Bruns Court Pedestrian Overcrossing Project

ALAMEDA COUNTY, CALIFORNIA
DISTRICT 4 – ALA – 13-PM 7.91
EA 04-0P890/ EFIS 0418000023

Initial Study with Proposed Mitigated Negative Declaration

Prepared by the
State of California, Department of Transportation

August 2023

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General Information about This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study (IS), which examines the potential environmental impacts of the proposed Bruns Court Pedestrian Overcrossing Project (Project) located within the City of Oakland in Alameda County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document explains why the project is being proposed, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and the proposed avoidance and minimization measures, and/or mitigation measures.

What you should do:

- Please read this document.
- Additional copies of the document are available for review at the locations below, and the related technical studies are available at the Caltrans District 4 Office:

  Caltrans District 4 Office
  111 Grand Ave
  Oakland, CA 94612

- This document can also be accessed electronically at the following website: https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs
- We'd like to hear what you think. If you have any comments about the proposed project, please attend the virtual public meeting and/or send your written comments via postal mail, email, or online comment form to Caltrans by the deadline.
- Send comments via:
  - Postal mail to:
    ATTN: Lily Mu, Environmental Scientist ,
    Office of Environmental Analysis, Caltrans District 4,
    111 Grand Avenue P.O. Box 23660, MS-8B, Oakland, CA 94623-0660
  - Email to: lily.mu@dot.ca.gov.
  - Online comment form, which can be navigated to using the project website: https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs/
  - Phone line: (800) 965-8835
- Be sure to send comments by the deadline: **October 8, 2023.**

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may (1) give environmental approval to the proposed project, (2) do additional environmental

studies, or (3) abandon the project. If the project is given environmental approval and funding is obtained, Caltrans could design and construct all or part of the project.

Alternate formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, or digital audio. To obtain a copy in one of these alternate formats, please call or write to the California Department of Transportation, District 4, Attn: Lily Mu, lily.mu@dot.ca.gov, or call the California Relay Service (800) 735-2929 (TTY), (800) 735-2922 (Voice), or 711.

An Americans with Disabilities Act (ADA)-compliant electronic copy of this document is available to download at the Caltrans environmental document website (https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs).

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04-ALA-13-PM 7.91
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Project title:	Bruns Court Pedestrian Overcrossing Project
Lead agency name and address:	California Department of Transportation, District 4 P.O. Box 23660, MS 8B, Oakland, CA 94623
Contact person and email address:	Lily Mu, Environmental Scientist lily.mu@dot.ca.gov
Project location:	Post Mile 7.91 in Oakland, California
General plan description:	Highway and local streets
Zoning:	Residential development, open space, neighborhood center
Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreements):	California Transportation Commission

The document, maps, Project information, and supporting technical studies are available for review weekdays from 8:00 am to 5:00 pm at the Caltrans District 4 Office, 111 Grand Avenue, Oakland, CA 94612. The document is also available to download at the Caltrans environmental document website: https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs.

Aug 25, 2023
Date of Approval

Maxwell Lammert
Caltrans District 4, Acting Office Chief
Office of Environmental Analysis
CEQA Lead Agency

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Draft of Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans or the Department) has prepared this Initial Study with Mitigated Negative Declaration (IS/MND) for the proposed Bruns Court Pedestrian Overcrossing Project (Project) at Post Mile 7.91 in Oakland, California. The Project proposes removal of an existing steel girder pedestrian overcrossing (POC) at Bruns Court in the Montclair neighborhood in Oakland, California and maintain connectivity between Bruns Court and Montclair Park on Moraga Avenue.

Determination

Caltrans has prepared an Initial Study for this Project and has determined from this study that the proposed Project would not have a significant impact on the environment for the reasons described in the following paragraphs.

The proposed Project would have no effect on agricultural lands and forest resources, air quality, community character or community resources, hydrology and water quality, mineral resources, population and housing, recreation, and tribal cultural resources.

The Project would have less than significant effects on biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, public services, transportation and traffic, utilities and service systems, and wildfire.

With the following mitigation measures incorporated, the Project would have less than significant effects to aesthetics.

MM-AES-1: Vegetation Preservation. Existing trees and vegetation will be preserved to the maximum extent feasible. Trees and vegetation outside of the clearing and grubbing limits will be protected from the contractor's operations, equipment, and materials storage. High-visibility temporary fencing will be placed around vegetation to be protected before construction work begins. Tree trimming and pruning, where required, will be conducted under the direction of a qualified arborist.

MM-AES-2: Replacement Planting, Irrigation, and 3-Year Plant Establishment Period. Impacted highway planting and irrigation will be replaced, and a 3-year plant establishment period will be provided where safety and maintenance requirements can be met. Highway planting installation funded by the parent project will begin no more than two years after completion of the POC construction.

_____ _____

Chris Caputo
Caltrans District 4, District Director
Office of Environmental Analysis

Date

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CHAPTER 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA). Caltrans proposes to remove an existing steel girder pedestrian overcrossing (POC) at Bruns Court in the Montclair Neighborhood in Oakland, California and either replace the existing POC or instead enhance nearby Bruns Court and La Salle Avenue. Figures 1-1 and 1-2 show the Project Location and Project Area.

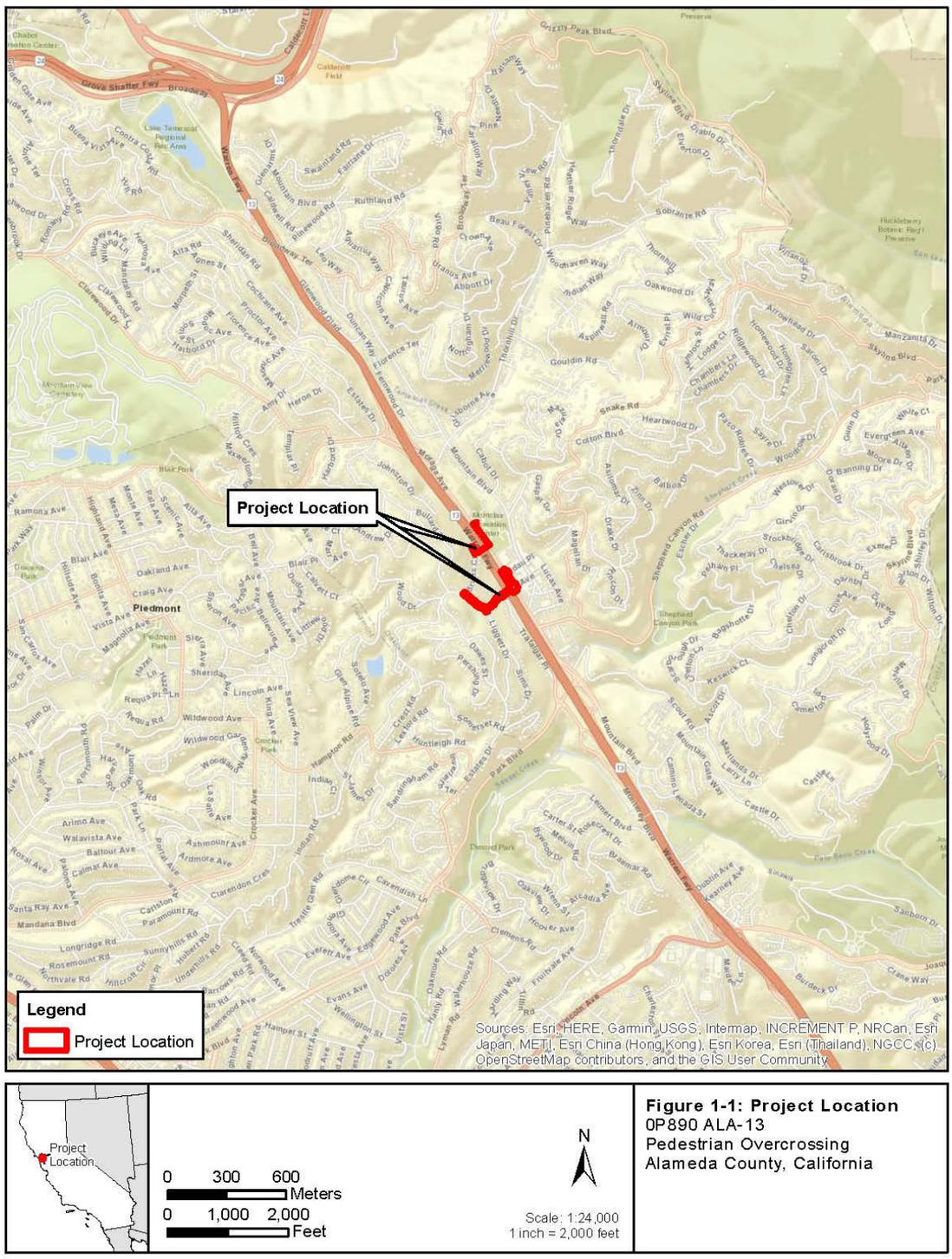

Figure 1-1. Project Location Map

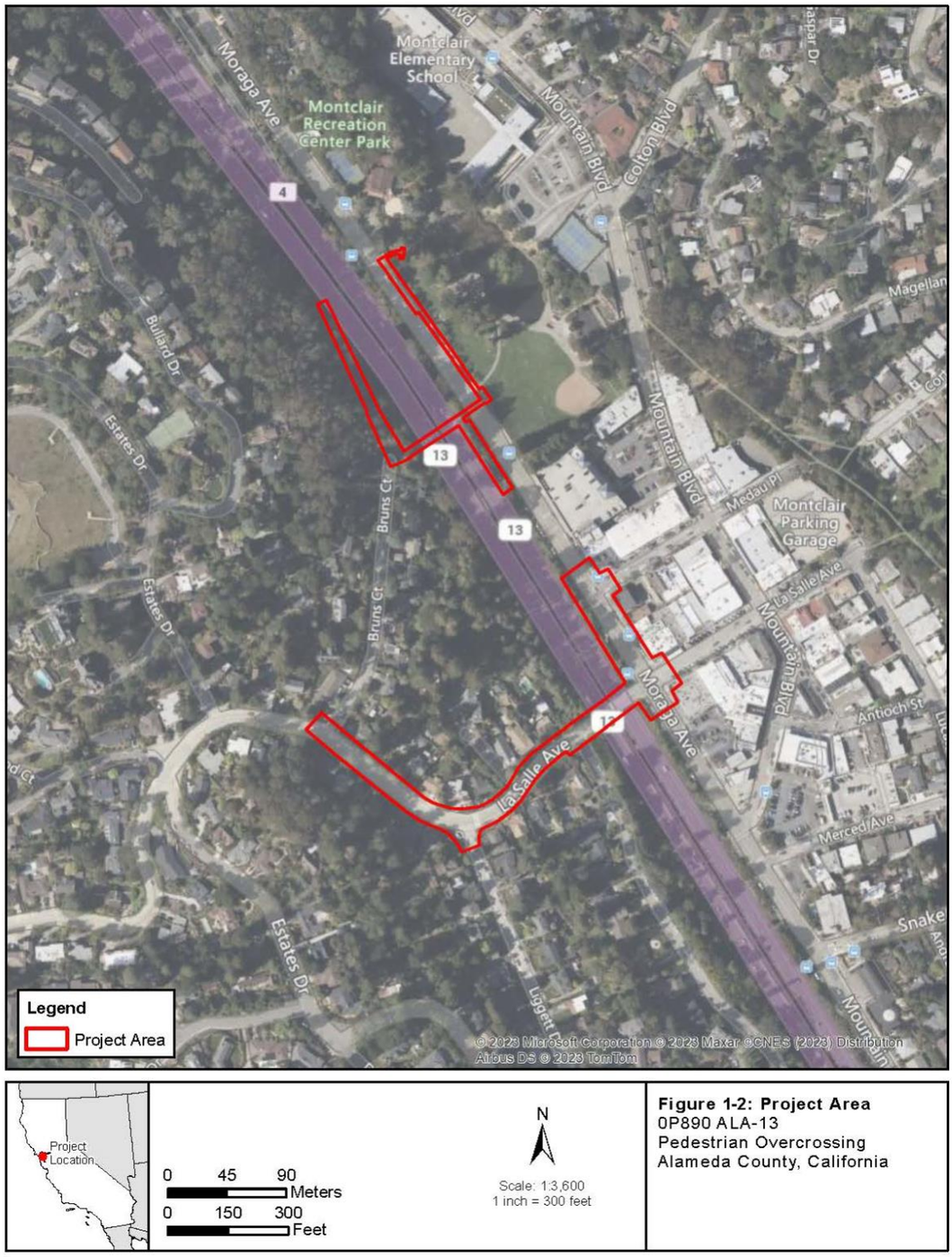

Figure 1-2. Project Area Map

1.2 Purpose and Need

The purpose of this project is to address the seismic deficiency of the Bruns Court Pedestrian Overcrossing (POC) and to maintain connectivity for pedestrians between Bruns Court and Montclair Park on Moraga Avenue.

The Project is needed because Bruns Drive Pedestrian Overcrossing was constructed in 1956 and is toward the end of its design life. In addition, the existing POC includes nonstandard features such as non-standard travel way, inadequate vertical clearance, non-standard ramp grade, and lack of ADA access. The Office of Structure Maintenance and Investigation performed a Bridge Inspection in 2016 and determined that the POC is vulnerable to high ground shaking. The Office of Earthquake Engineering concluded that a bridge seismic replacement is needed for the POC to bring it up to current seismic design standards.

1.3 Project Description

The Project proposes to demolish the existing steel girder POC and replace it with one of the following proposed alternatives summarized in Section 1.4. All proposed alternatives' project elements will be designed for compliance with Caltrans current design standards, including ADA compliance. Figure 1-3 shows the existing condition of the Bruns Court POC.

Figure 1-3. Existing Conditions at Bruns Court POC. View west from Montclair Park.

The viable project alternatives are each described in further detail throughout Sections 1.5, 1.6, and 1.8 and are each shown visually in project footprint maps in Figures 1-10 through 1-15 of this document.

In addition to the alternatives summarized in Section 1.4, the Project also considered two alternatives that have since been eliminated from further discussion. These eliminated alternatives are discussed in more detail in Section 1.7 below.

1.4 Proposed Alternatives

This section describes the proposed alternatives developed to meet the purpose and need of the project. The Project consists of three viable alternatives.

Build Alternative 2: This bridge replacement alternative consists of three major components: an on-ground pedestrian ramp near Bruns Court on the west side of State Route (SR)-13, a main precast concrete girder bridge, and a reinforced concrete switchback ramp on the east side of SR-13. The proposed approach from Bruns Court will be an on-ground pedestrian path. At the end of the on-ground pedestrian path, the main bridge deck will span across SR-13 followed by a switchback ramp structure, which will then touch down in the area between SR-13 and Moraga Avenue. A traffic control device will be placed at the crosswalk at Moraga Avenue. Figure 1-4 provides a conceptual map showing an overview of the main improvements under Build Alternative 2 and their locations within the Project area. The on-ground pedestrian path, bridge, and switchback structure are shown in black, with the traffic control device in yellow.

