has two lanes. This happens today but the three lanes just before 7th mitigates that some.]
2. **[Comment 29-4** Pedestrian safety throughout the area being redone in Oakland will improve significantly. While I have never seen anyone hit, I have seen plenty of near misses and lots of frustration expressed by both drivers and pedestrians. I think the OAAP does a superb job of improving pedestrian safety in Oakland.]
3. **[Comment 29-5** Cycling the tube is a terrible experience. I could understand if 90% of people say that they refuse to do it but would bike between Oakland and Alameda if there was some other option. Opening another path, especially if the paths were one way like the vehicular traffic, would improve the experience for some including myself. Not having to stop on the slick pavement and dismount so that opposite direction traffic can pass would be great.] **[Comment 29-6** A 4 foot wide path will also be a substantial improvement to the 3' wide path we have now.] **[Comment 29-7** Lastly, I expect the

noise and dirtiness to decrease naturally as adoption of electric vehicles continues. Although the loudest vehicles (motorcycles specifically Harleys and large trucks) will be last to convert to electric.]

[Comment 29-8 With these thoughts in mind I found myself agreeing with much of the Alameda City letter to ACTC. Most of the benefit of OAAP is for Oakland and not Alameda. It definitely does not provide effective bicycle and pedestrian facilities for most citizens.] **[Comment 29-9** However, because I foresee there being measurable improvement, I again found myself in agreement with the statement, "Yet, despite these significant reservations and concerns, the City of Alameda will stand..."]

However, the city letter also suggests diverting the money for the Webster tube pedestrian path improvements to more planning for a \$200,000,000 bridge. A bridge project is twice the expense of OAAP and will be a very long time until funded or built. **[Comment 29-10** Giving up the chance to have an incremental improvement in the near future for the hope of getting a substantial improvement later just means we will never have any improvement for the foreseeable future. Thus, I advocate that the city support the Webster tube improvements now and also continue to demand that ACTC move forward with additional solutions for Alameda and Oakland pedestrians and cyclists.] Thank you.

Sincerely,

Paul Ashby

CALTRANS RESPONSE:

Comment P-29-1: See Master Response 1.

Comment P-29-2: The proposed project will not address traffic weaving between the Jackson Street on-ramp and EB I-980 off-ramp. Eliminating congestion on I-880 is not part of the proposed project's purpose and need.

Comment P-29-3: Signage will be posted in advance of the Posey Tube to make drivers aware that the right lane is for freeway access and that the left lane is for downtown Oakland access. This will reduce driver confusion.

Comment P-29-4: See Master Response 1.

Comment P-29-5: See Master Response 1.

Comment P-29-6: Thank you for your comment.

Comment P-29-7: Increased use of electric vehicles would likely reduce noise levels and air pollutant omissions. See Master Response 13. Based on this information no additional studies are needed at this time. See Master Response 15.

Comment P-29-8: The proposed project will provide approximately 3 miles of new bike lanes and sidewalks throughout both cities and will reduce travel times to/from Alameda. See Master Response 7.

Comment P-29-9: Caltrans recognizes your support for the proposed project.

Comment P-29-10: Caltrans recognizes your support for the proposed project. See Master Response 7.

Comment P-30 — Steve Floyd

ORIGINAL COMMENT:

October 30, 2020

[Comment P-30-1 Please move forward with this much needed project.]

CALTRANS RESPONSE:

Comment P-30-1: See Master Response 1.

Comment P-31 — Michael Toschi

ORIGINAL COMMENT:

Hi,

[Comment P-31-1 Can either HOV lanes or HOT lanes be constructed on I-980 and/or I-880 as part of this project because that would be like if not the biggest contributor one of the biggest contributors to relieving traffic congestion in these corridors wouldn't it?**]**

-Michael Toschi (Resident Of The San Francisco Bay Area)

CALTRANS RESPONSE:

Comment P-31-1: Eliminating congestion on I-880 and I-980 is not part of the proposed project's purpose and need.

Comment P-32 — Me He

ORIGINAL COMMENT:

October 24, 2020

[Comment P-32-1 Please create safer streets for pedestrians. It is important the streets are clean and safe.] **[Comment P-32-2** I like to see a reduction of people selling things on the street.] **[Comment P-32-3** Chinatown is very dirty and people don't follow the rules.] **[Comment P-32-4** Please solve the homeless problem - provide more police and more volunteers to protect the streets.]

CALTRANS RESPONSE:

Comment P-32-1: Thank you for your comment. The purpose and need, developed by Caltrans and stakeholders, includes enhancing bicycle and pedestrian accessibility and connectivity within the project study area. Please refer to Chapter 1, Section 3.1 Project Alternatives/Bicycle and Pedestrian Facilities for a detailed description of proposed improvements and to Figures 1-11 and 1-12 (Chapter 1, Section 3.1.1) and 2-17 (Chapter 2, Section 2.8.3) for an illustration of the proposed pedestrian improvements in Oakland and Alameda respectively.

Comment P-32-2: Thank you for your comment.

Comment P-32-3: Thank you for your comment.

Comment P-32-4: While no single project can solve the homeless crisis in Oakland or Alameda, the proposed project incorporated AMM-CCC-1 (Chapter 2, Section 2.4.4), and a "Notice to Vacate" will be posted that provides information on available community services and local shelters. Providing additional police or volunteers is beyond the scope of the proposed project.

Comment P-33 — David Ma

ORIGINAL COMMENT:

October 24, 2020

[Comment P-33-1 I support the project proposed improvements to the freeway and the local streets in Chinatown.] **[Comment P-33-2** I want to see more restrictions on selling things on the sidewalks.]

CALTRANS RESPONSE:

Comment P-33-1: See Master Response 1.

Comment P-33-2: Thank you for your comment. The PDT will pass this comment to the City of Oakland for consideration.

Comment P-34 — Jie Huang

ORIGINAL COMMENT:

October 24, 2020

[Comment P-34-1 I would like to see more parking spaces created.] **[Comment P-34-2** I like the proposed 6th St design.]

CALTRANS RESPONSE:

Comment P-34-1: See Master Response 4.

Comment P-34-2: Caltrans recognizes your support for the proposed project.

Comment P-35 — Biao Tang Liang

ORIGINAL COMMENT:

October 24, 2020

[Comment P-35-1 I like the horseshoe, this will save time from me driving from Alameda.]

[Comment P-35-2 This is a big vision project which needs to make sure the traffic flows in the tunnel.]

CALTRANS RESPONSE:

Comment P-35-1: Caltrans recognizes your support for the proposed project.

Comment P-35-2: A detailed analysis of all traffic impacts in the project footprint is included in the TOAR (August 2020).

Comment P-36 — Regina Leung

ORIGINAL COMMENT:

October 24, 2020

[Comment P-36-1 Currently I only walk on 7th, 8th, 9th, 10th St. It is because I don't feel safe on other streets and especially around the underpasses near the parking lots. **]** **[Comment P-36-2** I know the homeless issue is a big problem but they need help (eg finding work). **]** It's been three years since I've been to Jack London for dinner. **[Comment P-36-3** I am happy to see this proposed project improve the connectivity to Jack London District and hope to be able to walk to Jack London again. **]**

CALTRANS RESPONSE:

Comment P-36-1: See Master Response 2.

Comment P-36-2: Caltrans acknowledges your comment, however, finding employment for unsheltered persons is beyond the scope of the proposed project. Caltrans isn't the appropriate entity to provide social services, relocation assistance, or employment assistance to unsheltered persons. However, Caltrans does have continued partnership with local entities to assist unsheltered persons living within Caltrans ROW. Caltrans will follow AMM-CCC-1 (Chapter 2, Section 2.4.4), which will provide information to unsheltered persons on available community services and local shelters.

Comment P-36-3: Caltrans recognizes your support for the proposed project.

Comment P-37 — Cindy

ORIGINAL COMMENT:

October 24, 2020

[Comment P-37-1 I like the proposal of the new parking under the freeway.] **[Comment P-37-2** I hope it will be managed well and remain clean and safe.] **[Comment P-37-3** Currently, I don't feel safe walking to Jack London Square. The sidewalks are cover in urine, garbage and needles.]

CALTRANS RESPONSE:

Comment P-37-1: Caltrans recognizes your support for the proposed project. See Master Response 4.

Comment P-37-2: Caltrans and the City of Oakland will work together to manage and maintain new elements constructed by the proposed project.

Comment P-37-3: The proposed project will improve pedestrian safety travelling between Oakland and Jack London Square. Pedestrian safety improvements are described in Chapter 2, Section 2.8.3. Additionally, the proposed project will install additional pedestrian lighting underneath I-880. Maintenance of sidewalks in Jack London District is the responsibility of the City of Oakland.

Comment P-38 — Chu

ORIGINAL COMMENT:

October 24, 2020

[Comment P-38-1 We support this project.] We commute from Hayward every weekend to come eat at Chinatown. **[Comment P-38-2** Please improve pedestrian safety in particularly for the seniors.] We hope Chinatown will be able to prosper and be safe again. **[Comment P-38-3** I hope the that the widen Oak St will not create traffic congestion.] Currently, we use Oak St off-ramp.

CALTRANS RESPONSE:

Comment P-38-1: See Master Response 1.

Comment P-38 -2: The proposed project will improve pedestrian safety as described in Chapter 2, Section, 2.8.3 and as shown in Figure 2-17.

Comment P-38-3: A detailed analysis of all traffic impacts in the project footprint was included in the TOAR (August 2020). The proposed project will improve the Oak Street off-ramp by widening it to two lanes and providing an auxiliary lane on NB I-880. Signal timing along 6th Street will maintain an acceptable level of service.

Comment P-39 — Paul Chan

ORIGINAL COMMENT:

October 24, 2020

[Comment P-39-1 I support bike lanes on 6th St but not on 7th, 8th or 9th St because there are a lot of pedestrians on those streets. **]** **[Comment P-39-2** I think there should be more bike lanes in Alameda because there are less people and cars there. **]** **[Comment P-39-3** I don't want the project to remove the Broadway exit, it will create more congestion. **]**

CALTRANS RESPONSE:

Comment P-39-1: See Master Response 1.

Comment P-39-2: Thank you for this information.

Comment P-39-3: A detailed analysis of all traffic impacts in the project footprint was included in the TOAR (August 2020). The proposed project will improve the Oak Street off-ramp by widening it to two lanes and providing an auxiliary lane on NB I-880. Signal timing along 6th Street will maintain an acceptable level of service.

Comment P-40 — Liao

ORIGINAL COMMENT:

October 24, 2020

[Comment P-40-1 I am concern that this State (California) has no money because of the bad economy.] **[Comment P-40-2** I support this project because it will create a safe environment. I had a coworker who had a car accident on 7th and Harrison a couple of years ago.]

CALTRANS RESPONSE:

Comment P-40-1: The total project cost is estimated at \$119.9 million. Approximately \$83 million for planning and construction of the proposed project has already been secured through a number of sources, including federal, state, regional, and local funds (Measures B and BB). Funding will be pursued for the remaining amount (approximately \$34 million). The project fact sheet provides funding source information and is regularly updated (<https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>).

Comment P-40-2: Caltrans recognizes your support for the proposed project, and the importance of safety improvements in the project footprint.

Comment P-41 — Quing Wen Huang

ORIGINAL COMMENT:

October 24, 2020

[Comment P-41-1 I hope this project will create more parking spaces and it will be good to provide free marking on Sundays.] **[Comment P-41-2** I like the project - improve safety and create a better environment.]

CALTRANS RESPONSE:

Comment P-41-1: See Master Response 4.

Comment P-41-2: See Master Response 1.

Comment P-42 — Anonymous

ORIGINAL COMMENT:

October 24, 2020

[Comment P-42-1 I support creating more parking lots. We need more parking to make shopping in Chinatown more convenient.] **[P-42-2** When exiting the tunnel coming from Alameda side, the corner at Jackson/7th St is dangerous.] **[P-42-3** I hope this project will reduce traffic congestion.]

CALTRANS RESPONSE:

Comment P-42-1: See Master Response 4. The proposed pedestrian and bicycle improvements will also improve connectivity and provide additional access for Chinatown shoppers.

Comment P-42-2: Pedestrian safety will be improved at the intersection of Jackson/7th streets. As a result of the proposed project, vehicles will use the horseshoe instead of 7th Street to access NB I-880. The "free right" turn at this intersection will be removed (Figure 2-17, Chapter 2, Section 2.8.3).

Comment P-42-3: The proposed project will reduce traffic congestion in downtown Oakland (Figure 2-16 and Table 2-14, Chapter 2, Section 2.8.3).