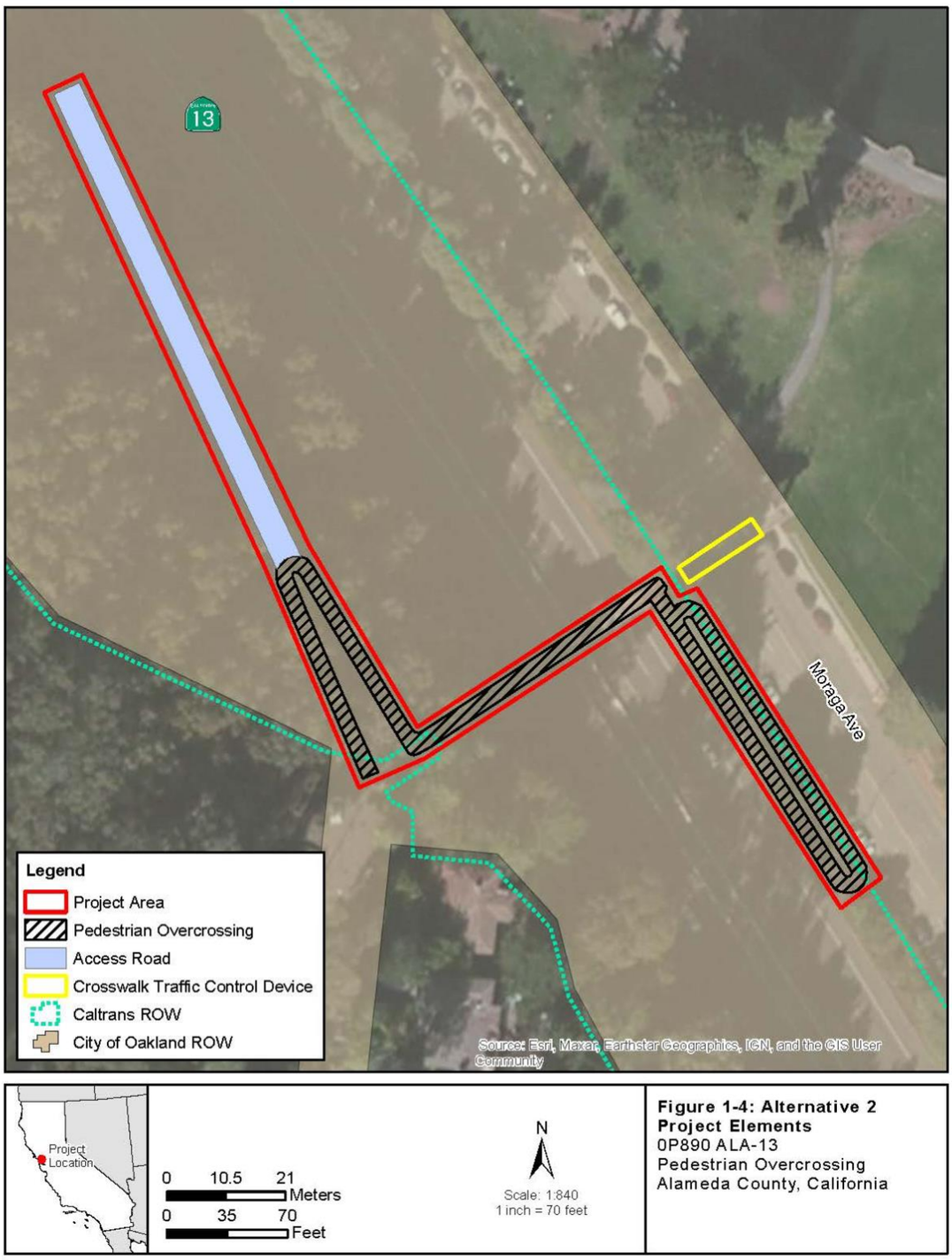

Figure 1-4. Alternative 2 Overview.

Build Alternative 3a and 3b: Similar to Alternative 2, this bridge replacement includes an on-ground pedestrian ramp near Bruns Court on the west side of SR-13 and a main precast concrete girder bridge. However, this alternative will place a touchdown ramp along on the east side of Moraga Avenue. A connecting path will be constructed between the end of the touchdown ramp and an existing path in Montclair Park.

There are two options for this Alternative. Alternative 3a will create space for the touchdown ramp by removing parking spaces along the east side of Moraga Avenue, while Alternative 3b will create space for the touchdown ramp by utilizing a road diet to remove two driving lanes from Moraga Avenue. Figures 1-5 and 1-6 provide maps showing an overview of the main improvements under Build Alternative 3a and 3b and their locations within the Project area. The pedestrian ramp, bridge, and touchdown ramp are shown in black, while the connecting path is shown in green. The altered lanes along Moraga Avenue are shown in gray and purple.

In previous iterations of the Project, this alternative was originally defined as Alternative 3 and utilized a switchback structure within Montclair Park rather than the touchdown ramp included in the new Alternatives 3a and 3b. The former Alternative 3 was significantly modified into its current form to minimize impact to the park.

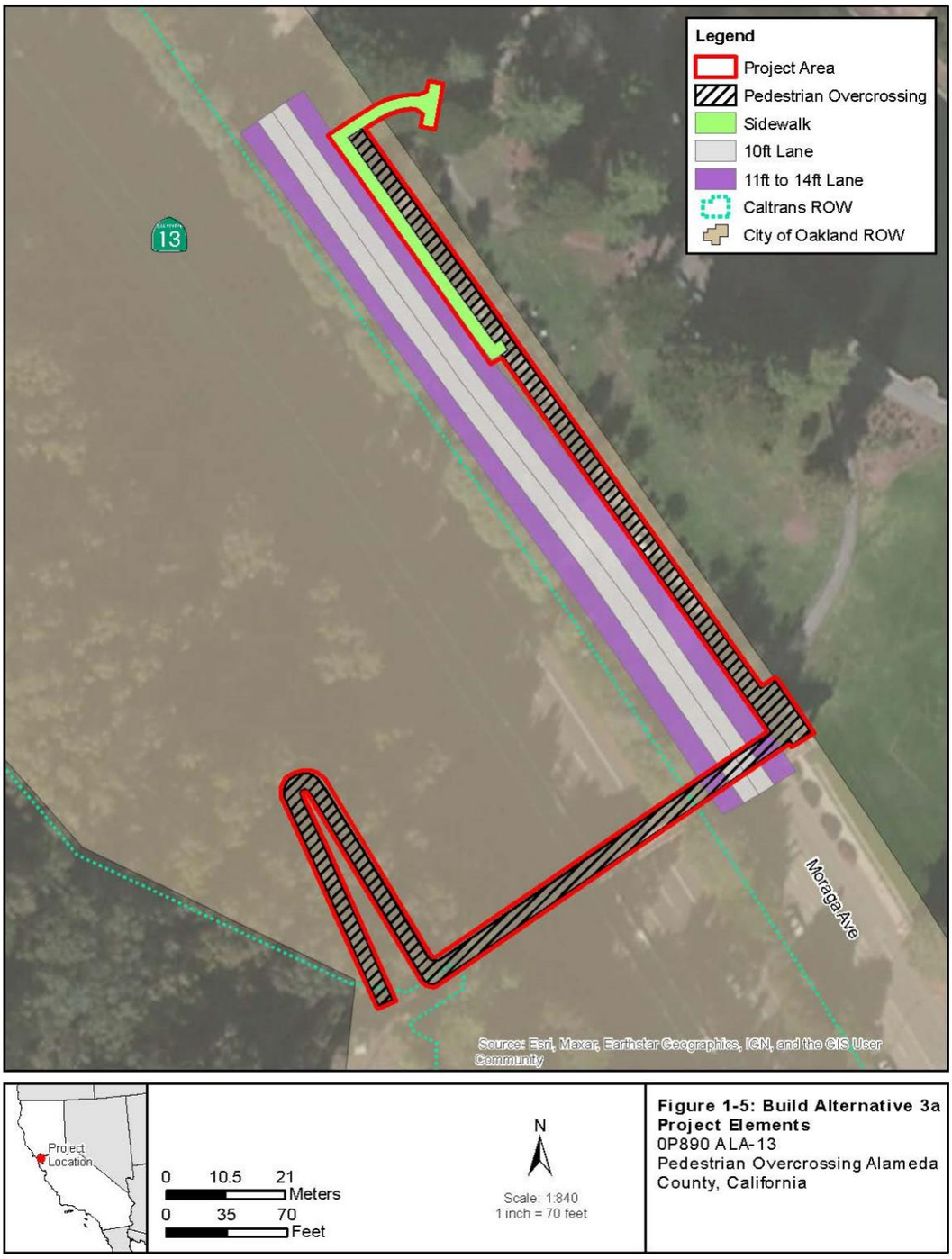

Figure 1-5. Alternative 3a Overview.

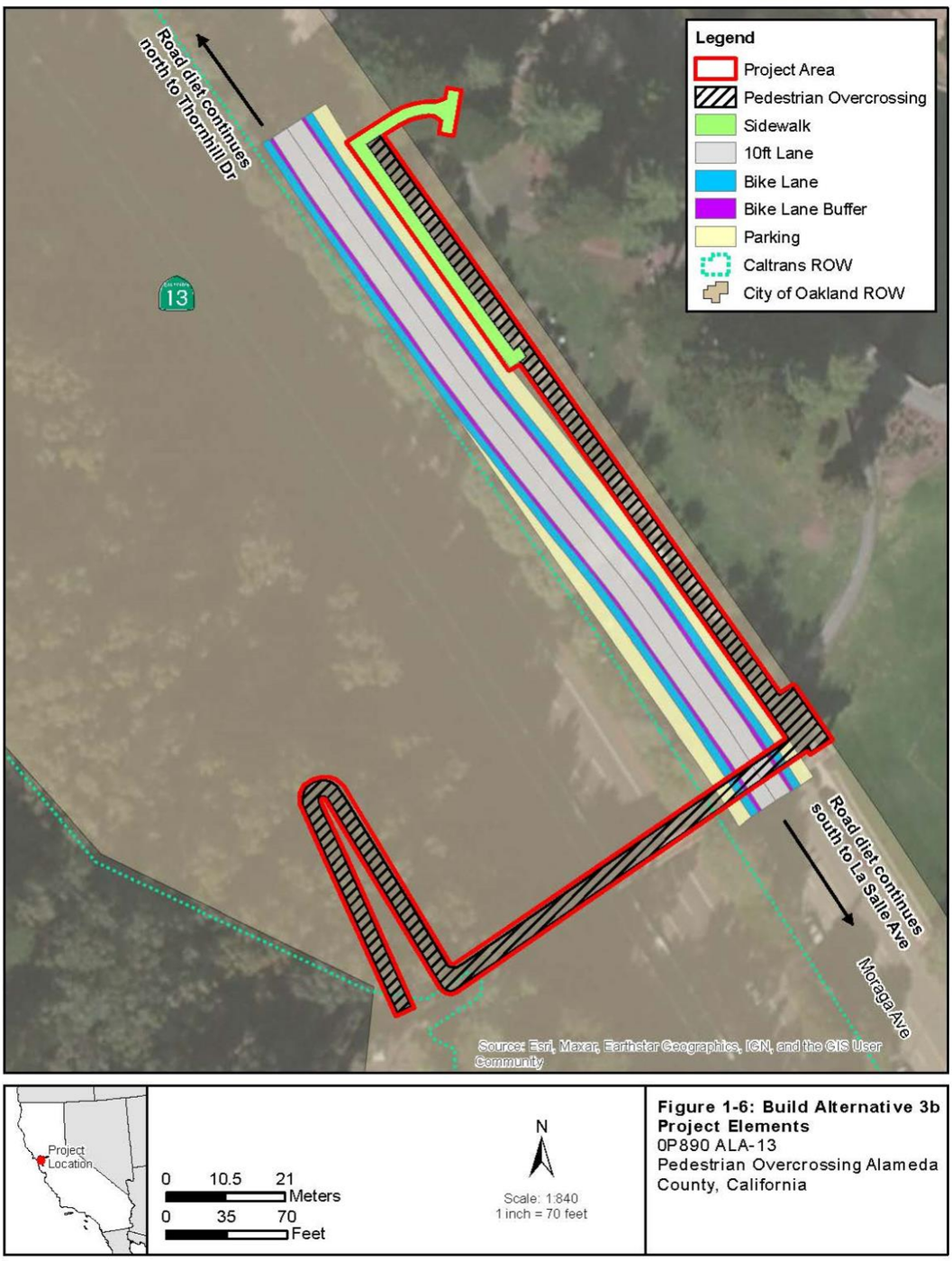

Figure 1-6. Alternative 3b Overview.

Build Alternative 4: This alternative will remove the existing bridge but not replace it. Pedestrian traffic will be diverted to the nearby La Salle Avenue Overcrossing, which is approximately 800 feet south of the Bruns Court POC, as an alternate route for pedestrians to cross SR-13. Alternative 4 will improve the local street facilities along La Salle Avenue and Moraga Avenue. It is anticipated that the local street improvements will be performed in partnership with the City of Oakland. Figure 1-7 provides a map showing an overview of the main improvements under Build Alternative 4 and their locations within the Project area.

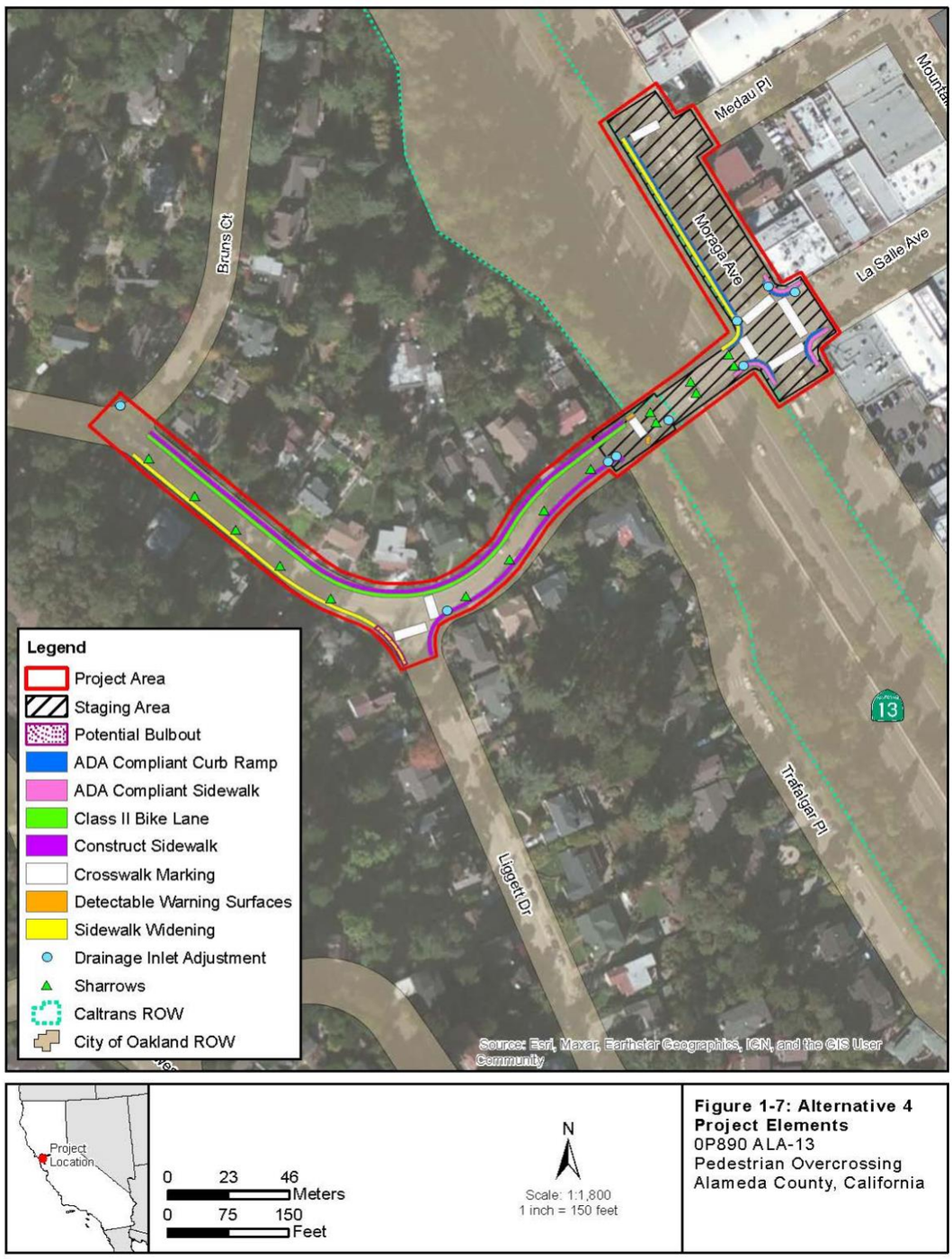

Figure 1-7. Alternative 4 Overview.

The viable project alternatives are each described in further detail throughout the following sections and are each shown visually in project footprint maps in Figures 1-10 through 1-15 of this document.

1.5 Improvements Common to All Build Alternatives

Pedestrian Overcrossing (POC) Demolition

The existing POC spanning across SR-13 and Moraga Avenue is proposed to be demolished, as the structure does not meet current seismic design or ADA standards. The existing POC structure consists of a concrete deck on steel girders. The top concrete deck would be demolished first. Protective covers would be placed underneath the bridge deck for debris interception during demolition. This placement of protective covers would allow SR-13 and Moraga Avenue traffic to continue below the POC while the deck demolition is being performed. If protective covers are not available, full road closures would be required.

To remove the steel girders, full closure of SR-13 and Moraga Avenue (not simultaneously) would be required. There are joints along the bridges that could be used to separate the bridge into individual pieces for removal. Removal of the girders could be performed in shifts. It is anticipated that temporary support such as falsework bents would be required to provide support for the bridge as the steel girders are being removed by pieces. The removal of the middle support in the median of SR-13 could be performed behind K-rails. Figures 1-8 and 1-9 show the existing POC and its touchdown in Montclair Park.

Figure 1-8. View of Existing POC from SR-13. View north.

Figure 1-9. View of Existing Touchdown in Montclair Park. View west.

Utility Relocation

Utility relocation is anticipated for all three build alternatives. A 16-inch East Bay Municipal Utility District (EBMUD) water line and a communication line run across the area between SR-13 and Moraga Avenue. For Alternatives 2 and 3a/b, trenching will be

required to establish a new service point for the new POC lighting system, which will require trenching. The new POC lighting system will involve a new service cabinet, pull boxes and conduit, and conductors. For Alternative 4, the construction of the bulb-outs and sidewalks will require utility relocation due to the proximity and density of observed manholes and utilities nearby. The traffic signals near the proposed improvements along La Salle Avenue are anticipated to be modified/relocated to ensure compliance with ADA requirements for the sidewalk/bulb-outs. The existing service point will be used, but a new service cabinet will be needed for the new city lighting system. This service point replacement will also involve trenching, new service cabinet, new pull boxes and conduit, and conductors.

Right of Way
Permit to Enter and Construct (PTEC) is anticipated for all build alternatives. This PTEC will provide accessibility for staging and construction towards the end of Bruns Court and along Moraga Avenue for the demolition of the existing POC.

Construction Impacts
No creek diversion is anticipated for any of the build alternatives. The number of working days for each alternative is being developed through an ongoing Advance Planning Study (APS).

Anticipated construction equipment for all build alternatives includes:

- Crane
- Backhoe with impact hammer
- Excavator
- Grader
- Loader
- Roller
- Bulldozer
- Dump truck
- Gradall

Night work and weekend work may be required for all build alternatives at different stages of the Project.

Traffic Impacts
A detour will be required for the demolition of the bridge as part of all build alternatives. A full road closure for SR-13 may be required for the demolition of the span over the highway. Moraga Avenue will be used as a detour route. A full road closure of Moraga Avenue may be required for the demolition of the span over that road.

Vegetation/Tree Removal
Vegetation and tree removal is anticipated at all build alternatives, though the location of the removed vegetation will vary between alternatives. Additional information about vegetation removal is discussed in Section 1.6 below.

1.6 Improvements Unique to Each of the Build Alternatives

Build Alternative 2 – Replacement POC with Switchback between SR-13 and Moraga Avenue
Under Build Alternative 2, a new POC is proposed to be constructed to replace, in the same location, the existing POC that spans SR-13 and Moraga Avenue. This alternative consists of three major components: an on-ground pedestrian ramp near Bruns Court on the west side of SR-13, a main precast concrete girder bridge, and a reinforced concrete switchback ramp on the east side of SR-13. The proposed approach from Bruns Court will be an on-ground pedestrian path. At the end of the on-ground pedestrian path, the main bridge deck will span across SR-13 followed by a switchback ramp structure, which will then touch down in the green area between SR-13 and Moraga Avenue. The use of a switchback ramp structure between SR-13 and Moraga Avenue is to minimize the environmental impact by reducing the overall footprint area of the structure.

The alignment of the at-grade pedestrian path is developed to minimize the cut and fill of earth work needed. The total length of the path will be approximately 260 feet with a width of approximately 10 feet. The slope of the path will be approximately 4.5% with an approximately 2% cross slope. It is anticipated that retaining walls will be needed to retain the cut slope on the west side of the path and the fill slope on the east side of the path. The retaining walls will have a maximum height of 10 feet. It is anticipated that slope stabilization will be required.

The main bridge spanning across SR-13 will consist of one (1) abutment and two (2) bents. The bents will be in the median of SR-13 and between the northbound direction of SR-13 and Moraga Avenue. The bridge structure will be comprised of precast and prestress (P/S) concrete girders supported by reinforced concrete columns. The length of the main bridge deck is approximately 165 feet. The width of the travel way on the bridge will be approximately 8 feet wide with approximately a 1-foot curb on each side. The slope of the main bridge deck will be approximately 4.5% with an approximately 2% cross slope. The abutment and the bents for the bridge structure will be supported by Cast in Drilled Hole (CIDH) concrete piles of 4-feet in diameter.

The switchback ramp structure that touches down between SR-13 and Moraga Avenue will be a cast in place reinforced concrete structure, which will be supported by five (5) reinforced concrete columns. The length and width of the switchback structure are approximately 205 feet and 23 feet, respectively. The slope of the ramps of the switchback structure will be approximately 4.5% with an approximately 2% cross slope. The columns are anticipated to be supported by 5-foot diameter drilled piers. The construction of the switchback ramp structure will require falsework support.

Excavation between northbound SR-13 and Moraga Avenue will be required to provide enough space for construction of the lowest level of the switchback structure. A retaining wall will be required to provide adequate lateral support for SR-13 mainline. In addition to the retaining wall, a concrete barrier is needed to prevent vehicles from driving off the cut slope between SR-13 and Moraga Avenue and from colliding with the switchback ramp structure. The concrete barrier will be constructed on top of the retaining wall and will extend beyond the ramp structure.

Traffic control devices will be installed at the existing crosswalk on Moraga Avenue or at a new crosswalk on Moraga Avenue to ensure the safety of the pedestrians crossing Moraga Avenue between the new POC and Montclair Park.

Construction Methods
The columns supporting the bridge and the switchback ramp structure will be founded on CIDH concrete piles. Drill rigs will be required for CIDH concrete piles. The existing concrete barriers along the median of SR-13 may be removed to allow for construction access for the foundation work. When the foundation work is completed, formwork will be required to construct the columns. Once the columns are completed, the precast girders can be lifted by cranes, which will require a full closure for SR-13 and Moraga Avenue (not simultaneously). The bridge deck can be cast in place during nighttime lane closure.

Drainage
The storm drainage runoff from the on-grade pedestrian path, the bridge, and the switchback structure will be drained through downspouts to minimize erosion and protect the slope.

Right of Way
The replacement POC and the ramps are within the Caltrans Right of Way. Permits to Enter and Construct (PTEC) totaling approximately 2,820 square feet are anticipated for the construction of the switchback structure at Bruns Court on the west side of SR-13.

Staging, Equipment Laydown Areas, and Access Routes
The construction of the foundations and the columns can be completed behind K-rail but most likely will require temporary closure of the shoulders of SR-13 and western

sidewalk of Moraga Avenue. Temporary closure toward the end of Bruns Court may also be required to construct the on-grade ramp. Temporary sidewalk closures along Moraga Avenue will also be required to provide space for construction staging.

To provide access for construction equipment and materials access to construct the on-grade pedestrian ramp and the abutment of the bridge structure, a temporary construction access road may be needed (to be determined by the contractors). If the temporary access road is needed, it is anticipated that it will start from the outside shoulder of the Southbound (SB) SR-13 and extend to the on-grade pedestrian path and the abutment of the bridge structure. A construction area has been delineated to limit the area of construction activities to minimize the environmental impact.

Traffic Impacts
Erection of the precast bridge girders may be staged to avoid simultaneous closures of both directions of SR-13. Staged closures of SR-13 and Moraga Avenue are anticipated for Alternative 2. Shoulder closures along SR-13 are anticipated for constructing the middle bents of the new bridge. Temporary closure will be required along the sidewalk of Moraga Avenue adjacent to Montclair Park. Pedestrian traffic will be required to shift to the other side of Moraga Avenue.

Vegetation and Tree Removal
Vegetation and tree removal will be required at the hillside of SR-13 for the on-grade ramp, at the median of SR-13 for the main bridge, and at the area between SR-13 and Moraga Avenue for installation of the switchback structure. Approximately 0.66 acres of tree removal will be required at the hillside of SR-13, while approximately 0.21 acres of tree removal will be required in the space between SR-13 and Moraga Avenue.

Geotechnical Borings
Geotechnical borings will be needed to identify the subsurface condition and provide geotechnical recommendation for the proposed POC and retaining wall structures. Drill rigs for geotechnical borings will be required.

Impacts to Montclair Park
Aside from the removal of the existing POC structure touchdown on the western edge of Montclair Park, Alternative 2 will result in no other permanent impacts to the park.

Figure 1-10 provides a layout map showing an overview of the detailed improvements under Build Alternative 2 and their locations within the Project area.

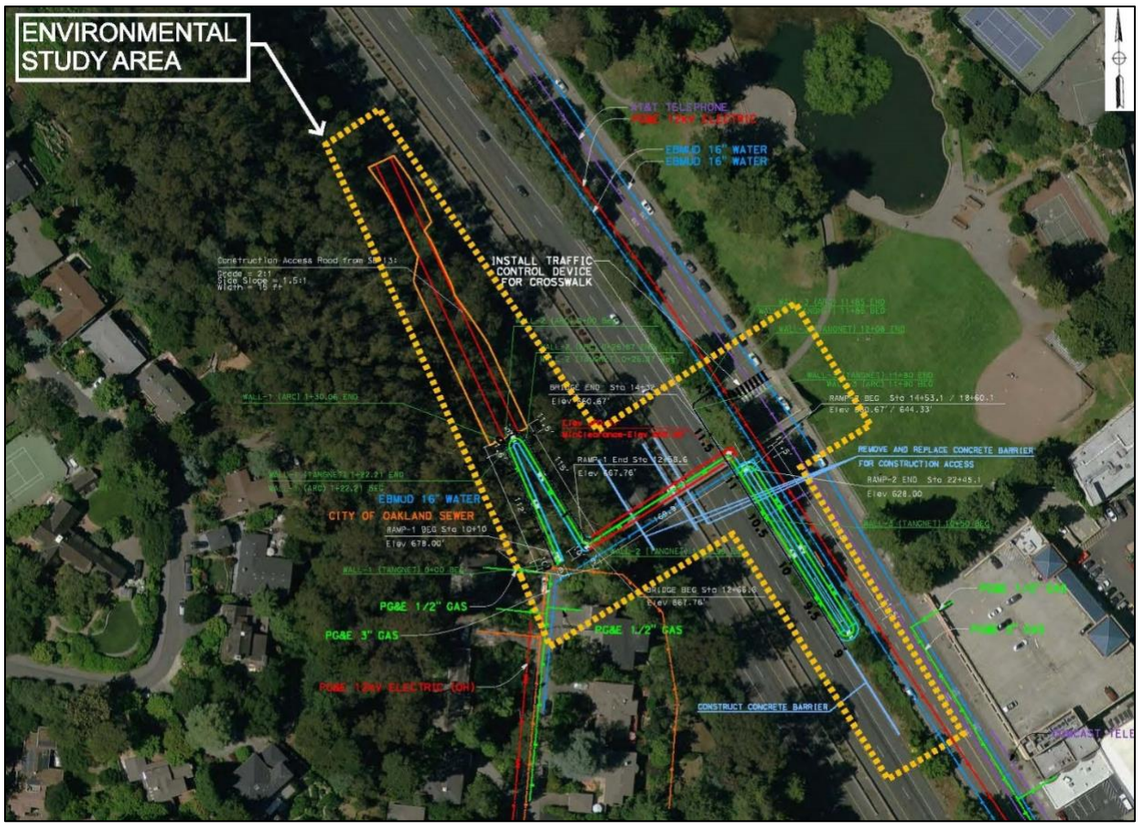

Figure 1-10. Replacement POC under Build Alternative 2.

Build Alternative 3a and 3b – Replacement POC with Touchdown Ramp Along Moraga Avenue

Alternatives 3a and 3b are developed to provide a similar traveling path as the existing POC. Similar to Alternative 2, Alternatives 3a and 3b consist of an at-grade pedestrian ramp, a precast concrete girder bridge, and a reinforced concrete ramp structure. Alternatives 3a and 3b extend the precast concrete girder bridge to span across both SR-13 and Moraga Avenue and touch down along the east side of Moraga Avenue.

The bridge structure will be the same for Alternatives 3a and 3b. It will consist of one (1) abutment and three (3) bents. The bents will be in the median of SR-13, between the northbound direction of SR-13 and Moraga Avenue, and adjacent to Montclair Park. The POC bridge structure will be comprised of precast prestressed (PC P/S) concrete girders. The length of the bridge structure is approximately 300 feet. The width, slope, cross slope, and foundation design of the bridge will be similar to those of Alternative 2. The design of the at-grade pedestrian path and the two retaining walls on the west side of SR-13 are the same from Alternative 2.

Alternative 3a will involve the take of approximately 20 parking spaces along the east side of Moraga Avenue and approximately 6 parking spaces along the west side of Moraga Avenue. It will place the touchdown ramp within the existing parking spaces. The touchdown structure will be an approximately 5% grade and will be approximately 420 feet long by 8 feet wide. It will require ten bents, spaced approximately 15 feet apart, and one abutment. The sidewalk will run beneath the new touchdown structure where possible and then bend to the west where there is insufficient headroom. The new road structure will consist of 10-foot inner lanes and 11-foot outer lanes.