Comment P-43 — Wen Chen

ORIGINAL COMMENT:

October 20, 2020

[Comment P-43-1 I hope this project improves the traffic congestion in Chinatown.]

CALTRANS RESPONSE:

Comment P-43-1: The proposed project will reduce traffic congestion in downtown Oakland (Figure 2-16 and Table 2-14, Chapter 2, Section 2.8.3).

Comment P-44 — Huo Neng Liao

ORIGINAL COMMENT:

October 24, 2020

[P-44-1 I hope this project will provide more parking spaces and provide free parking on Sundays which will help Chinatown business.] **[P-44-2** On Harrison and 7th St, that is a unsafe corner for seniors.]

CALTRANS RESPONSE:

Comment P-44-1: See Master Response 4.

Comment P-44-2: Pedestrian safety will be improved at the intersection of Harrison/7th streets. After the horseshoe is constructed, vehicles will use the horseshoe instead of 7th Street to access NB I-880. The "free right" turn at Harrison/7th streets will be removed (Figure 2-17, Chapter 2, Section 2.8.3), and pedestrians will have a shorter crossing distance.

Comment P-45 — Jia Xing Zhong

ORIGINAL COMMENT:

October 24, 2020

[Comment P-45-1 I like to see the relocation of the homeless camps on both sides of the tunnel.] **[Comment P-45-2** The corner on Harrison and 7th needs to be improved to make it safer.]

CALTRANS RESPONSE:

Comment P-45-1: See Master Response 16.

Comment P-45-2: Pedestrian safety will be improved at the intersection of Harrison /7th streets. After the horseshoe is constructed, vehicles will use the horseshoe instead of 7th Street to access NB I-880. The "free right" turn at Harrison/7th streets will be removed (Figure 2-17, Chapter 2, Section 2.8.3), and pedestrians will have a shorter crossing distance.

Comment P-46 — Yu Wen Zhong

ORIGINAL COMMENT:

October 24, 2020

[Comment P-46-1 The tunnel needs to be retrofitted.] **[Comment P-46-2** The traffic congestion in Chinatown needs improvement.] **[Comment P-46-3** The corner on 7th and Harrison should be improved for safety.]

CALTRANS RESPONSE:

Comment P-46-1: The Posey and Webster Tube Rehabilitation Project, completed in July 2016, included retrofits to the insides of the Tubes including the replacement of lighting and handrails inside the Posey Tube. The proposed project will widen the Webster Tube walkway and open it for public use (pedestrians and bicyclists).

Comment P-46-2: The proposed project will improve traffic congestion in downtown Oakland and reduce travel times (Figure 2-16 and Table 2-14, Chapter 2, Section 2.8.3).

Comment P-46-3: Pedestrian safety will be improved at the intersection of Harrison/7th streets. After the horseshoe is constructed, vehicles will use the horseshoe instead of 7th Street to access NB I-880. The "free right" turn at Harrison/7th Street will be removed (Figure 2-17, Chapter 2, Section 2.8.3), and pedestrians will have a shorter crossing distance.

Comment P-47 — Ms. Wen Chen

ORIGINAL COMMENT:

October 20, 2020

[Comment P-47-1 I hope this project improves the traffic congestion in Chinatown.]

CALTRANS RESPONSE:

Comment P-47-1: The proposed project will improve traffic congestion in downtown Oakland and reduce travel times (Figure 2-16 and Table 2-14, Chapter 2, Section 2.8.3).

Comment P-48 — Cheng Hui Feng

ORIGINAL COMMENT:

October 24, 2020

[Comment P-48-1 There are many traffic accidents on 14th and Harrison.] **[Comment P-48-2** We need to create more housing in the empty lots so that we create a better and safe environment for the residents.] **[Comment P-48-3** I support the roadway improvements to improve the traffic congestion, for example the 6th street improvements and horseshoe.]

CALTRANS RESPONSE:

Comment P-48-1: Thank you for providing this information. However, the intersection of 14th/Harrison streets is outside of the proposed project footprint.

Comment P-48-2: Thank you for your comment. Addressing this is beyond the scope of the proposed project.

Comment P-48-3: See Master Response 1.

Comment P-49 — Alan Luan Le

ORIGINAL COMMENT:

October 20, 2020

[Comment P-49-1 This is a good project for Alameda and doesn't affect me.] **[Comment P-49-2** Currently there is huge problem with parking meter updates and yellow loading zone markings.]

CALTRANS RESPONSE:

Comment P-49-1: See Master Response 1.

Comment P-49-2: Thank you for this information. The PDT will send this comment to the City of Oakland for their consideration.

Comment P-50 — Anders Yu

ORIGINAL COMMENT:

October 20, 2020

[Comment P-50-1 I support the project. It will improve traffic and providing safe pedestrian crossing is a good thing.]

CALTRANS RESPONSE:

Comment P-50-1: See Master Response 1.

Comment P-51 — Ping Li

ORIGINAL COMMENT:

October 17, 2020

[Comment P-51-1 Although I don't drive, I support these improvements. Pedestrian safety is very important.]

CALTRANS RESPONSE:

Comment P-51-1: See Master Response 1.

Comment P-52 — Ms. Xie

ORIGINAL COMMENT:

October 17, 2020

[Comment P-52-1 I like that this project improves the traffic problems in our area.] **[Comment P-52-2** Please address the congestion problem and solve the connectivity between Chinatown and Jack London.] **[Comment P-52-3** Currently, the streets connecting Chinatown and Jack London are not safe.]

CALTRANS RESPONSE:

Comment P-52-1: See Master Response 1.

Comment P-52-2: The proposed project will improve traffic circulation in downtown Oakland (Figure 2-16 and Table 2-14, Chapter 2, Section 2.8.3), thereby reducing traffic congestion and travel times to/from the Tubes. To address multimodal connectivity between Oakland Chinatown and Jack London District, a new two-way cycle track will be installed along Oak Street between 3rd and 6th streets and a new shared-use path will be installed along Harrison Street between 4th and 6th streets (Figure 1-12, Chapter 1, Section 3.1.1).

Comment P-52-3: Thank you for your comment. The proposed project will install pedestrian improvements at multiple intersections to reduce vehicle-pedestrian conflicts (Figure 2-17, Chapter 2, Section 2.8.3).

Comment P-53 — Wei Xie

ORIGINAL COMMENT:

October 17, 2020

[Comment P-53-1 I like that this project improves the traffic problems in our area.] **[Comment P-53-2** Please address the congestion problem and solve the connectivity between Chinatown and Jack London.] **[Comment P-53-3** Currently, the streets connecting Chinatown and Jack London are not safe.]

CALTRANS RESPONSE:

Comment P-53-1: See Master Response 1.

Comment P-53-2: The proposed project will improve traffic circulation in downtown Oakland (Figure 2-16 and Table 2-14, Chapter 2, Section 2.8.3), thereby reducing traffic congestion and travel times to/from the Tubes. To address multimodal connectivity between Oakland Chinatown and Jack London District, a new two-way cycle track will be installed along Oak Street between 3rd and 6th streets and a new shared-use path will be installed along Harrison Street between 4th and 6th streets (Figure 1-12, Chapter 1, Section 3.1.1).

Comment P-53-3: Thank you for your comment. The proposed project will install pedestrian improvements at multiple intersections to reduce vehicle-pedestrian conflicts (Figure 2-17, Chapter 2, Section 2.8.3).

Comment P-54 — Michael Sze

ORIGINAL COMMENT:

November 13, 2020

I am an Alameda resident and work in Downtown Oakland. **[Comment P-54-1** I strongly support this project for mitigating traffic congestion from Oakland to Alameda, improving pedestrian safety in Chinatown, and connecting Jack London Square with Downtown. I think the current plan is well designed and addressed many concerns that the we, community members, had in mind. I particularly like the idea of tear down I-880's Broadway exit ramp and the Jackson horseshoe to connect Posy Tube with I-880. As my family and I visited Oakland Chinatown often, I feel that the current plan adequately addressed the concerns of pedestrians. There were way to many traffic accidents and seniors were killed in Chinatown. Divert unnecessary traffic away from Chinatown entering the Webster Tube is appreciated.**]**

CALTRANS RESPONSE:

Comment P-54-1: See Master Response 1.

Comment P-55 — Diana Lee

ORIGINAL COMMENT:

November 13, 2020

[Comment P-55-1 I am a long term resident of Jack London Square and I believe this project is very beneficial to the expansion of JLS area and improve the connection between Oakland and Alameda which is greatly needed. I support this plan.]

CALTRANS RESPONSE:

Comment P-55-1: See Master Response 1.

Comment P-56 — Alex Woodward

ORIGINAL COMMENT:

November 20, 2020

As a bike commuter who occasionally uses the Posey Tube Walkway when I can muster up the courage, **[Comment P-56-1]** I do not believe that the "interim solution" of Webster and Posey Tube walkway improvements is an effective use of funding for infrastructure improvement. The Proposed Webster Tube walkway is only 4' wide and would suffer the exact same issues that plague the existing Posey Tube walkway in that the new tube would be just as noisy, dirty, confined, and intimidating to the vast majority of people.]

[Comment P-56-2] I agree with the comments noted in the draft environmental impact report by Bike East Bay and Bike Walk Alameda, and comments submitted by Alameda Mayor Marilyn Ezzy Ashcraft, that a new estuary crossing bridge should be the preferred option for pedestrian & bicycle access between West Alameda and Oakland.]

[Comment P-56-3] Instead of adding an extra 48 inches of space to the Tube walkways, why can't those funds be utilized to further the new estuary crossing bridge by funding key upcoming studies, and place the new estuary crossing on the Alameda County Transportation Commission's Capital Improvement Program?]

CALTRANS RESPONSE:

Comment P-56-1: The Build Alternative and No-Build Alternative were compared in Table 1-6 (Chapter 1, Section 3.1.4), which found that the proposed project will improve pedestrian and bicyclist safety, connectivity, and mobility. See Master Responses 6, 13, and 15, which address all of the items raised in this comment.

Comment P-56-2: The proposed project will not preclude, but will rather complement, future improvements to multimodal access, including the proposed Estuary Crossing Bridge. See Master Response 7.

Comment P-56-3: The Webster Tube walkway is currently closed to the public. Opening and widening this walkway for public use, combined with the directional flow for bicyclists within both the Posey and Webster Tubes, will provide improved multimodal connectivity between Oakland and Alameda. In addition, the Webster Tube walkway will provide an alternative route for bicyclists and pedestrians during closures of the Posey Tube. See Master Response 7.

Comment P-57 — Bruce “Ole” Ohlson

ORIGINAL COMMENT:

November 26, 2020

[Comment P-57-1 Thank you for making Chinatown safer for pedestrians.] **[Comment P-57-2** However, a pedestrian and bicycle bridge over the estuary is necessary to call this a multi-modal transportation project. Transportation planning must acknowledge the realities of the 21st century. We strive to be inclusive.] **[Comment P-57-3** Making it more convenient for motorists just encourages them.] **[Comment P-57-4** Where is the encouragement for pedestrians and bicyclists? There is none. The 1928 Posey tube cannot in any way be construed to be pedestrian- or bicycle-friendly.] **[Comment P-57-5** The lack of a safe, convenient crossing of the barrier that the estuary represents for pedestrians and bicyclists must be provided in the very near future.]

CALTRANS RESPONSE:

Comment P-57-1: See Master Response 1.

Comment P-57-2: See Master Response 7. The proposed project would provide near-term improvements to bicycle and pedestrian infrastructure within the project footprint.

Comment P-57-3: The Build Alternative is not expected to increase roadway vehicle capacity as it does not add new lanes or roads. Roadway and freeway segments within the project study area currently operate at or near capacity, which further limits the potential for the proposed project to increase the number of vehicles indirectly due to improved traffic conditions. Improving traffic flow, reducing congestion, and reducing travel distances (such as between the Posey Tube and I-880) would improve traffic conditions for drivers. Additionally, these enhancements would also improve local air quality and multimodal safety, which is one of the purposes of the proposed project.

Comment P-57-4: See Master Response 14.

Comment P-57-5: See Master Response 7. The proposed project would provide near-term improvements to bicycle and pedestrian infrastructure.