Alternative 3b will involve a road diet that will remove two lanes from Moraga Avenue. The touchdown ramp will stay on the east side of Moraga Avenue, and a sidewalk and bicycle lane will be placed to the immediate west of the touchdown ramp. The touchdown structure will be an approximately 5% grade and will be approximately 420 feet long by 8 feet wide. It will require ten bents, spaced approximately 15 feet apart, and one abutment. As part of the road diet, there will be 9-foot parking lanes on either side of Moraga Avenue, along with 5-foot bike lanes and 2-foot bike lane buffers. The

two remaining travel lanes will be 10 feet. The road diet will extend from LaSalle Avenue to Thornhill Drive.

Both Alternatives 3a and 3b will include a staircase on the south end of the touchdown ramp within the footprint of the existing POC staircase within Montclair Park. On the north end of the ramp, there will be a short at-grade walkway within the park to connect to an existing park walkway.

As discussed above, in previous iterations of the Project, this alternative was originally defined as Alternative 3 and utilized a switchback structure within Montclair Park rather than the touchdown ramp included in the new Alternatives 3a and 3b. The former Alternative 3 was significantly modified into its current form to minimize impact to the park. The original Alternative 3 has been eliminated from further consideration.

Construction Methods
The columns supporting the bridge and the touchdown ramp structure will be founded on CIDH concrete piles. Drill rigs for CIDH concrete piles will be required. The existing concrete barriers along the median of SR-13 may be removed to allow for construction access for the foundation work. When the foundation work is completed, formwork will be required to construct the columns. Once the columns are completed, the precast girders can be lifted by cranes, which will require a full closure for SR-13 and Moraga Avenue (not simultaneously). The bridge deck can be cast in place during nighttime lane closure.

Drainage
The storm drainage runoff from the on-grade pedestrian path, the bridge, and the touchdown ramp structure will be drained through downspouts installed in the structure. Rock Slope Protection (RSP) will be installed right at the outfall of downspouts to minimize erosion and protect the slope.

Right of Way
Temporary construction easements (TCE) totaling approximately 3,635 square feet are anticipated for constructing the touchdown ramp structure, staircase, and the at-grade walkway within Montclair Park. Permits to Enter and Construct (PTEC) totaling approximately 2,820 square feet are anticipated for the construction of the switchback structure at Bruns Court on the west side of SR-13.

Staging, Equipment Laydown Areas, and Access Routes
The construction of the foundations and the columns can be completed behind K-rail but most likely will require temporary closure of the shoulders of SR-13 and western sidewalk of Moraga Avenue. Temporary closure toward the end of Bruns Court may also be required to construct the on-grade ramp. Temporary sidewalk closures along Moraga Avenue will also be required to provide space for construction staging.

To provide access for construction equipment and materials access to construct the on-grade pedestrian ramp and the abutment of the bridge structure, a temporary construction access road may be needed (to be determined by the contractors). If the temporary access road is needed, it is anticipated that it will start from the outside shoulder of the Southbound (SB) SR-13 and extend to the on-grade pedestrian path and the abutment of the bridge structure. A construction area has been delineated to limit the area of construction activities to minimize the environmental impact.

Traffic Impacts
Erection of the precast bridge girders may be staged to avoid simultaneous closures of both directions of SR-13. Staged closures of SR-13 and Moraga Avenue are anticipated for Alternative 3. Shoulder closures along SR-13 are anticipated for constructing the middle bents of the new bridge. Temporary closure will be required along the sidewalk of Moraga Avenue adjacent to Montclair Park. Pedestrian traffic to the other side of Moraga Avenue will be required.

Vegetation and Tree Removal

Vegetation and tree removal will be required at the hillside of SR-13 for the on-grade ramp, at the median SR-13 and at the median area between SR-13 and Moraga Avenue for the main bridge. Approximately 0.66 acres of tree removal will be required on the west side of SR-13, while approximately 0.12 acres of tree removal will be required in the space between SR-13 and Moraga Avenue. Vegetation trimming may be required in Montclair Park for the installation of the touchdown ramp.

Geotechnical Borings
Geotechnical borings will be needed to identify the subsurface condition and provide geotechnical recommendation for the proposed POC and retaining wall structures. Drill rigs for geotechnical borings will be required.

Impacts to Montclair Park
Aside from the removal of the existing POC structure touchdown on the western edge of Montclair Park and the construction of a connecting sidewalk, Alternatives 3a and 3b will result in no other permanent impacts to the park.

Figures 1-11 and 1-12 provide layout maps showing an overview of the detailed improvements under Build Alternatives 3a and 3b and their locations within the Project area. Figures 1-13 and 1-14 show the plan views for Alternatives 3a and 3b, particularly the differences in lane width.

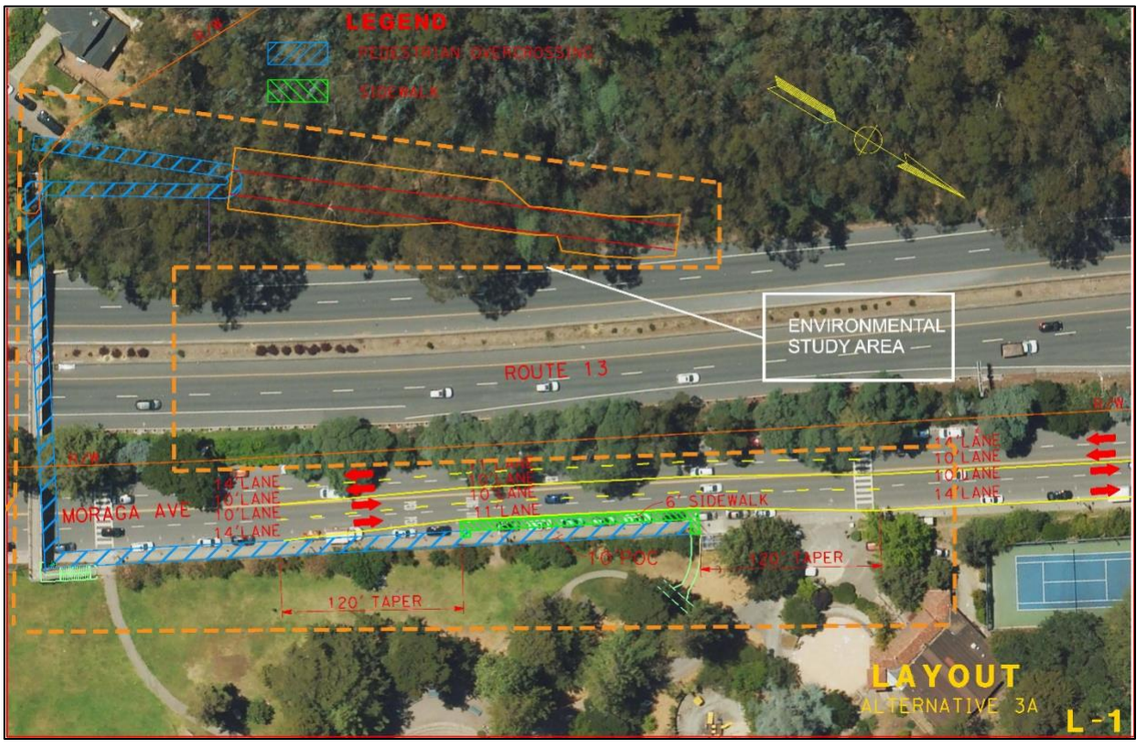

Figure 1-11. Replacement POC under Build Alternative 3a.

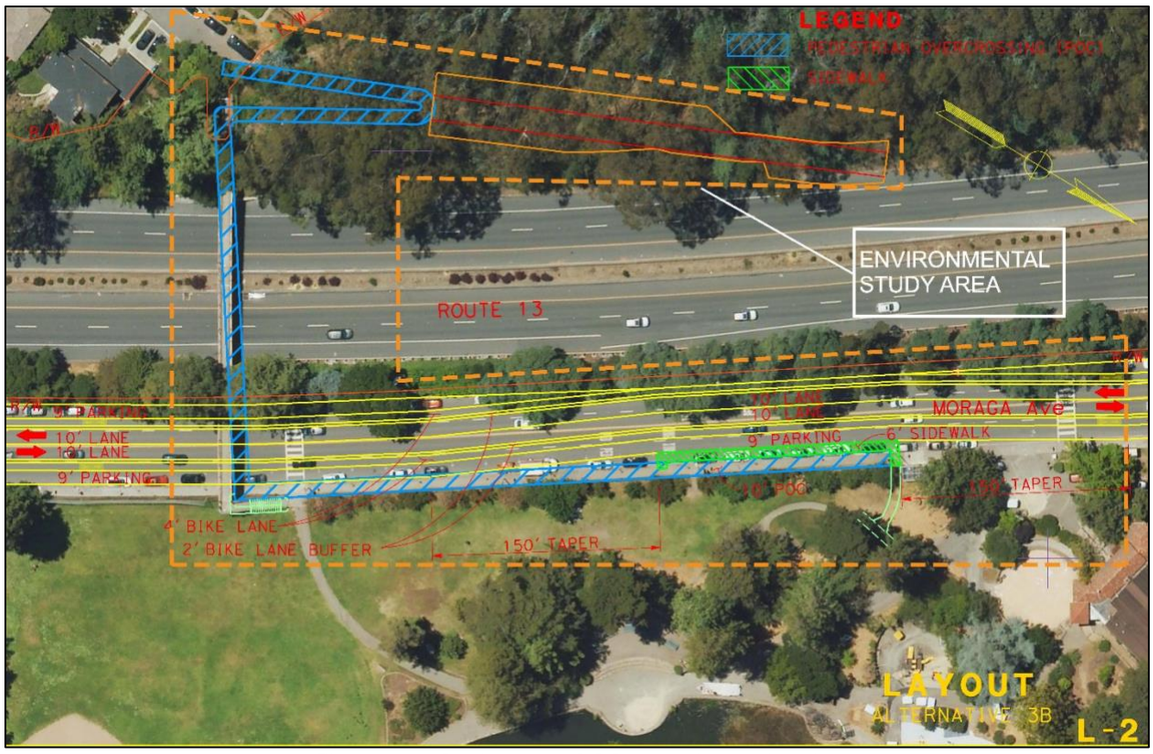

Figure 1-12. Replacement POC under Alternative 3b.

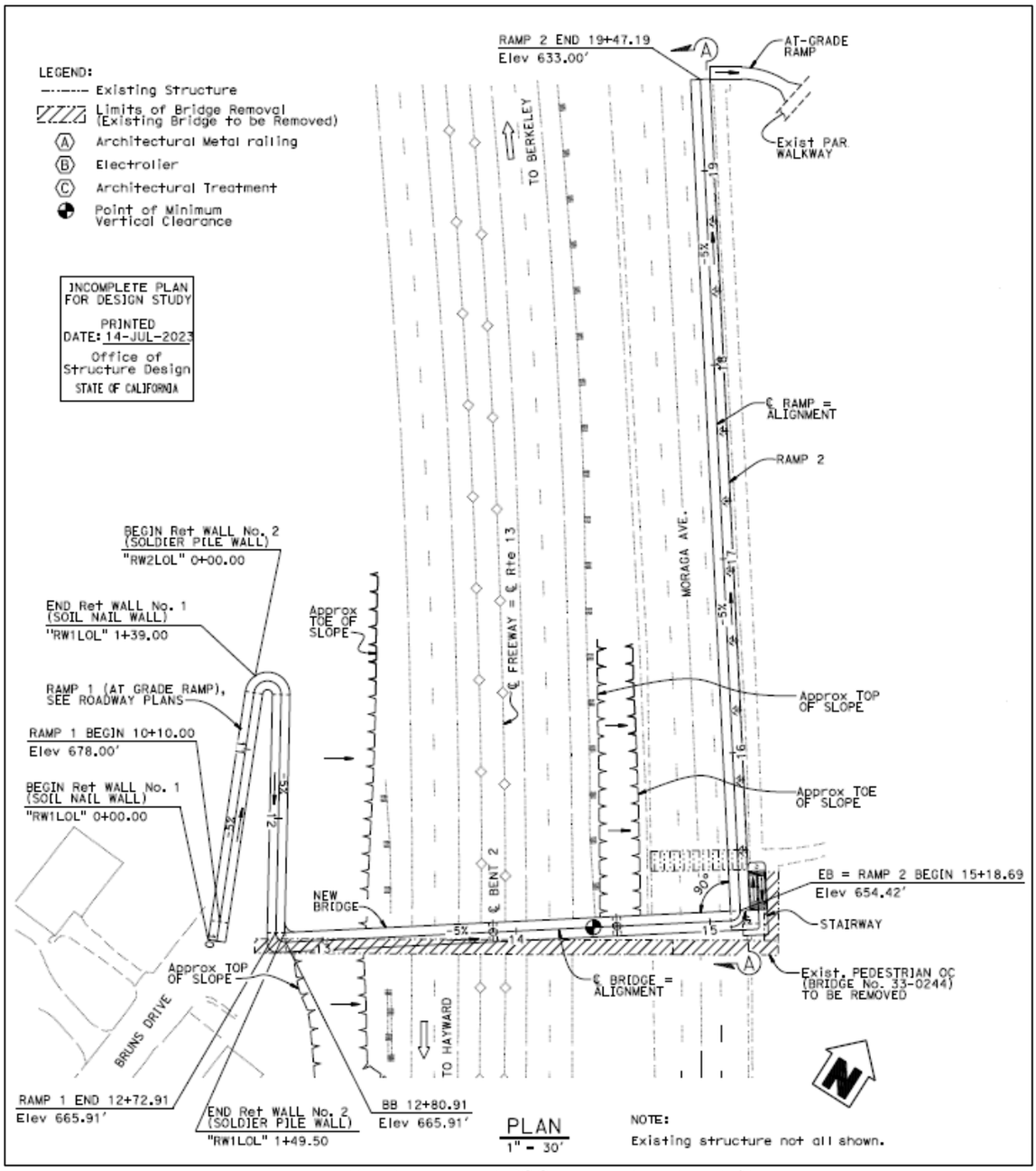

Figure 1-13. Replacement POC Under Alternative 3a/3b.

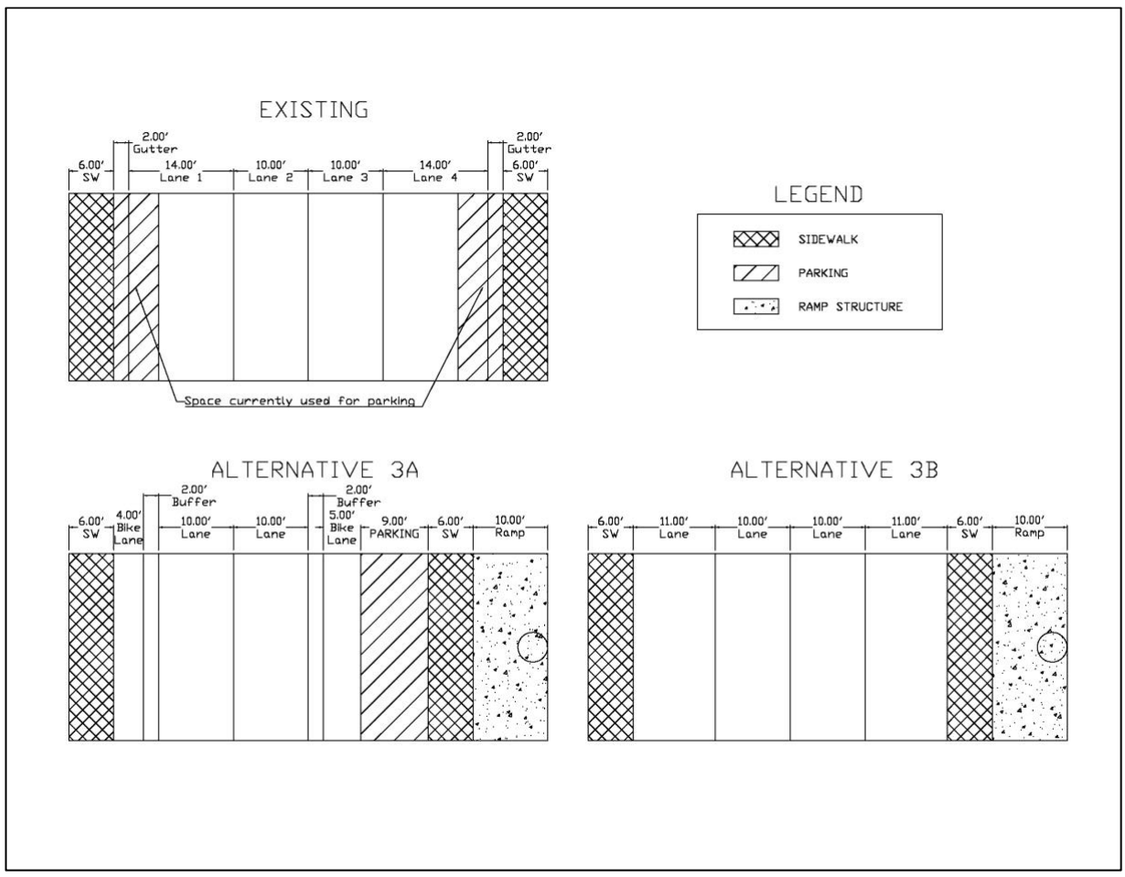

Figure 1-14. Lane widths under Alternatives 3a and 3b.

Build Alternative 4 – Local Street Improvements

As an attempt to minimize environmental, park, and operation impacts introduced by the bridge replacement, a fourth alternative was developed that will remove the existing bridge but not replace it. For this alternative, pedestrian traffic will be diverted to the nearby La Salle Avenue Overcrossing, which is approximately 800 feet south of the Bruns Court POC, as an alternate route for pedestrians to cross SR-13. Alternative 4 will improve the local street facilities along La Salle Avenue and Moraga Avenue. It is anticipated that the local street improvements will be performed in partnership with the City of Oakland. The improvements include:

- Widening the sidewalk on the west side of Moraga Avenue between La Salle Avenue and Medau Place;
- Constructing bulb-outs at the four corners at the intersection of La Salle Avenue and Moraga Avenue to shorten the crossing distance at this intersection;
- Refreshing the crosswalk striping with enhanced wet night visibility;
- Installing bicycle sharrows striping on La Salle Avenue OC to indicate the road is being shared by both motorists and bicyclists;
- Constructing a 5-foot-wide sidewalk along La Salle Avenue from the intersection of La Salle Avenue and Bruns Court to the La Salle Avenue OC;
- Installing a Class II bike lane on the uphill direction of La Salle Avenue from the La Salle Avenue OC to Bruns Court;
- Constructing bulb-outs at the intersection of La Salle Avenue and Liggett Drive.

Construction Methods

The existing sidewalk and curb and gutter will be sawcut, broken into pieces, and hauled off site. Class 2 Aggregate Base (AB) will be imported and compacted before pouring the concrete. Part of the existing roadway may also be removed to provide space to place the formwork for the gutter. The roadway will then be paved back to the original grade.

Drainage
The drainage pattern is not expected to differ significantly from existing conditions. The existing drainage inlets and culverts will be relocated due to the construction of sidewalks and bulb-outs. It is anticipated that the utility lines will likely be impacted by the proposed work.

Right of Way
PTEC are anticipated along La Salle Avenue and Moraga Avenue for the local street improvements. ROW acquisitions from the private properties for construction of the 5-foot-wide sidewalk and the bulb-outs will likely be required along the southern side of La Salle Avenue. Coordination with the City of Oakland and the private properties' owners will be needed.

Staging, Equipment Laydown Areas, and Access Routes
Temporary sidewalk closures will be required for the construction of the bulb-outs and sidewalk along Moraga Avenue and La Salle Avenue.

Traffic Impacts
Temporary sidewalk closure will be required for construction of the sidewalk and bulb-outs. Detours of the pedestrian traffic to the other side of Moraga Avenue and La Salle Avenue will be required.

Vegetation and Tree Removal
Vegetation and tree removal will be required along La Salle and Moraga Avenue for construction of the sidewalk and bulb-outs.

Geotechnical Borings
No geotechnical borings will be required.

Impacts to Montclair Park
Aside from the removal of the existing POC structure touchdown on the western edge of Montclair Park, Alternative 4 will result in no other permanent impacts to the park.

Figure 1-15 provides a layout map showing an overview of the detailed improvements under Build Alternative 4 and their locations within the Project area.

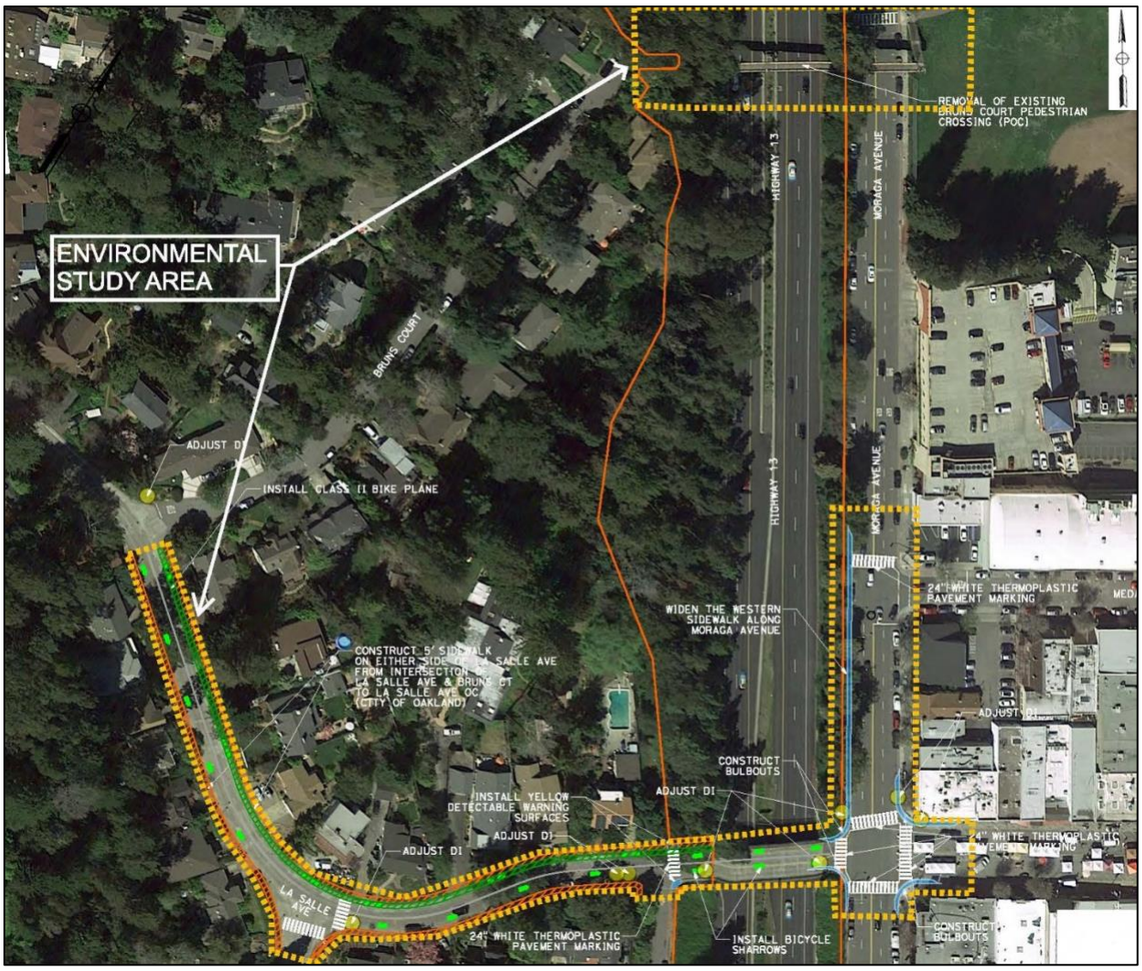

Figure 1-15. Local Street Improvements under Build Alternative 4.

1.7 Alternatives Considered but Eliminated from Further Discussion

Alternative 1 – POC Replacement with Touchdown Ramp Between SR-13 and Moraga Avenue

This alternative was developed from the Project Initiation Report (PIR). It would replace the existing bridge with an at grade pedestrian ramp with retaining walls along the hillside of SR-13, a precast box girder bridge, a precast reinforced concrete ramp on the northbound side of SR-13. The proposed POC structure would cross SR-13, run north in the median of SR-13 and Moraga Avenue, and touch down at the pedestrian crossing on the west side of Moraga Avenue. The construction of the ramp structure would require approximately 600 feet of tree removal in the median of SR-13 and Moraga Avenue and result in significant environmental and visual impact. As a result, Alternative 1 is not considered as a viable alternative and will not undergo further review.

Former Alternative 3 – POC Replacement with Switchback Ramp in Montclair Park

In earlier iterations of this project, including during the initial public outreach, Alternative 3 was originally planned as an at grade pedestrian ramp along SR-13, a precast box girder bridge, and a large switchback structure within Montclair Park. This original Alternative 3 would have required permanent use of Montclair Park and would have had a significant impact on recreation activities. The alternative was significantly modified and developed into the current Alternative 3a and 3b, which avoid permanent impacts to the park.

No Build Alternative

Under the No Build Alternative, the current POC would remain in place and would operate under its existing conditions. Further deterioration of the structure would be caused by age and wear, providing unsound service and use to the public. The No Build Alternative is considered the environmental baseline against which potential environmental effects of the build alternatives are evaluated. However, the No Build Alternative does not meet the Project purpose and need, as it does not address the seismic performance of the existing POC and would eventually not maintain connectivity for pedestrians between Bruns Court and Montclair Park. It has been eliminated from consideration except as a baseline and will not undergo further review.

1.8 Project Features

This Project contains a number of standardized project features, which are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are addressed in more detail throughout Chapter 2 and are included in Appendix B.

Table 1. Project Features

Resource Area	Project Feature Number	Description
Aesthetics and Visual Resources	PF-AES-1	**Erosion Control Measures.** Disturbed soil areas will be hydroseeded with native and non-native, erosion-control grass and forb seed mixes.
Aesthetics and Visual Resources	PF-AES-2	**Architectural Treatment for Concrete Surfaces Exposed to View.** Retaining walls and other concrete surfaces exposed to view will be textured and colored to improve their aesthetics and enhance their compatibility with the character of the existing architecture in the viewshed.
Aesthetics and Visual Resources	PF-AES-3	**Structural Aesthetics for POC, Ramp, Columns, and Fence**. The architecture and aesthetics of the POC, ramps, and fence will be designed with Context Sensitive Solutions that complement the site character.
Aesthetics and Visual Resources	PF-AES-4	**Minimization of Heights, Extents, and Visual Impacts of the Retaining Walls.** The alignment of the on-ground pedestrian path from Bruns Court to the POC bridge will be designed to balance and minimize cut-and-fill work to reduce the extent and visual impact of the retaining walls.
Aesthetics and Visual Resources	PF-AES-5	**Construction Staging**: Except as detailed in the Contract Plans, staging areas would not affect existing landscaped areas resulting in death and/or removal of trees and shrubs, or disruption and destruction of existing irrigation facilities.

Resource Area	Project Feature Number	Description
Aesthetics and Visual Resources	PF-AES-6	**Construction Lighting**: Construction lighting would be directed toward the immediate vicinity of active work to avoid light trespass through directional lighting, shielding, and other measures as needed.
Air Quality	PR-AIR-3	**Maintaining Construction Equipment and Vehicles**: All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4), as amended, regarding the prevention of such material spilling onto public streets and roads.
Air Quality	PF-AIR-4	**Contractor Air Quality Compliance**: The contractor will adhere to Caltrans Standard Specifications for Construction, Sections 14.9-02 and 14-9.03, which require contractor compliance with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
Biological Resources	PF-BIO-1	**Preconstruction Bird Surveys:** During the nesting season (February 1 through September 30), pre-construction surveys for nesting birds would be conducted by a qualified biologist no more than 72 hours prior to the start of construction activities. If an active nest is discovered, biologists would establish an appropriate exclusion buffer around the nest. The standard buffer will be 50 feet for passerines (perching songbirds), 100 feet for egrets/herons, and 300 feet for raptors (birds of prey). The buffer zones will be delineated with high-visibility environmental fencing or demarcated with pin flags or ribbon, as applicable based on-site conditions. The area within the buffer would be avoided until the young are no longer dependent on the adults or the nest is no longer active. If a nesting special-status bird species is discovered, the biologist would notify the USFWS and/or CDFW for further guidance. Partially constructed and inactive nests may be removed to prevent occupation. Nesting birds near the Project footprint would be regularly monitored for signs of disturbance. To the extent feasible, tree removal, vegetation removal, and clearing and grubbing activities would not occur during the nesting season.
Biological Resources	PF-BIO-2	**Preconstruction Survey for Bats.** A survey for presence or absence of bats should be conducted prior to the start of construction. If bats are detected, a roosting bat exclusion plan will be developed and implemented. At a minimum, this plan would address how one-way exclusion devices would be used to allow bats to safely exit the current bridge prior to construction. Exclusion of bats would only occur between March 1 to April 15 and August 31 to October 15 to avoid sensitive periods.
Biological Resources	PF-BIO-3	**Caltrans Standard Best Management Practices (BMPs):** The potential for adverse effects to water quality would be avoided by implementing temporary and permanent BMPs outlined in Section 7-104B of the Caltrans' Standard Specifications. Caltrans erosion control BMPs would be used to minimize any wind- or water-related erosion.
Biological Resources	PF-BIO-4	**Covering of Trenches and Excavated Holes:** To prevent inadvertent entrapment of wildlife during construction, excavated holes or trenches more than one foot deep with walls steeper than 30 degrees would be covered by plywood or similar materials at the close of each working day. Alternatively, an additional 4-foot-high vertical barrier, independent of exclusionary fences, would be used to further prevent the inadvertent entrapment of listed species. If it is not feasible to cover an excavation or provide an additional 4-foot-high vertical barrier, independent of exclusionary fences, one or more escape ramps constructed of earth fill or wooden planks would be installed. Before such holes or trenches are filled, they would be thoroughly inspected for trapped animals.
Biological Resources	PF-BIO-5	**Environmentally Sensitive Area Fencing.** Prior to commencing construction on the access road, areas adjacent to the construction zone that will require vegetation removal will be delineated with high visibility temporary fencing at least 4 feet in height, or other appropriate delineator, to prevent encroachment of construction personnel and equipment onto sensitive areas during construction. The fencing will be removed when all construction equipment is removed from the site.
Biological Resources	PF-BIO-6	**Monofilament Netting:** To prevent wildlife from being entangled, trapped or injured, erosion control materials with plastic mono-filament netting would not be used within the BSA.
Biological Resources	PF-BIO-7	**Firearms:** No firearms would be allowed in the BSA except for those carried by authorized security personnel, or local, state, or federal law enforcement officials.
Biological Resources	PF-BIO-8	**Pets:** To prevent harassment, injury, or mortality of sensitive species, no pets would be permitted in the BSA.
Biological Resources	PF-BIO-9	**Wetlands:** No construction impacts, dredge, or fill would occur to any wetlands or waterways.