Comment P-58 — Jennifer Nogle

ORIGINAL COMMENT:

November 30, 2020

[Comment P-58-1 I see you are removing the Northbound 880 off-ramp and I do NOT see a replacement. Where are people supposed to get off the freeway at?**]** **[Comment P-58-2** And there should be a closer off-ramp from southbound 880 to the tube entrance.**]**

CALTRANS RESPONSE:

Comment P-58-1: Traffic currently exiting at the NB I-880 Broadway off-ramp will instead utilize the Oak Street off-ramp. The proposed project will improve the Oak Street off-ramp by widening it to two lanes and providing an auxiliary lane on NB I-880 (Figures 1-9 and 1-10, Chapter 1, Section 3.1.1). A detailed analysis of all traffic impacts in the project footprint is included in the TOAR (August 2020) and is summarized in the Draft EIR/EA in Chapter 2, Section 2.8.

Comment P-58-2: Alternatives to modify access from SB I-880 to the Webster Tube were considered but rejected due to concerns about traffic, safety, or constructability (Chapter 3, Section 3.2).

Comment P-59 — Avery Barrett

ORIGINAL COMMENT:

November 30, 2020

I don't think the people involved in this process have fully absorbed the fact that you're going to die of climate change.

[Comment P-59-1 Transit, pedestrian, and bicycle infrastructure need to be much, much higher priority than the personal vehicles that are killing us. Sustainable modes need to be given more space, they need to be protected, they need to have their speed and efficiency planned for.]

CALTRANS RESPONSE:

Comment P-59-1: See Master Response 14.

Comment P-60 — Travers Anderson

ORIGINAL COMMENT:

November 30, 2020

[Comment P-60-1 The bikeways are good, but there isn't enough of them. **]** **[Comment P-60-2** I strongly feel this project should include improved bicycle and pedestrian access to Alameda. The current path through the Posey tube is loud, dark, dirty, very narrow and difficult to breath in. **]** **[Comment P-60-3** A bridge would be much better. **]**

CALTRANS RESPONSE:

Comment P-60-1: See Master Response 9.

Comment P-60-2: See Master Responses 6, 13, and 15, which address all of the items raised in this comment.

Comment P-60-3: See Master Response 7.

Comment P-61 — Daniel Levy

ORIGINAL COMMENT:

November 30, 2020

Dear Lindsay Vivian and Oakland Alameda Access Project,

I would like to provide formal comments on the Oakland Alameda County Access Project DEIR.

The largest insufficiency I see in the analysis is a review of low cost solutions to accomplish the project goals. One of the project's main goals is to protect pedestrians in Chinatown. Rather than constructing the horseshoe and impacting historic resources, **[Comment P-61-1]** please study the use of the following to slow cars down and to accomplish the project goal of pedestrian safety:

- speed bumps]
- **[P-61-2 speed tables]**
- **[P-61-3 pedestrian safety islands]**
- **[P-61-4 bulb outs]**
- **[P-61-5 squaring up the intersections at 7th and Harrison and 7th and Jackson to reduce pedestrian crossing distances]**
- **[P-61-6 traffic signals with no turn on red at 7th and Harrison and Jackson to enhance pedestrian safety]**
- **[P-61-7 other spot treatments to slow cars down]**

[Comment P-61-8] Study the number of cyclists that will pass through the tube as a result of the build alternative. The DEIR has a lot of numbers related to automobile traffic, but I do not see any related to cycle traffic. Study at least how many new people will use the tube as a result of the modifications in the build alternative.]

[Comment P-61-9] Mitigation suggestion: Reconstruct the pylons at the end of the tube at Harrison and 6th Streets. These were decapitated with the construction of 880 and should be reinstated.]

Additional comments that I want to reiterate from Gary Knecht's letter:

[Comment P-61-10] Page xiv-Traffic and Transportation: While the project will decrease traffic and congestion in Chinatown and Alameda, it will increase traffic in Jack London, especially on 4th Street and on Oak Street. Traffic analysis was based on data from 2015 that needs to be updated and mitigation measures need to be proposed. Without traffic calming measures, 5th and 6th Streets will become frontage roads that further separate Chinatown and Jack London, endangering bicyclists and pedestrians.]

[Comment P-61-11] Page xiv-Visual/Aesthetics and Cultural Resources/Section 4(f): The Project will adversely affect both the Posey Tube portal and the Oakland Waterfront Warehouse District. No mitigations are proposed. Specifying the use of "context sensitive architectural

treatments for new retaining walls” and making new balustrade walls “compatible with the original historic design elements” are not adequate mitigation measures.}]

[Comment P-61-12 Page 2-9- Section 2.1. Land Use: Consistency with ... Local Plans and Programs: Why is there no mention of Oakland’s Historic Preservation Element in this list?]

[Comment P-61-13 Page 2-33- Section 2.4.4. Avoidance, Minimization, and/or Mitigation Measures [encampments]: Why is nothing proposed to mitigate the “removal” of “sanctioned and unsanctioned unsheltered population encampments”? The project footprint includes at least one “sanctioned” encampment and at least four “unsanctioned” encampments. Providing 72 hour notice is NOT a mitigation measure.}] **[Comment P-61-14** How many people and households are currently living in encampments slated for “removal”.] **[Comment P-61-15** Where will they go? How, specifically, does Caltrans plan to relocate these individuals and households?]

[Comment P-61-16 Page 2-42- Section 2.6.3. Environmental Justice Permanent Impacts [encampments]: Why does the discussion and analysis fail to address “removal” of encampments and its impact on environmental justice (minority and low-income) communities?]

Thanks for reading these comments,

Daniel Levy

CALTRANS RESPONSE:

Comment P-61-1: Some improvements, such as speed bumps, speed tables, pedestrian safety islands, intersection squaring, and traffic signaling modifications, could be implemented without the proposed horseshoe. However, the horseshoe will create a larger benefit by removing freeway-bound regional traffic from local roadways. Note the proposed project will include signal restrictions, shortened crosswalks, bulbouts, and squared intersections (7th Street at Harrison Street and Jackson Street) (Figure 2-17, Chapter 2, Section 2.8.3).

Comment P-61-2: See the response to comment P-61-1.

Comment P-61-3: See the response to comment P-61-1.

Comment P-61-4: See the response to comment P-61-1.

Comment P-61-5: See the response to comment P-61-1.

Comment P-61-6: See the response to comment P-61-1.

Comment P-61-7: See the response to comment P-61-1.

Comment P-61-8: The City of Alameda has developed a travel demand study to determine the reduction in trips through the Posey Tube from various estuary crossing alternatives, including water shuttle, tube improvements, and the proposed bike/ped bridge. The final study will be published in 2021.

Comment P-61-9: Thank you for the feedback. Four Section 106 SWG meetings were held to solicit feedback on potential mitigation strategies for the adverse effects to the Posey Tube and

the Oakland Waterfront Warehouse District. Updated text in the Final EIR/EA (Chapter 4, Section 4.12) documents these meetings. Identified mitigation measures are listed in Chapter 2, Section 2.10.4. In addition, AMM-CUL-2 has been added, which details the preservation of the eastern pylon base (Chapter 2, Section 2.10.4). SHPO signed the MOA with attached BETP on July 22, 2021.

Comment P-61-10: Chapter 2, Section 2.8 describes the traffic analysis completed for the proposed project. Traffic volumes were analyzed for the 2045 conditions using the Alameda County travel demand model. The posted speed along 4th, 5th, and 6th streets will be 25 mph. The proposed project has implemented traffic calming measures such as bulb-outs, leading or protected pedestrian intervals, and high-visibility crosswalks to improve bicycle/pedestrian safety crossing 5th and 6th streets (Figure 2-17, Chapter 2, Section 2.8.3). The PDT will continue to coordinate with stakeholders during the design phase to discuss further measures.

Comment P-61-11: Please see the response to P-61-9. Additional mitigation measures were developed in coordination with the Section 106 SWG (Chapter 2, Section 2.10.4).

Comment P-61-12: Chapter 2, Section 2.1.2 of the Final EIR/EA assessed the proposed project's consistency with state, regional, and local plans and programs. Because there are often a large number of adopted plans or policies that apply to a project study area, Caltrans limits this analysis to the following section from Oakland's General Plan: land use, housing, noise, circulation/transportation, public services and facilities, economic development, and conservation and open space. Because of this, an analysis of the Historic Preservation Element will not be incorporated into the environmental document.

Comment P-61-13: See Master Responses 16 and 10. Since unsheltered persons are not considered to be an Environmental Justice community, no mitigation is required under NEPA.

Comment P-61-14: A formal survey of unsheltered persons encampments has not been conducted as part of the proposed project. The City of Oakland Homeless Count and Survey Comprehensive Report (2019) estimates 400 unsheltered persons live in the U.S. Census tracts the proposed project falls within. However, not all of these individuals live in the project footprint. In addition, 19 Tuff Sheds that provide temporary shelter for 38 people are located near the intersection of 6th Street and Oak Street.

Comment P-61-15: See Master Response 16. AMM-CCC-1 (Chapter 2, Section 2.4.4) includes information on social services and local shelters.

Comment P-61-16: See Master Response 10.

Comment P-62 — Moira Hess

ORIGINAL COMMENT:

November 30, 2020

I strongly oppose the Alameda Access Project. I am a resident of Jack London, and work in uptown Oakland, as a fundraiser for our children's hospital.

[Comment P-62-1 In opposing the proposed project, I echo many of my neighbors and the Jack London Improvement District staff. We are deeply concerned and frustrated by the impacts of the proposed project and the archaic prioritization of the convenience of single-car commuters living on Alameda Island,] **[Comment P-62-2** and the process by which this plan has been developed.]

I wish to highlight two particular areas of concern:

- **[Comment P-62-3** Obsolete baseline data and projections: The COVID-19 pandemic has—and will continue to have--profound effects on this region's transportation needs. The effects of tremendous shifts in telecommuting popularity, outmigration from the Bay Area, demand for safe public transportation, car ownership rates, and home size desirability are not yet known (and not yet final). Moving forward with a project informed by now invalid trends is irresponsible.]
- **[Comment P-62-4** Environmental racism: This project is designed to encourage commutes by car from Alameda to San Francisco. In doing so, it subsidizes suburban Alameda lifestyles without sufficient regard for the health burden to be shouldered by the residents of denser, more diverse neighborhoods in Oakland, through which the cars will pass.]

I appreciate your consideration.

CALTRANS RESPONSE:

Comment P-62-1: See Master Response 14.

Comment P-62-2: To date, the PDT has conducted extensive engagement and public outreach for the proposed project (Chapter 4, Section 4.0). Over 250 meetings have been held with a diverse group of stakeholders to ensure the proposed project addresses identified deficiencies within the project study area.

Comment P-62-3: The lasting effects of the COVID-19 pandemic are unknown. If traffic levels decrease, there would remain a need to remove regionally-bound traffic from local roadways in Oakland Chinatown to improve safety for pedestrians and bicyclists and to relieve congestion on local roadways. Multimodal connectivity deficiencies would also need to be addressed, both within downtown Oakland and between the cities of Oakland and Alameda. These needs warrant moving forward with the proposed project. Your comment has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans, Alameda CTC, and the PDT considered all public comments, compared and weighed the benefits and impacts of the project alternatives, and identified the Build Alternative as the Preferred Alternative.

Comment P-62-4: The proposed project does not specifically target commuters to San Francisco. It was designed to address long-standing issues in downtown Oakland by diverting regionally bound freeway traffic from local roadways in downtown Oakland, which includes Environmental Justice communities. These communities will directly benefit from the reduced traffic congestion and associated improvements in air quality (Chapter 2, Section 3.6.3). The proposed pedestrian improvements will address existing safety concerns (Figure 2-17, Chapter 2, Section 2.8.3). Noise levels are not expected to increase in downtown Oakland as a result of the Build Alternative (Chapter 2, Section 3.7.3).