Resource Area	Project Feature Number	Description
Biological Resources	PF-BIO-10	**Replanting with Native Species:** All areas that are temporarily affected during construction would be revegetated as needed with an assemblage of native grass, shrub, and/or tree species to restore habitat values. Invasive, exotic plants would be controlled to the maximum extent practicable, pursuant to Executive Order 13112 (Invasive Species).
Biological Resources	PF-BIO-11	**Consultation with Appropriate Agencies.** If a special status plant species is discovered during the implementation of the proposed Project, consultation with the appropriate agencies would be initiated.
Cultural Resources	PF-CUL-1	**Discovery of Human Remains**: If remains are discovered during excavation, all work within 60 feet of the discovery would halt and Caltrans' Cultural Resource Studies office would be called. Caltrans' Cultural Resources Studies Office Staff would assess the remains and, if determined human, would contact the County Coroner as per Public Resources Code (PRC) Sections 5097.98, 5097.99, and 7050.5 of the California Health and Safety Code. If the Coroner determines the remains to be Native American, the Coroner would contact the Native American Heritage Commission who would then assign and notify a Most Likely Descendant. Caltrans would consult with the Most Likely Descendant on respectful treatment and reburial of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.
Cultural Resources	PF-CUL-2	**Discovery of Cultural Materials:** If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a Caltrans qualified archaeologist is contacted to assess the nature and significant of the find.
Greenhouse Gas Emissions (GHG)	PF-GHG-1	**Emissions Reductions:** Implementation of Caltrans Standard Specifications, such as complying with air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the Contract and the use of construction best management practices, would result in reducing GHG emissions from construction activities, including but not limited to: 1. Regular vehicle and equipment maintenance 2. Limit idling of vehicles and equipment onsite 3. If practicable, recycle nonhazardous waste and excess material. If recycling is not practicable, dispose of material 4. Use solar-powered signal boards, if feasible In addition, with innovations such as longer pavement lives, improvement in traffic management and changes in materials, construction-related GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.
Hazards and Hazardous Materials	PF-HAZ-1	**Aerially Deposited Lead Work Plan**: Caltrans will prepare a work plan for aerially deposited lead if required during the design (Plans, Specifications and Estimate [PS&E]) phase. Soil samples collected to evaluate aerially deposited lead would be analyzed for total lead and soluble lead in accordance with Department of Toxic Substances Control's requirements to determine appropriate actions that would ensure the protection of construction workers, future site users, and the environment.
Hazards and Hazardous Materials	PF-HAZ-2	**Asbestos and Lead-Based Paint Survey:** Existing interchange structures that would be removed by the Project would be tested for asbestos and lead-based paint by a qualified and licensed inspector prior to demolition. All asbestos-containing material or lead-based paint, if found, would be removed by a certified contractor in accordance with local, state, and federal requirements.
Hazards and Hazardous Materials	PF-HAZ-3	**Hazardous Materials Incident Contingency Plan:** Prior to construction, a hazardous materials incident contingency plan would be prepared to report, contain, and mitigate roadway spills. The plan would designate a chain of command for notification, evacuation, response, and cleanup of roadway spills.
Hazards and Hazardous Materials	PF-HAZ-4	**Groundwater Testing.** Removal of the existing structure will likely encounter groundwater and require dewatering. Groundwater will be tested for contamination by a qualified and licensed inspector prior to demolition.
Noise	PF-NOI-1	**Combine Noisy Operations.** Noisy operations should occur within the same time period. The total noise level will not be significantly greater than the level produced if operations are performed separately.
Noise	PF-NOI-2	**Public Outreach:** Public outreach shall be required throughout the project duration of construction to update nearby residents, businesses, and other project stakeholders on upcoming construction activities and any changes to the project construction timeline.

Resource Area	Project Feature Number	Description
Noise	PF-NOI-3	**Staging and Storage Areas:** Locate staging and storage areas away from sensitive receptors (especially residences) and, if feasible, enclose staging and storage areas.
Noise	PF-NOI-4	**Alternative Methods or Equipment:** Use quieter alternative methods or equipment, if feasible. (e.g. use of electricity instead of a generator, if feasible at the location). Prevent idling of equipment near sensitive receptors. Equip any internal combustion engines with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.
Noise	PF-NOI-5	**Prevent Idling:** Prevent idling of equipment near sensitive receptors and avoid unnecessary nighttime idling of internal combustion engines within 100 feet of sensitive receptors.
Noise	PF-NOI-6	**Internal Combustion Engines:** Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.
Transportation and Traffic	PF-TRA-1	**Traffic Management Plan:** A Traffic Management Plan (TMP) would be developed by Caltrans during the Design Phase. The TMP would include elements such as detours, expected lane closures, haul routes, one-way traffic controls to minimize speeds and congestion, flag workers, and phasing to reduce impacts to local residents as feasible and maintain access for police, fire, and medical services in the area. Prior to construction, Caltrans would notify adjacent property owners, businesses, and the City of Oakland regarding construction activities, access changes, and lane closures and detours. In addition, Caltrans would coordinate with the local Fire Department and emergency response services prior to construction to minimize potential disruption to emergency services.
Utilities and Service Systems	PR-UTIL-1	**Trash Management:** All food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in closed containers and removed at least once daily from the project limits.
Utilities and Service Systems	PF-UTIL-2	**Notify Utility Owners of Construction Schedule to Protect Utilities:** Caltrans would notify all affected utility companies, such as PG&E, of construction schedules for proposed project work so that they can relocate the gas, telephone, cable, or overhead distribution lines prior to construction and minimize disruption of any utility service.
Water Quality	PF-WQ-1	**Water Quality Best Management Practices:** The calculated disturbed soil area (DSA) is less than one acre, thus preparation of a water pollution control plan (WPCP) is required that includes Best Management Practices (BMPs) to reduce the pollutants in stormwater discharges during construction and permanently to the Maximum Extent Practicable (MEP). The BMPs recommended for this project are as follows: • Job site management for effective handling, storage, usage, and disposal practices to control material pollution and manage waste at the job site before they enter storm drain systems or receiving waters. • Concrete waste management is recommended to minimize or eliminate discharge of concrete waste material to storm drain systems. • Sediment control consisting of temporary fiber rolls and silt fences placed on the toe and face of slopes to intercept runoff, reduce its flow velocity, release the runoff as a sheet flow, and remove sediment from runoff. • Storm drain inlet protection to reduce sediment from storm water runoff discharging from the construction site prior to entering the storm drainage system. • Waste management and materials pollution control (materials delivery and storage, spill prevention and control, solid waste management, hazardous waste and contaminated soil management, sanitary/septic and liquid waste management). • Non-storm water management related to water conservation practices, vehicle and equipment cleaning and maintenance, concrete curing, and concrete finishing. • Wind erosion control measures including adding hydraulic mulch and temporary covers. • Tracking control measures including temporary construction entrances and exits and street sweeping.

1.9 Permits and Approvals Needed

The Project is not anticipated to require any permits or approvals from external agencies. Coordination will be required with the City of Oakland for all Build Alternatives.

CHAPTER 2 Affected Environment; Environmental Consequences; and AMMs and/or Mitigation Measures

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a particular resource. A “no impact” answer in the last column reflects this determination. The words "significant" and "significance" used throughout the following checklist are related to CEQA impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Standard Conservation Measures and project features, which can include both design elements of the project, standardized measures that are applied to Caltrans projects, such as BMPs, and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapter 1 and Appendix B for a detailed discussion of these features. All Avoidance and Mitigation Measures and/or Mitigation Measures are found in Appendix C.

2.1.1 Aesthetics

CEQA Significance Determinations for Aesthetics
This section is summarized from the *Visual Impact Analysis* conducted by the Caltrans Office of Landscape Architecture for the proposed project, completed in August 2023.

This section primarily discusses the visual quality of the Project. Visual quality per the *Visual Impact Analysis* is evaluated by identifying the vividness, intactness, and unity present in a Project corridor. Public attitudes validate the assessed level of quality and predict how changes to the project corridor can affect these attitudes. This process helps identify specific methods to address each visual impact that may occur as a result of a project. The three attributes of vividness, intactness, and unity must be high for visual quality to be high. If only some of the three attributes are present, the visual quality will be moderate, and if none of the attributes are present, the visual quality will be low. Likewise, the removal of all three attributes will lead to a high visual impact, while the removal of some attributes will lead to a moderate visual impact, and the removal of none of these attributes will lead to a low visual impact. The attributes are defined as follows:

- Vividness is the extent to which the landscape or its individual features can be recalled and is associated with distinctive, contrasting, and unusual visual elements. A synonym is landscape memorability.

- Intactness is the extent to which the existing landscape is consistent with the desired landscape character type (such as rural, suburban, agricultural) and free from non-typical visual intrusions. An alternative name for this attribute is landscape integrity.

- Unity is the extent to which all visual elements combine to form a coherent, harmonious visual pattern. Unity is sometimes referred to as landscape harmony.

These attributes, as they relate to visual impact, are assessed in the *Visual Impact Analysis* and subsequently used to determine significance under CEQA guidelines.

Except as provided in Public Resources Code Section 21099, would the project:	**Significant and Unavoidable Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect on a scenic vista?	☐	☒	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Would the project:

a) Have a substantial adverse effect on a scenic vista?

Less than Significant Impact with Mitigation Incorporated – The Project is located along SR-13 and local roads in the City of Oakland, Alameda County. The SR-13

corridor is eligible for State of California (State) Scenic Highway designation; however, it does not currently possess Caltrans Classified Landscaped Freeway status. The nearest SR-13 segment with this status lies 0.18 mile south of the Project, between post miles 8.09 and 8.49. Regardless of its designation, the SR-13 corridor is an important visual resource because of its scenic beauty, diverse topography, mature vegetation, unique architecture, and great vistas. Furthermore, there is a continuous corridor of trees along SR-13 through the Montclair neighborhood, which includes the eucalyptus trees at Bruns Court and the redwood trees between SR-13 and Moraga Avenue.

Once built, Alternatives 2, 3a, and 3b are anticipated to have significant visual impact as a result of the construction of a new POC structure. This construction would remove a substantial amount of existing landscaping, which would affect vividness, intactness, and unity. A summary of the visual impacts is below.

Alternative 2
Overall visual impact of Alternative 2 is expected to be high, due to the removal of vegetation at Bruns Court and the removal and subsequent replacement of vegetation between SR-13 and Moraga Avenue with the switchback structure. These changes will affect the landscape's vividness, intactness, and unity.

The existing view leading to Bruns Court will be moderately affected, as vegetation will be removed to accommodate the new POC and provide access to the construction equipment. Approximately 0.66 acres of trees will be removed on the west side of SR-13 by Bruns Court. The residential neighborhood area of Bruns Court will be more visible from SR-13 and residents who live near the POC will have less privacy. However, only a small number of residents that live close to Bruns Court will be affected. Figures 2-1 and 2-2 show the existing and proposed conditions for Alternative 2 at Bruns Court.

Figure 2-1. Existing view of Bruns Court leading to the POC. View north/northeast.

Figure 2-2. Proposed view at Bruns Court approximately 10 years after project completion. View north/northeast.

The existing view of the pedestrian overcrossing from Montclair Park and from SR-13 will experience a high visual impact, as the landscape intactness and unity will both be affected. With the removal of approximately 0.21 acres of mature trees and vegetation between Moraga Avenue and SR-13, the POC switchback structure would become the most dominant feature. The visual change from the dominant lush green background with a relatively smaller POC to a concrete structure with large columns and switchback ramp would be notable. Similarly, the presence of the proposed POC and ramp in proximity to the freeway would have a high impact on the viewer on the freeway as well as on the pedestrian on Moraga Avenue and on the viewers in the park. Figures 2-3 and 2-4 show the existing visual conditions and the proposed new conditions for Alternative 2 seen from the park.

Figure 2-3. Alternative 2. Existing pedestrian overcrossing from Montclair Park Trail. View southwest.

Figure 2-4. Alternative 2. Proposed pedestrian overcrossing and switchback ramp in green space between SR-13 and Moraga Ave. as viewed from Montclair Park trail. View southwest.

Alternative 3a and 3b

The overall visual impact of Alternative 3a and 3b is expected to be high to moderately high, due to the removal of vegetation at Bruns Court and the addition of the ramp structure between SR-13 and Moraga Avenue that will affect the landscape's vividness, intactness, and unity.

The existing view of Bruns Court leading to the POC would be moderately impacted. Existing vegetation will be removed to accommodate the proposed POC and provide space for the heavy equipment during the demolition and construction phase. The views of SR-13 will be more visible to some residents who live near Bruns Court (see Figures 2-1 and 2-2 above).

The existing view of the POC from Montclair Park would be changed by the trimming and removal of vegetation. While the trees along the west side of the park will be preserved in place, the redwood trees between SR-13 and Moraga Avenue adjacent to the POC bridge will be removed, which would make the POC a more dominant visible feature. In addition, the ramp would be a dominant concrete structure spanning along the park. While walking on the pedestrian path within Montclair Park, viewers would be able to constantly see the POC for the entire duration of their walk. The visual impact is expected to be high. Figures 2-5 and 2-6 show the existing and proposed conditions for Alternative 3a and 3b as seen from Montclair Park.

Figure 2-5. Alternative 3a/b. Existing view of pedestrian overcrossing from Montclair Park Trail. View southwest.

Figure 2-6. Alternative 3a/b. Proposed condition from Montclair Park Trail, looking southwest, approximately 10 years after project completion. View southwest.

The existing view of the POC crossing Moraga Avenue and landing adjacent to Montclair Park would experience a moderately high visual impact. While traveling along

the sidewalks on both sides of Moraga Avenue, viewers would be able to extensively view the POC for the entire duration of their travel. Currently, the staircase and landing next to Montclair Park are not a dominant feature, and there are small trees next to the staircase that soften its appearance. The new touchdown ramp would have a larger footprint, and some vegetation near the landing may need to be trimmed. The new ramp structure will become a dominant focal point from this perspective, particularly because it will block views of the park from Moraga Avenue. Figures 2-7 through 2-9 show the existing and proposed conditions for Alternative 3a and 3b as seen from Moraga Avenue.

Figure 2-7. Alternative 3a/b. Existing view of POC crossing Moraga Avenue and landing in Montclair Park. View south.

Figure 2-8. Alternative 3a. Proposed condition of POC crossing Moraga Avenue and landing in Montclair Park approximately 10 years after project completion. View south.

Figure 2-9. Alternative 3b. Proposed condition of POC crossing Moraga Avenue and landing in Montclair Park approximately 10 years after project completion . View south.