Comment P-63 — Mitchell Halberstadt

ORIGINAL COMMENT:

November 30, 2020

Re: Oakland-Alameda Access Project
(submitted on behalf of 8 Orchids Homeowners Association)

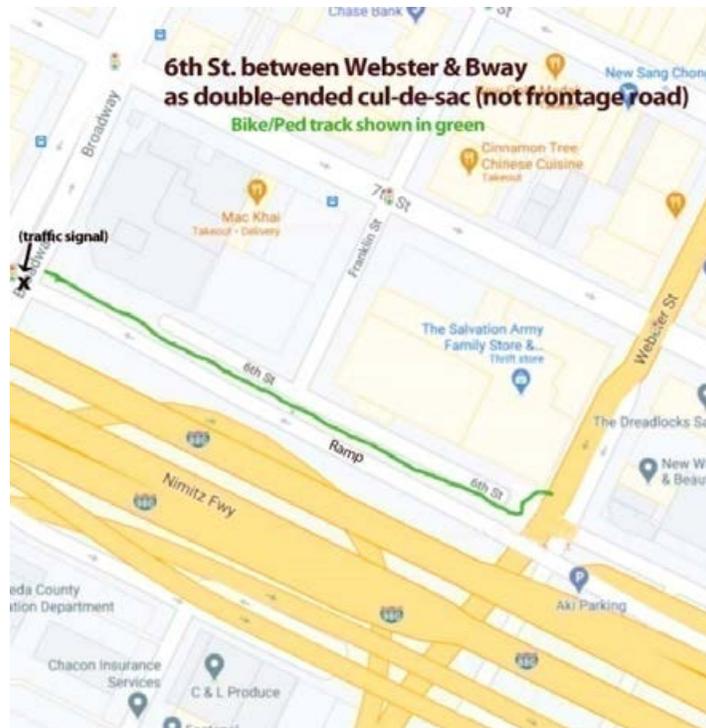
[Comment P-63-1 PLEASE CONSIDER THE FOLLOWING ALTERNATIVE!

Leave the Broadway off-ramp in place.

Eliminate the 6th Street expansion from Webster to Broadway.

(6th St. remains a cul-de-sac approaching Broadway, with a cul-de-sac at Webster, allowing bike/ped crossover to south side of 6th.)





This alternative eliminates the 6th Street frontage road only from Webster to Broadway! With appropriate signage, traffic headed to Alameda will exit at Oak St., as per the existing plan.]

[Comment P-63-2 The plan to demolish the Broadway off-ramp (from northbound 880), and to transform 6th Street between Webster and Broadway into a frontage road, would have severe negative impacts -- on access to our building, on safety, and on peace and quiet (in addition to disruptive dust, noise, and obstruction created by the work itself).]

[Comment P-63-3 The off-ramp currently segregates Broadway-bound freeway traffic from local streets; this plan would dump that traffic onto local streets -- some into other areas of Chinatown, and most particularly -- and egregiously -- into our (currently tranquil) backyard.]

[Comment P-63-4 Eliminating the ramp doesn't eliminate an obstacle to pedestrians. It merely shifts the obstacle -- the intersection on Broadway -- from the ramp, to the extended 6th Street (where no intersection currently exists)!]

[Comment P-63-5 There's currently a mini-park where the proposed 6th Street would be extended to Broadway. The street now dead-ends at the driveway into our garage. For enhanced connectivity and safety, pedestrian/bike pathways on the south (freeway) side of 6th Street (safely away from our garage entrance and the Salvation Army loading dock) could continue through the parklet to Broadway.]

[Comment P-63-6 What's needed for pedestrian safety on Broadway is a right-angle intersection and a traffic signal (with no right on red) at the base of the ramp!]

[Comment P-63-7 The frontage road would drastically complicate and impair access to our garage, creating hazards and delays entering and exiting our building (hazards for motorists, cyclists, and pedestrians alike)] **[Comment P-63-8** -- also adding pollution from idling cars

waiting to enter or exit the garage -- as well as hazards, noise, and pollution from the proximity of 6th Street itself.]

We've had numerous discussions with the project planners, attempting to devise ways to mitigate these impacts -- all of which amount to jury-rigged solutions to a problem that shouldn't be created in the first place!

Thank you for considering these issues and this suggestion for resolving them!

Mitchell Halberstadt
on behalf of 8 Orchids HOA

CALTRANS RESPONSE:

Comment P-63-1: It is not feasible to extend 6th Street past Jackson Street if the existing columns from the Broadway off-ramp remain in place. Therefore, extending 6th Street to Webster Street to accommodate Alameda traffic is not possible.

Comment P-63-2: Access to buildings will be maintained. Continuous sidewalks and a two-way cycle track will improve connectivity and safety for both pedestrians and bicyclists (Figure 1-12, Chapter 1, Section 3.1.1). Several intersections along 6th Street will have no turn-on-red restrictions, and a few intersections will also have either bulb-outs or shortened crosswalks (Figure 2-17, Chapter 2, Section 3.8.3). These measures will further improve pedestrian safety. Year 2045 noise levels along 6th Street were comparable under both the No-Build and Build Alternatives, indicating that the proposed project would not increase traffic noise levels (Chapter 2, Section 3.7.3). Construction-related impacts will be minimized by incorporation of minimization measures (Chapter 2, Section 5.7). A TMP will be implemented to minimize impacts to those traveling to and through the construction area, including emergency services (PF-TRF-1, Chapter 2, Section 3.8.3). Dust will be controlled by AMM-AQ-1 (Chapter 2, Section 3.6.4). AMM-NOI-1 through AMM-NOI-3 (Chapter 2, Section 3.7.4) will be implemented to minimize construction-related noise.

Comment P-63-3: Traffic bound for Broadway is expected to use the most direct route to Broadway, which will be the continuous 6th Street, rather than indirect routes through Chinatown. Additionally, appropriate signage will be provided as part of the proposed project to minimize this negative impact.

Comment P-63-4: Eliminating the Broadway off-ramp will route drivers onto 6th Street. Pedestrian safety improvements are proposed for multiple intersections along 6th Street, including the elimination of free right turns Broadway/6th Street (Figure 2-17, Chapter 2, Section 2.8.3). The proposed project will implement other traffic calming measures such as bulb-outs, leading or protected pedestrian signal intervals, and shortened crosswalks to improve pedestrian safety.

Comment P-63-5: The landscaped area in the middle of 6th Street adjacent to 8 Orchids will be removed. This area is not designated as a city park. Landscape and streetscape improvements are proposed on 6th Street. Coordination on these design elements will be conducted with stakeholders during the project's design phase.

Comment P-63-6: Safety improvements are proposed at the intersection of 6th Street/Broadway. The proposed project will remove the free right turn, install a new traffic signal with

no right turn on red, and install new pedestrian bulb-outs (Figure 2-17, Chapter 2, Section 2.8.3).

Comment P-63-7: The PDT will coordinate with stakeholders during the design phase to ensure sufficient and safe access is provided to the garage.

Comment P-63-8: The Build Alternative would convert a freeway off-ramp into a local arterial road. The existing 6th Street cul-de-sac would be converted to two-way way traffic, which may increase the time required for vehicles to enter or exit from 8 Orchids. 6th Street modification would comply with Caltrans and local roadway geometric and safety requirements. The introduction of two-way traffic therefore would not be considered a significant impact due to safety hazards.

The pollution and noise from the proximity to the new 6th Street would not be substantially different from existing conditions as the 8 Orchids is located next to I-880 and Broadway. The Build Alternative therefore would not have significant impacts to the 8 Orchids residents due to air pollution or noise.

Comment P-64 — Dylan Reichstadt

ORIGINAL COMMENT:

November 30, 2020

[Comment P-64-1 I request that bike infrastructure be improved between Downtown Oakland and Alameda, with protected bike lanes. Current options require biking near Fruitvale in order to cross.]

[Comment P-64-2 Using the tunnel is not ideal, as:

1. The path is too narrow]
2. **[Comment P-64-3** The tunnel is loud and full of pollution]

Thank you for your consideration.

CALTRANS RESPONSE:

Comment P-64-1: It is structurally infeasible to provide protected bike lanes through the existing Tubes. See Master Response 7.

Comment P-64-2: The 1.5 mile long Webster Tube walkway is not currently open to pedestrian or bicycle access. Opening and widening this walkway provides additional connectivity between Oakland and Alameda. One-way circulation in the Tubes would reduce conflicts between bicyclists, and opening the path in the Webster Tube provides an alternative route during temporary closures of the Posey Tube walkway.

Comment P-64-3: See Master Response 13. Based on this information no additional studies are needed at this time. See Master Response 15.

Comment P-65 — Nancy McKinley

ORIGINAL COMMENT:

November 30, 2020

[Comment P-65-1 I think the plan is wonderful for Oakland's China Town.] **[Comment P-65-2** I'm not sure why it is the Alameda Oakland Plan as it really does nothing for Alameda's ingress and egress.] **[Comment P-65-3** A pedestrian/bicycle bridge is not helpful for those needing their cars.] **[Comment P-65-4** Alameda has no maternity delivery on the Island. As Alameda Hospital received a ranking of F most medical care is off Island.] **[Comment P-65-5** Walking or biking through the tube is terrifying and unhealthy. Widening the path will not solve those problems.] **[Comment P-65-6** Alamedans need direct access to the freeway. Winding around Oakland does not address Alameda's needs.] **[Comment P-65-7** I do not understand why Alameda's name is on this project.]

CALTRANS RESPONSE:

Comment P-65-1: See Master Response 1.

Comment P-65-2: The proposed project will benefit both the cities of Oakland and Alameda (Chapter 1, Table 1-6). Travel times to/from Alameda will decrease as a result of the reduced traffic congestion. This will benefit both motorists and transit operations. Multimodal improvements in the Webster Tube will provide improved connectivity between Oakland and Alameda. Alameda will also benefit from some direct improvements in bicycle/pedestrian infrastructure (Figure 1-11, Chapter 1, Section 3.1.1).

Comment P-65-3: A bicycle/pedestrian bridge will not be constructed as part of the proposed project.

Comment P-65-4: Improving hospital services within the City of Alameda is beyond the purpose and need of the proposed project (Chapter 1, Section 2.0).

Comment P-65-5: See Master Responses 13 and 6.

Comment P-65-6: Providing direct access to I-880 is beyond the purpose and need of the proposed project (Chapter 1, Section 2.0). The proposed improvements in downtown Oakland will reduce traffic congestion, thereby lowering travel times to/from Alameda. This will benefit both motorists and transit operations.

Comment P-65-7: See the response to Comment P-65-2.

Comment P-66 — Robert Prinz

ORIGINAL COMMENT:

November 30, 2020

[Comment P-66-1] I am very concerned about the bikeway proposals on the Oakland side of the project, some of which were not included during the public outreach period ahead of the EIR and therefore have not been adequately vetted. Specifically, the elimination of the existing buffered bike lane on Madison St between 6th and 4th Streets along with the elimination of the bike lane on Jackson St (as proposed in the 2019 Oakland bike plan) between 4th and 8th Streets would result in no through-bikeway connections between Downtown Oakland and Jack London Square anywhere between Oak Street and Washington Street. This is more than a half mile bikeway gap in one of the busiest parts of the city, even worse than existing conditions. We need this project to help fix existing biking and walking barriers created by the 880 freeway wall, not exacerbate them.] **[Comment P-66-2]** I understand that the Jackson Street bikeway is being omitted to make space for the horseshoe ramp, but given the 52-foot curb to curb width of Madison Street past 880 and 44-feet elsewhere, it seems that the only reason why the bikeway is being dropped there is to maintain a few underutilized curbside parking spots on one side of the street under the freeway. This is a bad prioritization of street space and not in line with the Alameda County's or Oakland's stated priorities.] **[Comment P-66-3]** The proposed 2-way protected bikeway on Oak Street is also a bad design choice. 2-way cycletracks are great in certain contexts, but along a busy urban roadway like this with lots of signalized intersections and driveways studies have shown them to be more prone to crashes.] **[Comment P-66-4]** The facility will also be very inefficient, as to get bikes across the intersections safely a dedicated bike signal phase will be needed at every signal, meaning lots of delay.] **[Comment P-66-5]** Getting bike riders on and off of the 2-way bikeway at 3rd Street and at 9th Street will also add lots of delay and create additional inefficiencies for bike riders.] **[Comment P-66-6]** A better solution would be to provide one-way protected bike lanes on both sides of Oak Street (northbound and southbound), which would remove the delays at 3rd and 9th Streets.] **[Comment P-66-7]** or upgrade the southbound Madison Street buffered bike lane to a protected lane from 9th to 2nd Street.] **[Comment P-66-8]** or both.] But the existing proposal is very flawed, which will become more apparent to more people once they get into more design detail. **[Comment P-66-9]** Additionally the EIR proposal ignores the proposed bikeway facilities from the 2019 Oakland bike plan on Broadway (buffered bike lane, 6th St to Embarcadero), on Webster Street (bike lane, 6th St to Embarcadero), and on 3rd Street (protected bikeway, Broadway to Oak St). The likely response is that these are outside the scope of the project but this is circular reasoning as the scope is whatever we decide it is.] **[Comment P-66-10]** Bike access in this area will be greatly affected by this project and therefore it is imperative that the project implement all feasible mitigations and these proposed bikeway improvements are among the simple and most cost-effective ways for doing so.] **[Comment P-66-11]** Lastly an eastbound bike lane on 7th Street between Broadway and Oak Street should be included as a mitigation for this project. Given that the project if successful will reduce car traffic volumes on 7th Street and the one-way to two-way conversion of 7th St proposed in the Lake Merritt BART/Chinatown plan is not happening via this project then it should be exceedingly easy to make space for a bike lane via a road diet on 7th. This will help bridge the gap between the existing bike lanes on 7th Street east of Fallon and proposed protected bike lanes on 7th Street from West Oakland BART to MLK Jr Way.] If this project is updated to include all of the above recommendations then it will be a significant upgrade to existing bicycle access in the vicinity helping to shift mode share further get more people onto bikes and transit and help the overall project achieve its goals of improving street safety and reducing congestion. **[Comment P-66-**

12 If these recommendations are not adopted then this project will result in a net loss of bike access hindering the project's overall success.] Thank you for your consideration."

CALTRANS RESPONSE:

Comment P-66-1: Over 250 stakeholder meetings have been held (Chapter 4, Section 4.0). This extensive outreach ensured that feedback from stakeholders was used to define project improvements. In addition, a 60-day public comment period was provided for the Draft EIR/EA to ensure sufficient time for stakeholders to review and provide feedback on the proposed project. Note that an additional bicycle facility is proposed between Oak and Washington streets. The shared-use path along Harrison Street will improve connectivity under I-880 (Figure 1-9, Chapter 1, Section 3.1.1). This path will split the distance between the bicycle facilities on Oak and Washington streets. In addition, bicycle facilities on Oak and Washington streets will be connected by the proposed continuous two-way cycle track along 6th Street (Figure 1-12, Chapter 1, Section 3.1.1). Access to the Harrison Street shared-use path will be improved for pedestrians by closing sidewalk gaps along 6th Street (Figure 1-12, Chapter 1, Section 3.1.1) and the proposed pedestrian safety improvements (Figure 2-17, Chapter 2, Section 2.8.3).

Comment P-66-2: Under the Build Alternative, a right-turn pocket is needed for SB Madison Street between 7th and 6th streets to serve traffic from downtown Oakland bound for NB I-880. This will take the place of the existing SB bike lane. A two-way cycle track will be constructed along Oak Street to the east to provide connectivity across I-880 (Figure 1-12, Chapter 1, Section 3.1.1).

Comment P-66-3: The proposed project followed Caltrans design guidance for Class IV cycle tracks as detailed in DIB 89-01. Oak Street is consistent with the bulletin's recommendations. The roadway is low-speed (35 mph or less). The separated bikeway will be located on the left side of the street, which reduces conflicts with vehicles traveling on the right side and making frequent stops. Oak Street was selected for the cycle track since it provides connectivity between the BART Lake Merritt Station, Chinatown, and Jack London District.

Comment P-66-4: Dedicated bicycle signal heads will be installed along Oak Street in both directions to indicate a green phase for bicyclists. This should minimize delay while ensuring a safe crossing phase for bicyclists.

Comment P-66-5: 9th and 8th streets currently have Class II bike lanes. These facilities will connect to Oak Street and its proposed two-way cycle track, improving connectivity in downtown Oakland. The proposed two-way cycle track along 6th Street will also connect to the cycle track on Oak Street, further improving east/west connectivity (Figure 1-12, Chapter 1, Section 3.1.1). 3rd Street is a candidate for a future Class II protected bike lane per the City of Oakland Bike Plan. The proposed project would not preclude future work along 3rd Street.

Comment P-66-6: See the response to Comment P-66-3. Caltrans design guidance recommends that protected bike lanes be placed on the left side of one-way streets.

Comment P-66-7: If a bike lane is maintained on Madison Street, there would be additional conflicts between vehicles and bicycles and would require additional on-street parking removal on the east side of Madison Street. The proposed project's traffic analysis shows that a full-block right-turn lane is required on Madison between 7th and 6th streets. This allows motorists heading towards NB I-880 to use Jackson Street. This new right-turn lane will take the place of the existing Class II bike lane. The Build Alternative will install a continuous two-way cycle track one block to the east along Oak Street (Figure 1-12, Chapter 1, Section 3.1.1).

Comment P-66-8: See responses to Comments P-66-6 and P-66-7.

Comment P-66-9: The commentor references bicycle facilities on Broadway south of 5th Street, Webster Street south of 4th Street, and a portion of 3rd Street all of which are outside of the project footprint and beyond the scope of the EIR/EA. The project footprint was defined during stakeholder coordination and after the identification of the project's purpose and need (Chapter 1, Section 2.0). The proposed project is consistent with the 2019 Oakland Bike Plan and would not preclude future construction of these bikeways under a separate project (or projects).

Comment P-66-10: Bicycle access will not be significantly impacted by the proposed project (Chapter 2, Section 2.8) and therefore mitigation is not required under CEQA. See Master Response 9.

Comment P-66-11: See the response to Comment P-66-10 regarding the lack of significant impacts that would require mitigation. A continuous two-way cycle track is proposed one block to the south (6th Street) between Broadway and Oak Street (Figure 1-12, Chapter 1, Section 3.1.1). In addition, Oakland Chinatown stakeholders have provided feedback about not adding bike lanes along 7th Street. The proposed project would not preclude future bike lanes along 7th Street under a separate project.

Comment P-66-12: See the response to Comment P-66-10.

Comment P-67 — Robert Prinz

ORIGINAL COMMENT:

November 30, 2020

In addition to my previous comment, **[Comment P-67-1** I wanted to note that there are quite a few errors in Figure 1-9 Build Alternative Proposed Elements Oakland on page 1-23 of the EIR document showing incorrect directional and turn lane arrows such as at Webster/6th Jackson/5th Jackson/7th Madison/6th Oak/5th Oak/5th and elsewhere. These errors made it difficult to adequately analyze the proposals for the surface-level street changes around Oakland Chinatown and Jack London Square.] **[Comment P-67-2** Also in the agenda document for this project presented to the Oakland bike/walk commission in November 2020 protected bike lanes were incorrectly referred to as a type of Class 2 bikeway even though the presence of physical protection by definition makes them Class 4 facilities for which different rules and design standards apply.] **[Comment P-67-3** This contributes to my feeling that there has not been enough analysis and expertise given to the bike/walk infrastructure elements of this plan and that more consideration is needed before this plan is approved.]

CALTRANS RESPONSE:

Comment P-67-1: Figure 1-9 (Chapter 1, Section 3.1.1) illustrates the proposed project improvements only, which will include both directional and turn lane changes within the project footprint. The arrows on the figure are accurate.

Comment P-67-2: Caltrans definitions for bikeways (Table 2-11) were used in the Draft EIR/EA. Per this guidance, Class II bike lanes may include a striped buffer zone. These are known as buffered bike lanes (Class IIB), which are still a subset of Class II.

Comment P-67-3: Over 250 stakeholder meetings have been held (Chapter 4, Section 4.0). This extensive outreach ensured that feedback from stakeholders was used to define project improvements. All suggested multimodal improvements were examined by design engineers and multimodal specialists for potential inclusion in the proposed project. See Master Response 14.

Comment P-68 — Marko Zivanovic

ORIGINAL COMMENT:

November 30, 2020

[Comment P-68-1 The proposed bike access through the Posey and Webster Tubes is wholly inadequate to serve as a safe and attractive alternative to motorized transportation.] **[Comment P-68-2** As a community activist, donor, and volunteer I fully endorse Mayor Ashcraft's letter to ACT in support of the Alameda-Jack London bike and pedestrian bridge alternative across the estuary.]

CALTRANS RESPONSE:

Comment P-68-1: See Master Response 6.

Comment P-68-2: See Master Response 7.

Comment P-69 — Connie Milazzo

ORIGINAL COMMENT:

November 30, 2020

[Comment P-69-1 The reduced speed limit on the Alameda access on-off ramp routes, either the old tube or the new proposed areas, need to be policing re-enforcement, for the improvement project to be safe and efficient.] **[Comment P-69-2** Otherwise, the build up congestion from the housing, homeless, and speeders, lawless behaviors are overlooked from the proposal's picture perfect presentation.]

CALTRANS RESPONSE:

Comment P-69-1: After construction of the proposed project, enforcement of speed limits will remain the responsibility of the City of Oakland and the California Highway Patrol.

Comment P-69-2: The proposed project's traffic model predicts decreased traffic congestion (TOAR, August 2020). The model included future planned developments (such as Alameda Point) for the project's design year (2045). Caltrans will follow standard procedures to vacate unsheltered persons within the project footprint during construction (Chapter 2, Section 2.4.4). Long-term management of encampments will be the responsibility of the cities of Oakland and Alameda. At the completion of Construction, each city and the California Highway Patrol will be responsible for monitoring and enforcing speed limits within their respective jurisdictions within the project footprint.

Comment P-70 — John Doe

ORIGINAL COMMENT:

November 30, 2020

[Comment P-70-1 The only real way you are going to fix the mess is to figure out a way to build an 880 on/off ramp directly connected to Alameda.] **[Comment P-70-2** If you can draft a bike crossing over the estuary then you can figure out a way to build an 880 extension into Alameda.] Yes, land is pretty much locked in Oakland along the Embarcadero, Jack London Square and the Warehouse district but anything is possible.

CALTRANS RESPONSE:

Comment P-70-1: Direct on/off ramps on I-880 for Alameda is beyond the purpose and need of the proposed project (Chapter 1, Section 2.0).

Comment P-70-2: Both the new estuary crossing, sponsored by the City of Alameda (see Master Response 7), and the extension of I-880 into Alameda are outside the purpose and need of the proposed project.

Comment P-71 — Jennifer Heddle

ORIGINAL COMMENT:

November 30, 2020

[Comment P-71-1 This plan overall sounds fantastic.] **[Comment P-71-2** I do think one thing that would also help with traffic patterns and with losing the parking spaces in Oakland would be a direct bus route to and from Alameda and the Lake Merritt BART station. It would give Alamedans another connection to BART without driving into Oakland to park at the Lake Merritt station.]

CALTRANS RESPONSE:

Comment P-71-1: See Master Response 1.

Comment P-71-2: Although not direct, there are currently three AC Transit bus routes connecting Alameda with the 12th and 19th Street BART stations. The PDT conducted additional coordination with AC Transit regarding future plans for direct routes. Their metrics show a low demand to this destination, which does not support the need for a direct bus route from Alameda to the BART Lake Merritt Station.

Comment P-72 — Drew Dara-Abrams

ORIGINAL COMMENT:

November 24, 2020

I live on the east side of Alameda and work in an office in the Marina Village complex right next to the entry to the tubes in Alameda. One of my kids also attends preschool in the complex. **[Comment P-72-1** Regarding the project's proposed improvements to pedestrian/bike access and safety on the Alameda side, I would appreciate these improvements. When I walk from my office to Webster St for lunch or to the Alameda Landing shopping center to run errands, I have to cross roads where there are no marked pedestrian crossings. Some of the crossings that are marked do not have full curb cuts or are not in good condition. The overall routes for pedestrians and cyclists are indirect. When I arrive at the complex by bus, it also requires walking around and across these roads. I am glad to see proposed improvements around the tube entrances on the Alameda side.] **[Comment P-72-2** I hope Caltrans will work closely with the City of Alameda to locate crossings and signage in this area, with the goal of making it easier for pedestrians and cyclists to navigate safely and easily across the entire tube entrance complex.] **[Comment P-72-3** Regarding the project's proposed improvements on the Oakland side, I am also glad to see safety and access improvements for pedestrians and cyclists. Traveling between downtown Oakland and Jack London Square should be very easy, but at present it is not comfortable. Improving this situation for pedestrians and cyclists will be good for business in downtown Oakland as well as for the safety and quality of life for pedestrians and cyclists of all socioeconomic classes. These goals are worthwhile and should take priority over on-street parking spots. (I say that as someone who occasionally drives to downtown Oakland. There is more than enough parking in downtown Oakland and I am fine with some on-street spots being removed in favor of bike/ped improvements.)] Regarding the project's proposed rearrangement of freeway connections, I can barely keep track of the current on-ramp/off-ramp situation, so I am not knowledgeable enough to evaluate these options. That said, **[Comment P-72-4** I would support changes that reduce conflicts between cars entering/exiting the freeway and pedestrians and cyclists. I think it would be fine if doing so reduces "level of service" and increases overall travel times for cars. When I drive through the tubes to 880 (or vice versa) I care more about knowing which way I am going and doing so safely rather than optimizing my time. The current situation seems like the worst of all worlds because the speeders aren't satisfied (they will never be) and those of us who just want to drive at a safe and steady rate have trouble finding all the signs and knowing how to turn to get to the tubes.] **[Comment P-72-5** I would appreciate improvements that make the tube/880 connections a "slow but steady" experience to drive.] **[Comment P-72-6** Finally regarding the proposed bike walkway through the tubes I do NOT think this is an appropriate idea. Colleagues and friends tell me the existing walkway is unpleasant and dangerous.] **[Comment P-72-7** Once I met a colleague at the exit from the tube and his work shirt was covered in grit from every time he had to rub up against the side my understanding is that the proposed walkways will not be wide enough to meet the Caltrans requirements for a bike path.] **[Comment P-72-8** My understanding is that there are preliminary plans in place for a bike/ped crossing of the estuary. I agree with the City of Alameda that such a project is important to pursue in both the short term and the long term. I would appreciate that this project put its resources toward continuing to study and plan a bridge crossing rather than the unpleasant and unsafe walkways in the tube as currently proposed.] Thank you.