The existing view of the POC crossing from northbound SR-13 and the existing view of the POC crossing from southbound SR-13 are also expected to experience a high visual impact. With the removal of the eucalyptus trees at Bruns Court and the redwood trees between SR-13 and Moraga Avenue, many people would be able to see the POC from both directions of the highway. This vegetation removal would disrupt the continuity of the hillside canopy and fully expose the POC. Instead of the dense vegetation running along the direction of the freeway, the large POC structure would cut perpendicular to the road. Compared to the existing POC and the context of the area, the larger scale of the new POC, its columns, texture, gray concrete color would contrast with the existing green background. The visual impact is expected to be high. Figures 2-10 through 2-13 show the existing and proposed conditions for Alternative 3a and 3b as seen from SR-13 northbound and southbound.

Figure 2-10. Alternative 3a/b. Existing view of pedestrian overcrossing from SR-13, northbound. View north.

Figure 2-11. Alternative 3a/b. Proposed view of pedestrian overcrossing from SR-13, northbound. View north.

Figure 2-12. Alternative 3a/b. Existing view of pedestrian overcrossing from SR-13, southbound. View south.

Figure 2-13. Alternative 3a/b. Proposed condition of pedestrian overcrossing from southbound SR-13 approximately 10 years after project completion. View south.

Alternative 4
The overall visual impact of Alternative 4 is expected to be moderately low, as vividness, intactness, and unity will not be greatly affected. If the existing redwood trees near the POC are removed to facilitate demolition of the POC, the visual impact would be moderately high. If these trees are protected in place, as anticipated, the visual impact would be moderately low.

The main visual change in this alternative would be the enhancement of the existing visual character and quality. No major construction or changes are proposed for this alternative; hence, the overall appearance would remain the same. The colors, material, form, and scale, the improvements would enhance the existing visual quality and the character of the view. The proposed improvements are not larger in scale than the surrounding area, and the view wouldn't change drastically. Although the proposed street enhancements would be beneficial for the infrastructure, the overall visual impact would be moderately low. Figures 2-14 through 2-17 show the changes in the visual character for Alternative 4.

Figure 2-14. Alternative 4. Existing conditions at the Intersection of La Salle and Moraga Avenues, looking northeast from the La Salle Overcrossing. View east.

Figure 2-15. Alternative 4. Proposed improvements at the intersection of La Salle and Moraga Avenues, looking northeast, approximately 10 years after project completion. View east.

Figure 2-16. Existing View of La Salle Avenue from Liggett Drive Intersection. View north.

Figure 2-17. Proposed View of La Salle Avenue from Liggett Drive Intersection. View north.

As described above, the Project under all the Build Alternatives discussed, would also result in temporary impacts during construction from staging areas, general construction activities, vegetation removal, and presence of construction equipment and vehicles. Project Features PF-AES-1 through PF-AES-6 would be implemented to address these temporary construction impacts by practicing vegetation preservation to the extent feasible, vegetation replanting, erosion control measures, etc.

For all Build Alternatives, the implementation of MM-AES-1 though MM-AES-2 would lower the visual impact to moderate-high. Therefore, with the implementation of the Project Features and mitigation measures described, the Project would not substantially degrade the existing visual character or quality of the scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact – Under all Build Alternatives, it is not anticipated that the project will adversely affect any designated scenic resource, such as a rock outcropping, tree grouping, historic property, etc., as defined by CEQA statutes or guidelines, or by Caltrans' policy.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact – The Project is located in an urbanized area but would not conflict with applicable zoning and other regulations governing scenic quality. There would be no impact under any of the Build Alternatives.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact - The Project, under all Build Alternatives, would not create a permanent, new source of light or glare. During construction, lighting would likely be used during nightwork for POC demolition, introducing a new source of light in

the Project area. However, construction lighting during nightwork would be limited to the immediate vicinity of active work and utilize shielding to avoid light trespass, as outlined in Project Feature AES-7. Implementation of this Project Feature would further reduce potential temporary impacts from light and glare. Therefore, impacts from light and glare would be less than significant.

PFs, AMMs and/or MMs

The Project would implement Project Features AES-1 through PF-AES-6 and Mitigation Measure AES-1 through MM-AES-2 to avoid or minimize the proposed Project's visual effects (see Section 1.8, Appendix B, and Appendix C).

2.1.2 Agriculture and Forest Resources

CEQA Significance Determinations for Agriculture and Forest Resources
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	**Significant and Unavoidable Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact – There are no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) within the Project area.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact – There are no parcels under Williamson Act contract within the Project limits.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact – There are no forest or timberlands within the Project limits.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact - There are no forest or timberlands within the Project limits.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact – There are no other changes anticipated to farmland or forest lands.

PFs, AMMs and/or MMs:
No impacts are anticipated; therefore, no measures are proposed.

2.1.3 Air Quality

CEQA Significance Determinations for Air Quality
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?
c) Expose sensitive receptors to substantial pollutant concentrations?
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No Impact – The proposed Project is exempt from the requirement to determine conformity per 40 CFR 93.126 (Table 2 – Widening narrow pavements or reconstructing bridges (no additional travel lanes), therefore an air quality study is not required and there would be no impact to air quality. The Project would not conflict with or obstruct any applicable air quality plans, would not result in a cumulatively considerable net increase of criteria pollutants, or result in other emission that would adversely affect a substantial number of people.

PFs, AMMs and/or MMs:
The Project would implement Project Features AIR-1 through AIR-4 to further reduce air quality impacts from construction activities (see Section 1.8 and Appendix B).

2.1.4 Biological Resources

CEQA Significance Determinations for Biological Resources
This section is summarized from the *Natural Environment Study* (NES) for the proposed project, which was completed in 2022.

A biological study area (BSA) was established to evaluate the effects of the proposed project on natural communities and other biological resources. The BSA encompasses the project footprint along with a buffer to include areas that project construction activities may directly or indirectly impact.

Would the project:	**Significant and Unavoidable Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact - Literature reviews and database searches were conducted to determine the presence of special-status plant and wildlife species with potential to occur with the Project's BSA. 21 wildlife species and 26 plant species were

considered to have potential to be present within the BSA. However, due to the lack of suitable habitat present within the highly disturbed and urban BSA, none of these species are expected to be present. Migratory birds may be present within the BSA, but with implementation of Project Feature BIO-1, the Project would require preconstruction bird surveys prior to construction, work windows to avoid the nesting season, and non-disturbance buffers if nests are found. In addition, Project Features BIO-3 and BIO-4 would further reduce the risk of adverse effects to wildlife species through measures aimed at avoiding animal entrapment during construction. Therefore, the impact would be less than significant.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact – The Project's BSA contains little vegetation or suitable habitat, and the vegetation that is present lacks connectivity to natural area. While construction activities would result in some vegetation or tree removal, this would not impact any riparian vegetation or wildlife corridors. To minimize the impacts from vegetation clearing and grubbing and tree removal, Caltrans would implement Project Feature BIO-8 and AES-3, both of which would require revegetation of areas disturbed by construction activities with native species to the maximum extent practicable. There are also no wetlands present within the Project's BSA. Caltrans would also implement Project Feature BIO-7, which would restrict any construction activities from taking place within a wetland or waterway. There is one freshwater pond in the Project area. However, the proposed work at this location would take place on pavement and would located far enough upland of the creek's culverted headwall. Still, in order to prevent impacts to this waterway, Project Features BIO-2 and WQ-1 would include the use of temporary BMPs during construction activities. Therefore, there would be no impact to sensitive habitats, wildlife corridors, wetlands, or waterways and would not conflict with local policies or conservation plans.

PFs, AMMs and/or MMs:
The Project would implement Project Features BIO-1 through BIO-10 to further reduce biological impacts from construction activities (see Section 1.8 and Appendix B).

2.1.5 Cultural Resources

CEQA Significance Determinations for Cultural Resources
This section is summarized from the Historical Property Survey Report (HPSR) prepared for this project, dated December 2021 and May 2023.

Caltrans Professionally Qualified Staff (PQS) reviewed Project information, Caltrans Cultural Resource Database, as-built plans, aerial photographs, and maps. This review was 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 (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). In accordance with Stipulation VII.A of this Programmatic Agreement, the Area of Potential Effects (APE) was established in consultation with Caltrans PQS and the Caltrans Project Manager.

Caltrans sent Section 106 consultation letters with Alameda County Historical Society, East Bay Yesterday, Montclair Village Association, The Living New Deal on May 13, 2021. The consultation resulted in the identification of additional sources to consider regarding history of the area, and no concerns about the project were raised. Additional consultation efforts occurred on with Section 106 letters sent on February 6, 2023 to the Alameda County Historical Society, A Bit of History, and Montclair Village Association. No responses were received.

The Historic Resource Evaluation Report (HRER) dated December 2021, documented one Category 5 bridge (the Bruns Court Overcrossing) within the APE along with two historic properties, the Montclair Firehouse and the Montclair Park and Recreation Center determined eligible for the National Register of Historic Places; six additional properties within the APE were exempt from evaluation pursuant PA Stipulation VIII.C.1. The State Historic Preservation Officer (SHPO) concurred with these determinations on February 8, 2022. Due to the inclusion of additional project alternatives a Supplemental HRER and HPSR was completed in May 2023. The Supplement HRER documented an additional fourteen properties within the Revised APE, of which ten were evaluated for the National Register and determined not eligible; four were determined exempt from evaluated pursuant to PA Stipulation VIII.C.1. The SHPO concurred with the determinations on June 22, 2023.

Through consultation with Tribal representatives, no tribal concerns were raised.

Would the project:	**Significant and Unavoidable Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than Significant Impact – The project will have no impact on the Montclair Firehouse. The project will minimally impact the Montclair Park and Recreation Center, and the establishment of Environmentally Sensitive Areas and monitoring will protect contributing features of the resource. Caltrans, pursuant to PA Stipulation X, will finalize a Finding of Effect Report following the selection of a preferred Build Alternative. Caltrans will continue consultation with the Cultural Studies Office (CSO) and SHPO for the assessment of effects.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No Impact – No archaeological resources have been recorded in the area that will be affected by the proposed project.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact – There are no known interred human remains within the project vicinity.

PFs, AMMs, and/or MMs:
The Project would implement Project Features CUL-1 through CUL-2 and Avoidance and Minimization Measures CUL-1 through AMM-CUL-2 to further reduce cultural impacts from construction activities (see Section 1.8, Appendix B, and Appendix C).

2.1.6 Energy

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact - No Project build alternatives would result in temporary or permanent wasteful, inefficient, or unnecessary consumption of energy resources. Construction activities would result in short-term energy consumption from the use of petroleum fuels by off-road construction equipment, and from on-road vehicles used by construction workers to travel to and from the site during construction and to deliver construction materials. With the implementation of PF-GHG-1, Caltrans would implement construction best management practices including ensuring regular vehicle and equipment maintenance, limiting vehicle idling, recycling nonhazardous wastes, and using solar-powered signal boards, if feasible. The project is not a capacity-increasing transportation project and would not increase use of energy resources. The project would not conflict with state and local plans for renewable energy and energy efficiency. There would be no impact.

PFs, AMMs, and/or MMs:
The Project would implement Project Feature GHG-1 to further reduce energy impacts from construction activities (see Section 1.8 and Appendix B).

2.1.7 Geology and Soils

CEQA Significance Determinations for Geology and Soils
This section summarizes the Geologic and Paleontological Environmental Study/ Memorandum prepared for this project, which is dated July 2022. It also references the Evaluation of Fault Rupture Potential for Bruns Drive Pedestrian Overcrossing, dated October 2013.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death.

Less than Significant Impact – Though the Project is within an area of high potential seismicity, the proposed build alternatives will not expose the public to additional hazards due to strong ground shaking, fault rupture, liquefaction, slope instability, soft soils, or expansive soils. During the 2013 site visit, there was no evidence of faulting immediately around the existing bridge or within the bridge, though the Hayward fault is recorded as lying approximately 60 meters (200 feet) from the existing bridge footprint. It is anticipated that up to 1 meter (3.3 feet) of right-lateral offset, or horizontal movement, could occur within the existing bridge footprint during an earthquake along

the Hayward fault. Up to 0.1 meters (0.3 feet) of vertical displacement could occur within the existing bridge footprint during an earthquake along the Hayward fault. The Project is located in areas containing soils or geologic units prone to instability.

However, all build alternatives would be designed and constructed in accordance with Caltrans' Geotechnical Design Standards, current Seismic Design Criteria, and Standard Specifications.

b) Result in substantial soil erosion or the loss of topsoil?

No Impact - During construction, the Project would implement erosion control measures and Best Management Practices (BMPs) under Project Feature WQ-1 to further minimize any soil erosion of loss of topsoil. Therefore, there would be no impact.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact – Though the Project is within an area of high potential seismicity, the proposed build alternatives will not expose the public to additional hazards due to strong ground shaking, fault rupture, liquefaction, slope instability, soft soils, or expansive soils. During the 2013 site visit, there was no evidence of faulting immediately around the existing bridge or within the bridge, though the Hayward fault is recorded as lying approximately 60 meters (200 feet) from the existing bridge footprint. It is anticipated that up to 1 meter (3.3 feet) of right-lateral offset, or horizontal movement, could occur within the existing bridge footprint during an earthquake along the Hayward fault. Up to 0.1 meters (0.3 feet) of vertical displacement could occur within the existing bridge footprint during an earthquake along the Hayward fault.

Retaining walls are proposed at locations of possible slope instability along the west side of SR-13 and will be designed and constructed so as to eliminate slope instability. All build alternatives would be designed and constructed in accordance with Caltrans' Geotechnical Design Standards, current Seismic Design Criteria, and Standard Specifications.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact - Though the Project is within an area of high potential seismicity, the proposed build alternatives will not expose the public to additional hazards due to strong ground shaking, fault rupture, liquefaction, slope instability, soft soils, or expansive soils. No expansive soils exist at the site, nor will septic systems be required. The site does not contain sensitive paleontologic resources nor unique geologic features.

However, all build alternatives would be designed and constructed in accordance with Caltrans' Geotechnical Design Standards, current Seismic Design Criteria, and Standard Specifications.

PFs, AMMs, and/or MMs:
The Project would implement Project Feature WQ-1 to further reduce geologic impacts from construction activities (see Section 1.8 and Appendix B).

2.1.8 Greenhouse Gas Emissions

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact - Caltrans has used the best available information based to the extent possible on scientific and factual information, to describe, calculate, or estimate the amount of greenhouse gas emissions that may occur related to this project. The analysis included in the climate change section of this document provides the public and decision-makers as much information about the project as possible. It is Caltrans' determination that in the absence of statewide-adopted thresholds or GHG emissions limits, it is too speculative to make a significance determination regarding an individual project's direct and indirect impacts with respect to global climate change. Caltrans remains committed to implementing measures to reduce the potential effects of the project. These measures are outlined in the climate change section that follows in Section 2.2.

PFs, AMMs and/or MMs:
The Project would implement Project Features AIR-1 through AIR-4, BIO-10, and MM-AES-1 through MM-AES-2 to further reduce construction-related emissions and impacts from construction activities (see Section 1.8 and Appendix B).