CALTRANS RESPONSE:

Comment P-72-1: See Master Response 1.

Comment P-72-2: See Master Response 8. Figure 1-11 (Chapter 1, Section 3.1.1) illustrates the proposed pedestrian and bicycle infrastructure proposed in the City of Alameda. These improvements include a widened shared-use path from Neptune Park to the Posey Tube, bike lanes connecting to the Webster Tube, and multiple crosswalks.

Comment P-72-3: See Master Response 1.

Comment P-72-4: See Master Response 1.

Comment P-72-5: Speed limits in the Tubes will be reduced to 25 mph. The proposed improvements in downtown Oakland are expected to help reduce traffic volumes (Table 2-14, Chapter 2, Section 2.8.3) and travel times to/from Alameda (Figures 2-47 and 2-48, Chapter 2, Section 3.8.3), as well.

Comment P-72-6: See Master Response 6.

Comment P-72-7: See the response to Comment P-72-6.

Comment P-72-8: See Master Responses 5 and 7.

Comment P-73 — Grant Chen

ORIGINAL COMMENT:

November 23, 2020

[Comment P-73-1 I would like to see a simulation of the pedestrian and bike proposed changes to the tube.] **[Comment P-73-2** Currently the bike and pedestrian infrastructure is not well marked and confusing.] **[Comment P-73-3** Also, the path is much too narrow so I am glad it will be widened. I am not sure if 8ft is enough for both bikes and pedestrians in both directions or if there will be a total of 16 ft for bikes and pedestrians with 8ft in each direction.] **[Comment P-73-4** Also, there needs to be regular cleaning of the tube walls which get covered in soot from the cars and make the tube unwelcoming and dirty for pedestrians and cyclists.]

CALTRANS RESPONSE:

Comment P-73-1: Figure 1-14 (Chapter 1, Section 3.1.3) illustrates the proposed connectivity and accessibility improvements in the Tubes.

Comment P-73-2: See Master Response 8.

Comment P-73-3: Thank you for this feedback. Note that the new walkway in the Webster Tube will be 4 feet wide. Chapter 2, Section 2.8.3 (Bicycle and Pedestrian Networks) was updated to clarify this. Bicyclists will be encouraged to travel in the direction of traffic in the Posey and Webster Tubes respectively, which will reduce passing conflicts. Signage will be installed indicating the direction of bicycle flow.

Comment P-73-4: Caltrans Maintenance periodically cleans the interior of each tube. This comment was passed along to Caltrans Maintenance for their consideration.

Comment P-74 — Lisa Gudjohnson

ORIGINAL COMMENT:

October 27, 2020

[Comment P-74-1 I saw the presentation during the Alameda Rotary meeting and loved it! The ideas to relieve congestion were great and easy to follow! It made all sense and I could easily imagine driving the routes in the future. Thank you for all the hard work that your team has put into this. I look forward to it coming to fruition. **]** **[Comment P-74-2** Would it be possible to get a hard copy of the presentation? **]**

CALTRANS RESPONSE:

Comment P-74-1: See Master Response 1.

Comment P-74-2: We are unable to provide a hardcopy of the presentation. The most up to date project information is available on Alameda CTC's website (<https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>) and the project website (<https://oaklandalamedaaccessproject.com/>).

Comment P-75 — Curtis Lew

ORIGINAL COMMENT:

October 21, 2020

[Comment P-75-1 I am in full support of the Oakland Alameda Access Project.]

CALTRANS RESPONSE:

Comment P-75-1: See Master Response 1.

Comment P-76 — Morgan Bellinger

ORIGINAL COMMENT:

October 20, 2020

[Comment P-76-1 Has a bus or carpool lane restriction of one lane at peak times been evaluated? Failure to at least analyze this possibility is inequitable and a tacit expansion of massive automobile subsidies.]

CALTRANS RESPONSE:

Comment P-76-1: Per the TOAR (August 2020), queue lengths in the peak hour extend the entire length of the Tubes. Designating a carpool restriction would increase queuing and increase travel times. Because of this, lane restrictions were not considered a viable solution.

Comment P-77 — Jackson Hurst

ORIGINAL COMMENT:

October 20, 2020

[Comment P-77-1 I approve and support the Oakland Alameda Access Project because it will eliminate the maze of turning movements to get onto I-880 from the Posey Tube and going towards Alameda via I-880 and the Webster Tube.] **[Comment P-77-2** I also love how traffic going onto I-880 Northbound from the Posey Tube will be separated by a concrete Texas U Turn barrier which will eliminate the merge and weaving coming out of the Posey Tube onto 5th Street.]

CALTRANS RESPONSE:

Comment P-77-1: See Master Response 1.

Comment P-77-2: See Master Response 1.

Comment P-78 — James Johnston

ORIGINAL COMMENT:

October 20, 2020

[Comment P-78-1 The existing walkway through the Posey Tube has several problems, based on my personal experiences riding my bicycle through it: Extremely narrow and dangerous] **[Comment P-78-2** Impossible for bicycles and pedestrians to pass each other.] **[Comment P-78-3** Very loud and noisy.] **[Comment P-78-4** The walls are filthy and covered in car exhaust (soot).] **[Comment P-78-5** High concentration of poisonous exhaust fumes when breathing.] **[Comment P-78-6** Navigating through this tunnel system as a bicyclist is very confusing for the first-time user unfamiliar with the area. I personally know somebody who rode through the tunnel in a car lane because he didn't see the no bicycles sign with enough time to get off - let alone find the correct path to follow.] **[Comment P-78-7** Replicating this approach with the Webster Tube - will not yield improved results.] **[Comment P-78-8** We need a bridge over the estuary. The tunnels aren't a realistic solution for multimodal traffic between Alameda and Oakland (such as 12th St BART station). For example my wife - is scared of the tunnel and refuses to ride through it. If we want to encourage more bicycle usage across wider demographics - it needs to be an approachable pleasant way of travel. Not through a subterranean hellscape.]

CALTRANS RESPONSE:

Comment P-78-1: The existing Posey Tube walkway is used by travelers in both directions. Opening and widening the Webster Tube walkway, in combination with the proposed one-way circulation of bicycles in both Tubes, will potentially reduce conflicts in the Posey Tube.

Comment P-78-2: See the response to Comment P-78-1.

Comment P-78-3: See Master Response 15.

Comment P-78-4: Caltrans Maintenance periodically cleans the interior of each tube. This comment was passed along to Caltrans Maintenance for their consideration.

Comment P-78-5: See Master Response 13.

Comment P-78-6: See Master Response 8.

Comment P-78-7: See Master Response 6.

Comment P-78-8: See Master Responses 5 and 7.

Comment P-79 — John Han

ORIGINAL COMMENT:

October 20, 2020

[Comment P-79-1 I strongly support the efforts put forth by the OAAP and hope it stays on-track.] There has been a lot controversy over Alameda's Measure Z, which is on this year's ballot. Much of the debate is centered around how best to tackle growth in an island community with finite resources. However, neither side disputes the fact that growth is imminent and that traffic will worsen if infrastructure is not given attention and investment. **[Comment P-79-2** The OAAP proposal is one of the few remedies that seems to have any real traction. If this project does not progress as planned, I fear egress/ingress points in Alameda will be traffic nightmares when Alameda's many developments are complete. These disasters will only be amplified during natural disasters and emergencies.]

CALTRANS RESPONSE:

Comment P-79-1: See Master Response 1.

Comment P-79-2: See Master Response 1.

Comment P-80 — Zachary Coffin

ORIGINAL COMMENT:

October 20, 2020

[Comment P-80-1 I like the widening of the bike path in the tunnels.] **[Comment P-80-2** But it will still be very loud and aggressive for the cyclists and pedestrians. Is there a way to create sonic barriers and non-reflecting acoustic technology to reduce that energy for people in the tunnel? The current tile surface makes it very intense.] **[Comment P-80-3** The Boring Company is doing fast cheap tunnels. The approach for bikes and pedestrians is much shorter than needed for cars, could even be a spiral, so a new tunnel under the estuary might make sense for bikes and peds if entrance and exits locations can be found.] The new electric bikes are now a fast alternative to cars if it can be safe.

CALTRANS RESPONSE:

Comment P-80-1: See Master Response 1.

Comment P-80-2: The current tiled surfaces in the Tubes are designed to be easily cleaned by Caltrans maintenance. Providing a sonic barrier would impede regular cleaning. Modifying or replacing the material in the historically significant Posey Tube could lead to additional, potentially adverse, impacts. See Master Response 15. The Posey Tube is a NRHP eligible resource. Any changes to the interior would require additional documentation, consultation, and coordination with the SHPO. Our current documents and consultation do not include changes to the interior of the Posey Tube.

Comment P-80-3: A new tube/tunnel is beyond the scope of the proposed project's purpose and need (Chapter 1, Section 2.0). See Master Response 5.

Comment P-81 — Rebecca Wernis

ORIGINAL COMMENT:

October 20, 2020

[Comment P-81-1 The proposed widening of the Webster Tube walkway and opening it up to pedestrians and cyclists is a waste of resources that could be put towards installing a dedicated pedestrian and bicycle bridge to connect Jack London Square and Alameda's west end.]

[Comment P-81-2 The tubes are noisy, polluted, and filled with soot;] **[Comment P-81-3** no matter how wide the path is neither I, an otherwise avid cyclist, nor anyone else is going to choose to travel that way unless they have no other option.] **[Comment P-81-4** Please, no distractions: for real bicycle and pedestrian access between Jack London Square and Alameda's west end, build the bridge.]

CALTRANS RESPONSE:

Comment P-81-1: See Master Response 6.

Comment P-81-2: See Master Responses 13 and 15. Caltrans Maintenance periodically cleans the interior of each tube. This comment was passed along to Caltrans Maintenance for their consideration.

Comment P-81-3: See Master Response 6.

Comment P-81-4: See Master Responses 5 and 7.

Comment P-82 — Hans Diehl

ORIGINAL COMMENT:

October 20, 2020

I have viewed the new video, definitely more informative than the original. There is one thing that it did not make clear. **[Comment P-82-1** What is the proposed traffic volume for the Webster and Posey tube approaches.] **[Comment P-82-2** Right now there is a projected 30K population increase planned for the island and the vast majority of that new population will access/exit the island via these tubes. Currently, they are often seriously congested. How does this new plan address that issue.] Having this information as part of the video or clearly articulated, may increase the support, since it is then addressing a real problem affecting Alameda's today and becoming worse in the near future.

CALTRANS RESPONSE:

Comment P-82-1: In the 2045 Build condition, daily traffic volumes are projected to be 42,328 in Webster Tube and 33,189 in Posey Tube (TOAR, August 2020, Table 21).

Comment P-82-2: The proposed project's traffic model predicts decreased traffic congestion (TOAR, August 2020). The model included future planned developments (such as Alameda Point) for the project's design year (2045).

Comment S-1 — Gregg Erickson, Regional Manager, California Department of Fish and Wildlife (Bay Delta Region)

ORIGINAL COMMENT:

Date: November 24, 2020

To: Ms. Lindsay Vivian
California Department of Transportation
District 4
111 Grand Street, MS-8B
Oakland, CA 94612
Lindsay.Vivian@dot.ca.gov

From: Mr. Gregg Erickson, Regional Manager
California Department of Fish and Wildlife-Bay Delta Region 2825 Cordelia Road,
Suite 100, Fairfield, CA 94534

Subject: Oakland Alameda Access Project, Notice of Availability of a Draft Environmental Impact Report, SCH No. 2017092041, Alameda County

The California Department of Fish and Wildlife (CDFW) has reviewed the Notice of Availability (NOA) for the proposed draft Environmental Impact Report (EIR) for the Oakland Alameda Access Project (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹ CDFW is submitting comments on the NOA as a means to inform the California Department of Transportation (Caltrans) as the Lead Agency, of our concerns regarding potentially significant impacts to sensitive resources associated with the proposed Project.

CDFW is a Trustee Agency with responsibility under CEQA §15386 for commenting on projects that could impact fish, plant and wildlife resources. CDFW is also considered a Responsible Agency if a project would require discretionary approval, such as the California Endangered Species Act (CESA) Permit, the Native Plant Protection Act, the Lake and Streambed Alteration (LSA) Agreement and other provisions of the Fish and Game Code that afford protection to the State's fish and wildlife trust resources. Pursuant to our jurisdiction, CDFW has the following concerns, comments, and recommendations regarding the Project.

Proponent: California Department of Transportation, District 4

Project Location and Description: Caltrans as the lead agency 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 on State Route 260 (SR-260) from post mile (PM) 0.78 to PM 1.90 and on Interstate 880 (I-880) from PM 30.47 to PM 31.61 in the cities of Oakland and Alameda in Alameda County, California.

Caltrans, acting as the lead agency, proposes the following alternatives: No-Build (No-Action) Alternative: Under the No-Build Alternative, no improvements to bicycle or pedestrian connectivity or safety. 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 Northbound (NB) and Southbound (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.

LAKE AND STREAMBED ALTERATION AGREEMENT

[Comment S-1-1 The Project has the potential to impact resources including mainstems, tributaries and floodplains associated with the Lake Merritt Channel system known to occur within the identified limits of the Project. If work is proposed that will impact the bed, bank, channel or riparian habitat, including the trimming or removal of trees and riparian vegetation please be advised that the proposed Project may be subject to LSA Notification. This includes impacts to drainage systems that connect to tributaries of main stem creeks and tributaries that occur within the Project Biological Study Area (BSA). CDFW requires an LSA Notification, pursuant to Fish and Game Code section 1600 et. seq., for or any activity that may substantially divert or obstruct the natural flow; change or use material from the bed, channel, or bank including associated riparian or wetland resources; or deposit or dispose of material where it may pass into a river, lake or stream. Work within ephemeral streams, washes, watercourses with a subsurface flow, and floodplains are generally subject to notification requirements.]

CALIFORNIA ENDANGERED SPECIES ACT

[Comment S-1-2 Please be advised that a CESA ITP must be obtained if the Project has the potential to result in take of species of plants or animals listed under CESA, either during construction or over the life of the Project. Under CESA, take is defined as "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill." Issuance of an ITP is subject to CEQA documentation. If the Project will impact CESA-listed species, early consultation is encouraged, as significant modification to the Project and mitigation measures may be required in order to obtain a CESA Permit.]

ENVIRONMENTAL SETTING

[Comment S-1-3 Special-status species that have the potential to occur in or near the Project site, include, but are not limited to:

- Longfin Smelt (*Spirinchus thaleichthys*), State threatened
- Winter-Run Chinook (*Oncorhynchus tshawytscha*), State endangered
- Spring-Run Chinook (*Oncorhynchus tshawytscha*), State threatened

- Nesting birds]

COMMENTS AND RECOMMENDATIONS

CDFW acting as a Responsible Agency, has discretionary approval under CESA through issuance of a CESA Incidental Take Permit (ITP) and LSA Agreement, as well as other provisions of the Fish and Game Code that afford protection to the State's fish and wildlife resources. CDFW would like to thank you for preparing the NOA and CDFW recommends the following updates, avoidance and minimization measures be imposed as conditions of Project approval by the lead agency, Caltrans, to ensure all Project-related impacts are mitigated to below a level of significance under CEQA:

COMMENT 1: Fish and Wildlife Resources

Issue: Appendix G of the Biological Resources Section of the draft EIR provides information on potential species results yielded from various natural resource databases. However, [Comment S-1-4 the Biological Resources Section and Appendix G should also provide a determination of presence of a given species noted in the tables and lists of Appendix G.

Recommendation: CDFW recommends the lists and tables of species within the Project location included in Appendix G of the Biological Resources Section of the draft EIR provides an additional column for the determination of presence.] Presence determinations can be assessed utilizing the following sources: a) wildlife databases such as the California Natural Diversity Database (CNDDDB), b) previous environmental documents from projects within the vicinity of the proposed Project, c) scientific studies or species inventories from nearby locations, d) focused survey results or findings associated with the current Project and e) focused survey results or findings from previous projects within the vicinity of the currently proposed Project.

COMMENT 2: In Water Work Windows and Seasonal Avoidance

Issue: [Comment S-1-5 The draft EIR does not include appropriate seasonal avoidance windows as a condition of approval for any proposed in-water work. Seasonal work windows are needed to avoid and minimize impacts to threatened, endangered, rare and native aquatic species, that are known to occur within the vicinity of the Project as referenced above.

Recommendation: All in-water work should be seasonally limited to occur between June 1 to November 30 to avoid impacts to state listed aquatic species known to occur within the Project vicinity.]

COMMENT 3: AMM-AS-3 Protected Species

Issue: [Comment S-1-6 Measure AMM-AS-3, Protected Species in Appendix D of the draft EIR does not include a definition of unlawful "take," consistent with the state. In addition, the proposed measure does not specify how take will be avoided if a state or federally listed species is discovered within the BSA during pre-construction surveys or construction.

Recommendation: CDFW recommends the measure is updated to avoid unlawful take as defined by the state as follows: under CESA take is defined as "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill."

Recommended Mitigation Measure 1: AMM-AS-3 Protected Species

If a state or federally listed species is discovered within the BSA during pre-construction surveys or construction, the Qualified Biologist shall immediately halt work in coordination with the resident engineer and contact the wildlife agencies for coordination on how to proceed. To avoid take, the resident engineer will suspend construction activities in coordination with the wildlife agencies.]

COMMENT 4: Vibratory Pile Driving

Issue: [Comment S-1-7 The Project is located within areas of high potential for presence of aquatic species such as longfin smelt, and spring and winter-run Chinook, all listed under CESA as threatened or endangered species. The description for the method of proposed vibratory pile driving installation does not provide information if pile proofing via impact pile driving is necessary to complete installation of the piles to the appropriate depth. Impact pile driving has the potential to cause take as defined by the state and may also result in significant harm or injury to aquatic species.

Recommendation: The method of installation for vibratory pile driving should be updated to include information on the probability of pile proofing to be conducted via impact pile driving, which has the potential to cause take of listed species. In addition to seasonal work avoidance in Comment 2 above, the current Project and all alternatives noted in the draft EIR propose the use of vibratory pile driving, which significantly avoids and minimizes the potential for take of aquatic state listed species by barotrauma. If the method of install has the potential to change from vibratory pile driving to impact pile driving installation methods, coordination with CDFW on how to proceed shall be necessary in order to fully satisfy the requirements of CESA for the species noted previously in this comment section. In addition to the vibratory driving analysis provided in the draft EIR, if pile proofing shall be implemented once all vibratory driving has concluded to drive piles to their final depth an analysis on the potential injurious sound levels that may be created by impact driven pile proofing should be included in the updated Biological Resources section of the draft EIR. The utilization of impact driven pile proofing may warrant the need for obtainment of an ITP as previously noted in this comment letter for the take of state listed species.]

COMMENT 5: Fish Passage Assessment

Issue: [Comment S-1-8 The Project does not assess potential fish passage barriers. Senate Bill 857 (SB-857), which amended Fish and Game Code 5901 and added section 156 to the Streets and Highways Code states in section 156.3, "For any project using state or federal transportation funds programmed after January 1, 2006, [Caltrans] shall insure that, if the project affects a stream crossing on a stream where anadromous fish are, or historically were, found, an assessment of potential barriers to fish passage is done prior to commencing project design. [Caltrans] shall submit the assessment to the [Department of Fish and Wildlife] and add it to the CALFISH database. If any structural barrier to passage exists, remediation of the problem shall be designed into the project by the implementing agency. New projects shall be constructed so that they do not present a barrier to fish passage. When barriers to fish passage are being addressed, plans and projects shall be developed in consultation with the [Department of Fish and Wildlife]."

Recommendations: CDFW recommends discussing the following location as it pertains to SB-857. Location 1, Lake Merritt Channel (I-880; PM 30.8, Alameda County), Fish Passage Assessment Database ID# 761002, fish barrier status: unassessed. The fish passage section

should discuss the current status of the crossing locations noted in the California Fish Passage Assessment Database, conduct first pass and or second pass fish assessments, as necessary, as well as, provide images of the upstream and downstream ends of water conveyance structures. CDFW requests a fish passage discussion section is included to address these potentially significant impacts through the following avoidance and minimization measure, which should be made a condition of approval by the lead agency:

Recommended Mitigation Measure 1: Fish Passage Assessment

To evaluate potential impacts to native fish species and fisheries resources, Caltrans shall submit the assessment to the CDFW and add it to the CALFISH database. If any structural barrier to passage exists, remediation of the problem shall be designed into the Project by the implementing agency. New projects shall be constructed so that they do not present a barrier to fish passage. When barriers to fish passage are being addressed, plans and projects shall be developed in consultation with CDFW.]

COMMENT 6: Light Impact Analysis and Discussion

Issue: [Comment S-1-9 The Project could increase artificial lighting. Artificial lighting often results in light pollution, which has the potential to significantly and adversely affect biological resources. Unlike the natural brightness created by the monthly cycle of the moon, the permanent and continuously powered lighting fixtures create an unnatural light regime that produces a constant light output. Continuous light output for 365 days a year can have a cumulatively significant impact on fish and wildlife populations.

Evidence the impact would be significant: Night lighting can disrupt the circadian rhythms of many species. Many wildlife species use photoperiod cues for communication (e.g., bird song; Miller 2006), determining when to begin foraging (Stone et al. 2009), behavior thermoregulation (Beiswenger 1977), and migration (Longcore and Rich 2004).

Recommendation: The draft EIR should describe the type, quantity, location and specification outputs (in kelvin-scale and/or nanometers) of all proposed new and replacement lighting installations for all proposed build alternatives. A comparison analysis amongst potential alternatives as it pertains to light pollution should be included in the draft EIR. To accomplish this, the draft EIR should provide an analysis of the current lighting regime known to be present on-site as well as an analysis of the proposed changes in the lighting regime that will occur as a result of new or replacement lighting installations through the development and comparison of Isolux diagrams. The Isolux diagrams should illustrate the area and intensity over which artificial lighting will create additional light impacts over the natural landscape or aquatic habitat along the Project corridor. The draft EIR should also include a discussion in the Biological Resources section of the potentially significant impacts that could be created by increased permanent light installations or replacements or new installations to determine the extent of the impacts to rare, threatened, endangered, nocturnal and migratory bird species known to occur within the Project vicinity.] CDFW recommends incorporating the following avoidance and minimization measures as conditions of approval to reduce potentially significant impacts:

[Comment S-1-10 Recommended Mitigation Measure 1: Light Impact Assessment and Avoidance

The lead agency shall be required to submit to natural resource agencies, 30 days prior to the initiation of construction Isolux Diagrams that note current light levels present during pre-Project conditions and the predicted Project light levels that will be created upon completion of the Project. Within 60 days of Project completion the lead agency shall conduct a ground survey that compares predicated light levels with actual light levels achieved upon completion of the Project through comparison of Isolux diagrams. If an increase from the projected levels to the actual levels is discovered, additional avoidance, minimization or mitigation measures may be required in coordination with the natural resource agencies.]

[Comment S-1-11 Recommended Mitigation Measure 2: Light Output Limits

All LEDs or bulbs installed as a result of the Project shall be rated to emit or produce light at or under 2700 kelvin that results in the output of a warm white color spectrum.]

[Comment S-1-12 Recommended Mitigation Measure 3: Vehicle Light Barriers

Solid concrete barriers at a minimum height of 3.5 feet should be installed in areas where they have the potential to reduce illumination from overhead lights and from vehicle lights into areas outside of the roadway. Barriers should only be utilized as a light pollution minimization measure if they do not create a significant barrier to wildlife movement. Additional barrier types should be employed when feasible, such as privacy slats into the spacing of cyclone fencing to create light barriers into areas outside the roadway.]

[Comment S-1-13 Recommended Mitigation Measure 4: Reflective Signs and Road Striping

Retro-reflectivity of signs and road striping should be implemented throughout the Project to increase visibility of roads to drivers and reduce the need for electrical lighting. Reflective highway markers have also been proven effective to reduce raptor collisions on highways in California's central valley if installed along highway verges and medians.]

[Comment S-1-14 Recommended Mitigation Measure 5: Light Pole Modifications and Shielding

All light poles or sources of illumination that shall be new or replacement installations should be installed with the appropriate shielding to avoid excessive light pollution into natural landscapes or aquatic habitat with the Project corridor in coordination with the wildlife agencies. In addition, the light pole arm length and mast heights should be modified to site specific conditions to reduce excessive light spillage into natural landscapes or aquatic habitat within the Project corridor. In areas with sensitive natural landscapes or aquatic habitat the lead agency should also analyze and determine in the updated draft EIR if placing the light poles at non-standard intervals has the potential to further reduce the potential for excessive light pollution caused by decreasing the number of light output sources in sensitive areas.]

CONCLUSION

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California's fish and wildlife resources. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that

CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

Questions regarding this letter or further coordination should be directed to Mr. Robert Stanley, Senior Environmental Scientist (Specialist), at (707) 428-2093 or Robert.Stanley@wildlife.ca.gov; or Mr. Wesley Stokes, Senior Environmental Scientist (Supervisory) at (707) 339-6066 or Wesley.Stokes@wildlife.ca.gov.

cc: State Clearinghouse No. 2017092041

REFERENCES

- Beiswenger, R. E. 1977. Diet patterns of aggregative behavior in tadpoles of *Bufo americanus*, in relation to light and temperature. *Ecology* 58:98–108.
- Longcore, T., and C. Rich. 2004. Ecological light pollution - Review. *Frontiers in Ecology and the Environment* 2:191–198.
- Miller, M. W. 2006. Apparent effects of light pollution on singing behavior of American robins. *The Condor* 108:130–139.
- Stone, E. L., G. Jones, and S. Harris. 2009. Street lighting disturbs commuting bats. *Current Biology* 19:1123–1127. Elsevier Ltd.

CALTRANS RESPONSE:

Comment S-1-1: Potential jurisdictional waters were summarized in the NES-MI (March 2020) and ARDR (March 2020). The proposed project crosses under the Oakland Estuary and over the Lake Merritt Channel. There are no proposed activities that would affect the Estuary because all proposed work would be contained within the Tubes. Work over Lake Merritt Channel is limited to pavement striping on the I-880 viaduct, and would not result in any direct or indirect impacts to this waterway (Figure 1-10, Chapter 1, Section 3.1.1). Based on this, no impacts are proposed to the bed, bank, channel, or riparian habitat of any streams (or drainages systems that connected to streams). In Oakland, the proposed project would not place fill within a 100-year floodplain (Chapter 2, Section 3.1.3). In Alameda, work within the 100-year floodplain includes construction of bicycle/pedestrian facilities, roadway striping, and sign installation. This work would have a negligible effect on floodplain storage because facilities would be constructed near existing grade and the fill volume is insignificant in comparison to the total floodplain storage.

Comment S-1-2: Impacts to CESA listed species will be minimized and avoided by implementation of AMMs (Chapter 2, Section 4.0). This includes preconstruction surveys and an environmental awareness training program for all on-site construction personnel. No take of CESA listed species is anticipated. An ITP is therefore not required.

Comment S-1-3: The fish species were documented in Table 2-57 (Chapter 2, Section 4.5.3). Longfin smelt was listed as having a low potential to occur within the project footprint, however the proposed project will have no effect on the species. Winter-Run Chinook and Spring-Run Chinook were determined to have no potential to occur within the project footprint.

Nesting birds are addressed in Chapter 2, Section 4.4.2 under the heading Native Birds. Impacts to native nesting birds are described in Chapter 2, Section 4.4.3 under the heading

Special-status Birds. Nesting birds have the potential to occur within the project study area, but will be protected by implementation of AMMs including preconstruction surveys and an environmental awareness training program for construction personnel.

Comment S-1-4: Tables 2-55 (Chapter 2, Section 4.3.2) and 2-56 (Chapter 2, Section 4.4.2) provide the potential to occur (potential presence) for the federal and state ESA listed species, fully protected and species of special concern in California, .1 and .2 CNPS ranked plants, as well as species protected by the MMPA. Effect determinations are provided in Table 2-57 (Chapter 2, Section 4.5.3). Duplication of this information in Appendix G is not needed.

Comment S-1-5: There is no proposed in-water work associated with the proposed project. Because of this, no seasonal work window was included as an AMM.

Comment S-1-6: The species with potential to occur and covered under our AMMs (tidewater goby, migratory birds, peregrine falcons, and bats) are not listed species under CESA (Chapter 2, Section 4.4.2 and 4.4.4). Fully protected species, as described in FGC Section 3511, "may not be taken." Bats and migratory birds are also protected from take by the FGC Code Sections 3503 and 4150 respectively per the FGC Section 86 definition of take as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill."

Notification of the qualified biologist (by the resident engineer) and work stoppages to avoid take is included in AMM-AS-3. The resident engineer is required to halt work and notify the qualified biologist as the biologist will not be monitoring construction full-time. The qualified biologist will be approved by Caltrans and will understand the definition of take. Caltrans will avoid take as defined in the FGC, comply with current agency guidance and coordinate with the relevant wildlife agencies if needed to avoid take or where take has occurred. As written in the Final EIR/EA, AMM-AS-1, AMM-AS-2, AMM-AS-3, AMM-AS-5, and AMM-AS-6 (Chapter 2, Section 4.4.4) are sufficient to avoid take of all protected species.

Comment S-1-7: There is no proposed in-water work associated with the Build Alternative. Vibratory pile driving will not occur in close proximity to any waterways. Vibratory pile driving will occur over 1,000 feet from aquatic habitat. Vibratory pile driving will be entirely buffered by the over 1,000 feet of dense urbanization. Impact pile driving will not be allowed per AMM-NOI-4 (Chapter 2, Section 3.7.4). The proposed project will not impact any aquatic species.

Comment S-1-8: The Lake Merritt Channel and Oakland Estuary were the only identified waterways within the BSA. The Build Alternative (the Preferred Alternative) will not affect a stream crossing where anadromous fish are or were found. Because no stream crossing is affected, fish passage barriers are not required to be assessed and no minimization or mitigation measures are recommended. There are no anticipated design changes that would require in-water work in Lake Merritt Channel or the Oakland Estuary. If future design changes could affect fish passage, additional consultation with CDFW will occur.

Comment S-1-9: The proposed project will provide new lighting for the following features: new bicycle and pedestrian facilities, 6th Street modifications between Oak Street and Broadway, and the new horseshoe ramp connection between the Posey Tube and I-880. Lighting will comply with Caltrans Standard Specifications. These lighting features are within a dense, urbanized environment with substantial existing night lighting. The introduction of project lighting would not significantly change the urban light environment. There is no proposed lighting modifications or replacement lighting associated with the Build Alternative near the Lake Merritt Channel or Oakland Estuary. AMM-AS-6 (Chapter 2, Section 4.4.4) was added to the Final EIR/EA to avoid and minimize lighting effects on natural landscapes near the project footprint, which are limit to

the annual grassland in the City of Alameda. Therefore, project lighting would not affect fish and wildlife populations.

Isolux diagrams are not required to conclude that lighting will have no impact on rare, threatened, endangered, nocturnal, and migratory bird species known to occur within the BSA. Project impacts due to lighting are not significant and therefore no mitigation is required.

Comment S-1-10: Comment noted. Please see response to Comment S-1-9.

Comment S-1-11: Comment noted. Please see response to Comment S-1-9.

Comment S-1-12: Comment noted. Please see response to Comment S-1-9. Solid concrete barriers will be maintained adjacent to waterways, no changes to these barriers is proposed. Project impacts are not significant and therefore no mitigation is required.

Comment S-1-13: Retroreflective signs and road striping are required by Caltrans 2018 Standard Specifications (81-3 Pavement Markers and 82-2 Sign Panels) and will be implemented on the proposed project. Signs and striping will also comply with the City of Oakland standards.

Comment S-1-14: Comment noted. Please see response to Comment S-1-9.

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Appendix J. Final Determination of Engineering and Operational Acceptability

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Govin Newsom, Governor

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Making Conservation
a California Way of Life.

March 25, 2020

Mr. Maiser Khaled
Director, Technical Services
Federal Highways Administration, California Division
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Dear Mr. Khaled:

This is a response to a letter dated February 14, 2019, notifying the California Department of Transportation (Caltrans) of updates to FHWA's "Policy on Access to the Interstate System," (Policy) issued in 2017. The previous policy promulgated in 2009 stipulated that Caltrans was to address 8 policy considerations and requirements (points) in an Interstate Access Change Request (Request). Under the 2017 update, Caltrans is to address two of eight points (previously points 3 and 4, now 1 and 2) on technical feasibility and safety, operational, and engineering acceptability, in a Request. The other six points, points 1, 2, 5, 6, 7, and 8 of the 2009 policy, regarding social, economic, planning, and environmental impacts are to be addressed separately through NEPA compliance. This letter details how Caltrans proposes to comply with the updated policy.

The Caltrans Project Development Procedures Manual, Chapter 27 – Access Control Modification, Federal Highway Administration Policy Requirements has been revised online at: <https://dot.ca.gov/programs/design/manual-project-development-procedures-manual-pdpm>. Changes include reference and hyperlink to the current FHWA Policy. The text addresses the two current policy requirements as superseding the eight policy requirements in Section 2.7 of the FHWA Interstate System Access Informational Guide.

Caltrans proposes to do the following to address the other six policy points during the NEPA compliance process:

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Mr. Maiser Khaled
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- Caltrans has determined no changes are needed to address the following points: policy point 2, on project alternatives; policy point 5, regarding consistency with local and regional land use and transportation plans; policy point 7, on coordination over revised access due to new, expanded, or changed development and transportation system improvements; and policy point 8, on selecting an alternative and completing the NEPA process prior to final approval of an access modification request. The NEPA compliance process adequately addresses them now.
- Policy point 1 ensures that an access point modification is to facilitate regional traffic needs, not to solve needs associated with local traffic. Policy point 6 ensures that isolated, piecemeal analysis for access change decisions are avoided and that where multiple access changes are anticipated, the analysis considers the possible cumulative effects if all were to be implemented. Policy points 1 and 6 are adequately addressed in Corridor System Management Plans, Transportation Concept Reports, the Regional Transportation Plans, and other long-range planning documents.
- FHWA's determination of safety, operational, and engineering acceptability will be included as an Appendix to the final NEPA document, whether EIS, EA, or CE.
- The final FHWA approval of requests for new or revised access control follow the completion of transportation planning, conformity, congestion management process, and the National Environmental Policy Act processes or necessary actions.

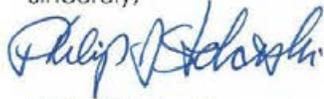
Caltrans intends to implement the new Policy on all projects where the project initiation document is to be approved on or after January 1, 2021; however, project engineers may choose to implement the Policy earlier than this date if they so choose. This effective date of implementation is included in the Manual Change Transmittal Memo that accompanies the Project Development Procedures Manual update posting online.

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Mr. Maiser Khaled
March 25, 2020
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If you have any questions or concerns regarding the aforementioned procedures, please contact Jennifer Heichel at (916) 651-8164 or Antonette Clark at (916) 653-0253.

Sincerely,



Philip J. Stolarski
Chief
Division of Environmental Analysis



Janice Benton
Chief
Division of Design

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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
- Built Environment Treatment Plan, July 2021
- Community Impact Assessment, September 2020
- Energy Technical Memorandum, August 2020
- Extended Phase I Archaeological Investigations, April 2020
- Finding of Effect, October 2020
- Historic Property Survey Report, May 2020
- Historic Resources Evaluation Report, March 2020
- Initial Site Assessment, March 2020
- Location Hydraulic Study Report, June 2020
- Memorandum of Agreement, July 2021
- Natural Environment Study-Minimal Impact, March 2020
- Natural Environmental Study-Minimal Impact Addendum 1, April 2021
- Natural Environmental Study-Minimal Impact Addendum 2, July 2021
- 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
- Public Hearing Summary Report, January 2021
- Sea-level Rise Memorandum, May 2020
- Stormwater Data Report, May 2020
- Traffic Operations Analysis Report, March 2020
- Value Analysis Study Report, March 2020

*Final Environmental Impact Report/Environmental Assessment and Final Individual Section 4(f) Evaluation with Finding of No Significant Impact
List of Technical Studies*

- Visual Impact Assessment, April 2020
- Water Quality Assessment Report, April 2020

Technical studies and copies of the Final 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