2.1.9 Hazards and Hazardous Materials

CEQA Significance Determinations for Hazards and Hazardous Materials

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact – Prior to construction activities, site investigation work would take place to handle and characterize potential soil contamination levels in the Project limits for any work that would cause notable soil excavation or permanent displacement. The proposed POC demolition and bridge barrier replacement work would require that hazardous bridge surveys be conducted under the US EPA's National Emission Standards for Hazardous Air Pollutants to assess the potential presence of metals, asbestos-containing material, lead-based pain, aerially deposited lead (ADL), or other contaminants. The project would incorporate Project Features HAZ-1 through HAZ-4 as shown in Appendix B, which call for the preparation of an ADL Work Plan, an asbestos and lead-based paint survey, and groundwater testing. The

Project would not create a hazard to the public or the environment. The impact would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact – The Project does not contain any sites known to contain hazardous materials within the Project area. The Project is also not located within an airport land use plan or within 2 miles of a public airport. There would be no impact.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact – Construction and operation of either of the Project build alternatives would not interfere with any emergency evacuation or response plan. During construction of alternative, there would be necessary lane closures that may pose temporary traffic impacts to emergency services. However, Caltrans would implement Project Feature TRA-1 to create a TMP in coordination with emergency service providers to provide notice to the public and maintain emergency access during construction. Therefore, the impact would be less than significant.

g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact – The Project is not located in areas classified as being very high fire severity zones. The Project would also not require any installation of infrastructures that may exacerbate fire risks or pose ongoing impacts to the environment. The Project would not expose people or structures to effects of wildland fires. There would be no impact.

PFs, AMMs and/or MMs:
The Project would implement Project Features HAZ-1 through PF-HAZ-4 to further reduce hazardous waste impacts from construction activities (see Section 1.8 and Appendix B).

2.1.10 Hydrology and Water Quality

CEQA Significance Determinations for Hydrology and Water Quality
This section summarizes the Hydraulic Floodplain Assessment memorandum prepared for this project, which is dated June 2023. This section also summarizes the Water Quality Study that was prepared for this project, which is dated October 2023.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☐	☒
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
(iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Would the project:

a) Violate any water quality standards or waste discharge requirements?

No Impact – The Project, under all Build Alternatives, would result in disturbed soil area (DSA) that is less than 1 acre. As a result, construction activities are not subject to the Construction General Permit (CGP). However, a water pollution control plan (WPCP) would be prepared to control all potential temporary construction impacts. As part of the WPCP, various temporary construction site best management practices (BMPs) would be included to reduce pollutants both during and after construction to the maximum extent practicable (MEP). BMPs include job site management, concrete waste management, sediment and erosion control measures, storm drain inlet protection, etc. With implementation of these BMPs as outlined in Project Feature WQ-1, the impacts on surface and groundwater would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact – The amount of DSA as a result of the Project is estimated to be less than 1 acre under either alternative. Once constructed, the amount of new impervious surface is estimated to be minimal at less than 1 acre as well. As a result, post-construction storm water treatment measures are not required. In addition, there are no proposed dewatering activities needed during construction. There is also no temporary alteration or diversion of waterways or drainage patterns proposed during or after construction. Implementation of Project Feature WQ-1 includes BMPs related to storm drain inlet protection to reduce sediment from entering the storm drainage system. Therefore, there would be no impact to drainage patterns, groundwater supplies or groundwater discharge, and any groundwater management plans.

PFs, AMMs and/or MMs:
The Project would implement Project Feature WQ-1 to further reduce water quality impacts from construction activities (see Section 1.8 and Appendix B).

2.1.11 Land Use and Planning

CEQA Significance Determinations for Land Use and Planning

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Would the project:

a) Physically divide an established community?

No Impact – The Project would not physically divide an established community. The existing POC set to be demolished was constructed to connect Bruns Court and Montclair Park. All build alternatives propose improvements that retain or enhance connectivity between these two areas, either a new replacement POC under Build Alternatives 2 and 3 or surface street improvements along Bruns Court and La Salle Avenue under Build Alternative 4. There would be no impact.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact – The Project would not conflict with the Metropolitan Transportation Commission's Plan Bay Area 2050, Alameda County Transportation Commission's Countywide Transportation Plan, the City of Oakland's General Plan, the City of Oakland's Bicycle Plan, and other local city plans. There would be no impact to any land use plans or policies.

PFs, AMMs and/or MMs:
No impacts are anticipated; therefore, no measures are proposed.

2.1.12 Mineral Resources

CEQA Significance Determinations for Mineral Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact – There are no known mineral resources of value within the Project limits.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact – Loss of availability of any locally-important mineral resources is not anticipated in the proposed Project.

PFs, AMMs and/or MMs:
No impacts are anticipated; therefore, no measures are proposed.

2.1.13 Noise

CEQA Significance Determinations for Noise
This section summarizes the *Construction Noise Analysis* memorandum that was prepared for this project, dated April 2023.

Figure 2-18 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

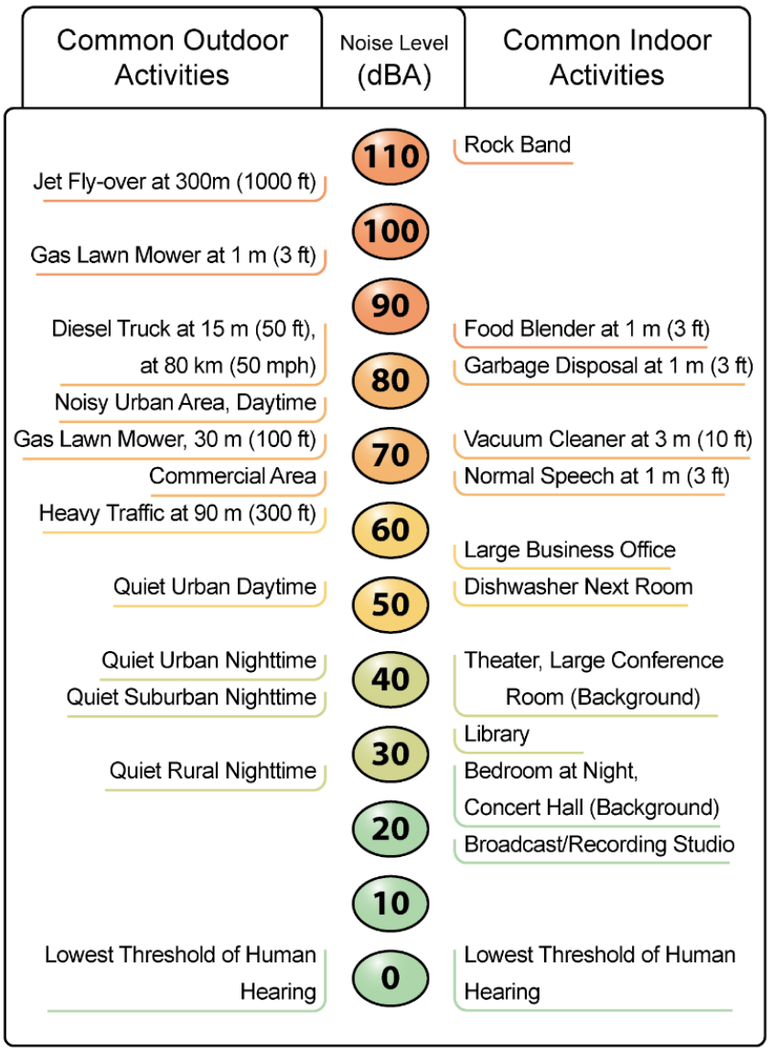

Figure 2-18. Noise Levels of Common Activities

Caltrans 2018 Standard Specifications 14-8.02 requires the maximum noise not to exceed 86 decibels (dBA) at 50 feet from the job site from 9:00 pm to 6:00 am. The memorandum identified POC demolition as the noisiest construction activity under this Project, along with sidewalk construction for Build Alternative 4. Both of these activities are anticipated to exceed 86 dBA. There are seven noise receptor sites within the Project area. Demolition work will exceed 86 dBA at the receptors closes to the existing POC, while sidewalk construction will exceed 86 dBA at the remaining four receptors along La Salle Avenue.

The following Figures 2-19 and 2-20 provide maps showing where the receptors included in Tables 4 through 6 below are located in relation to the existing POC. The receptors/monitoring sites are identified in red-colored stars within Figures 2-19 and 2-20.

Figure 2-19. Location of Project area, and nearby Sensitive Receptors along SR-13.

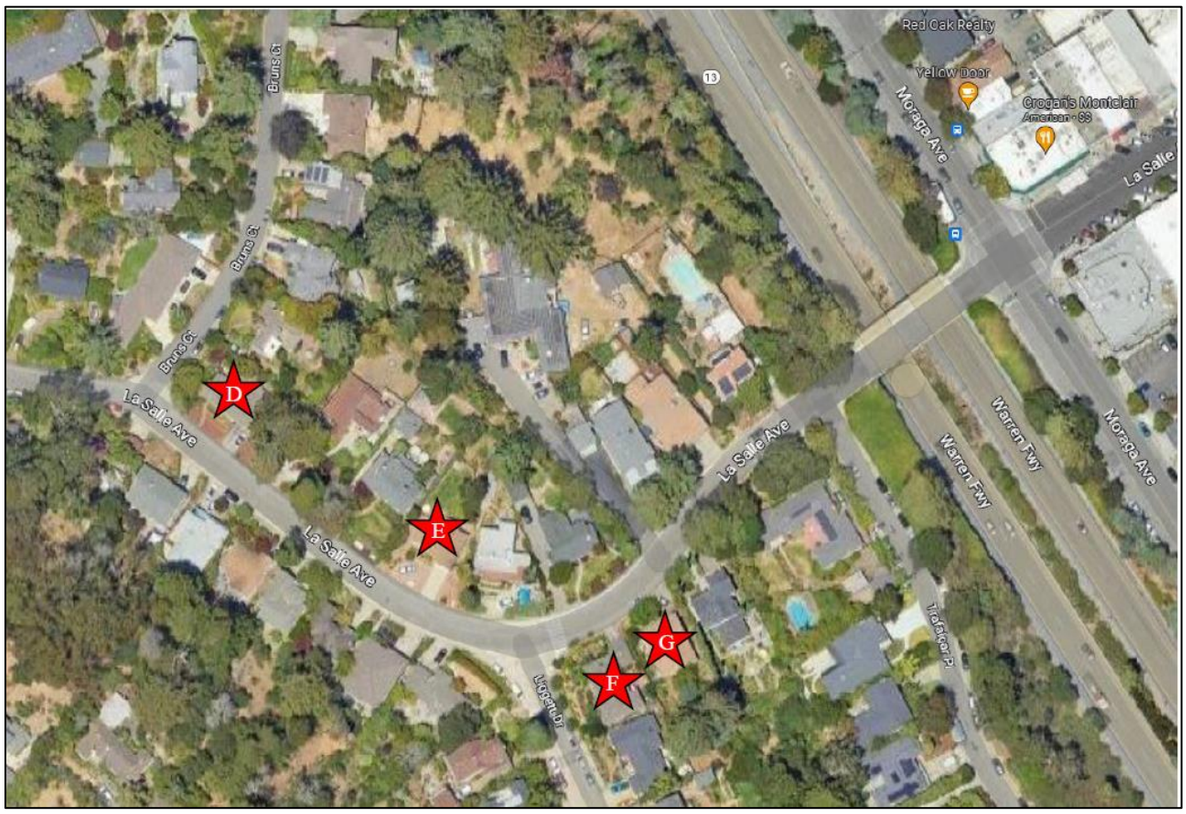

Figure 2-20. Location of Project area, and nearby Sensitive Receptors along La Salle Ave.

The Roadway Construction Noise Model (RCNM, version 1.1) was used to estimate the noise levels during construction activities.

RCNM is the Federal Highway Administration's (FHWA) national model for the prediction of construction noise. This construction noise model includes representative sound levels for the most common types of construction equipment and the estimated usage factor of each equipment. The usage factor represents the percentage of time that the equipment would be operating at full power. Vehicles and equipment likely to be used during each phase of construction were inputted into RCNM to estimate the maximum (Lmax) and the average hourly noise levels (Leq) at various distances. Lmax is the maximum noise level reached in a specific period, in this case one hour. Leq is the averaged level equivalent in energy to the time-varying noise levels within a specific period. In some instances, maximum noise levels estimated can be slightly lower than

the average noise levels. This occurs because maximum noise levels generated in short bursts by multiple pieces of construction equipment are not likely to occur at the same moment. Hourly average noise levels resulting from multiple pieces of construction equipment would be additive resulting in slightly higher calculated noise levels. While geometric spreading (increased distance) is considered in the model, noise reduction due to other factors such as ground absorption or shielding along the path are not figured in. For this reason, the model tends to overestimate the noise levels for locations at longer distance or where obstructions are present. No adjustments were made to account for the project and the residential area. This noise model is also conservative since it assumes that multiple equipment would be at the same location. For example, in the case of bridge demolition, distance is measured from the beginning or the end of the bridge to receptors for all equipment used. This does not happen in actual work since equipment would not occupy the same space at the same time, they would move around depending on task.

The noisiest construction activities that are part of this Project would be demolition of the existing POC and construction of sidewalks for Alternative 4. As shown in Tables 2 through 4 below, the predicted construction noise levels from the proposed POC demolition would exceed the Caltrans noise standard of 86 dBA Lmax at locations closer than 75 feet from demolition activity. However, as sound travels away from the source (activity) the sound level drops off at a rate of 6 dBA for each doubling of the distance. This is shown by the noise level results for the hypothetical locations of 50 feet and 100 feet away from demolition activities in Tables 2 through 4.

Table 2. Summary Construction Noise Results from RCNM for Build Alternatives 2, 3a/b & 4 (Bridge Demo Work only)

Build Alternatives 2, 3a/b & 4					
Map Label	Address	Type	Receptor Distance (ft)	Bridge Demo Work	
				Lmax (dBA)	Leq (dBA)
-	Hypothetical location at 50 ft	-	50	89.6	87.6
-	Hypothetical location at 100 ft	-	100	83.6	81.5
A	6010 Bruns Ct, Oakland, CA 94611	Residential	45	90.5	88.5
B	6025 Bruns Ct, Oakland, CA 94611	Residential	60	88.0	86.0
C	6000 Bruns Ct, Oakland, CA 94611	Residential	115	82.3	80.3

Table 3. Summary Construction Noise Results from RCNM for Build Alternatives 2 &3a/b

Build Alternatives 2 & 3							
Map Label	Address	Type	Receptor Distance (ft)	Site Prep After Demo (Including CIDH Drilling)		Bridge Building	
				Lmax (dBA)	Leq (dBA)	Lmax (dBA)	Leq (dBA)
-	Hypothetical location at 50 ft	-	50	84.4	83.1	85.0	84.8
-	Hypothetical location at 100 ft	-	100	78.3	77.0	79.0	78.7
A	6010 Bruns Ct, Oakland, CA 94611	Residential	45	85.3	84.0	85.9	85.7
B	6025 Bruns Ct, Oakland, CA 94611	Residential	60	82.8	81.5	83.4	83.2
C	6000 Bruns Ct, Oakland, CA 94611	Residential	115	77.1	75.8	77.8	77.5

Table 4. Summary Construction Noise Results from RCNM for Build Alternative 4

Build Alternative 4					
Map Label	Address	Type	Receptor Distance (ft)	Sidewalk Construction Work (Including Site Preparation)	
				Lmax (dBA)	Leq (dBA)
-	Hypothetical location at 50 ft	-	50	89.6	86.1
-	Hypothetical location at 100 ft	-	100	83.6	80.1
D	5901 La Salle Ave, Oakland, CA 94611	Residential	21	97.1	93.7
E	5939 La Salle Ave, Oakland, CA 94611	Residential	37	92.2	88.7
F	6000 La Salle Ave, Oakland, CA 94611	Residential	18	98.5	95.0
G	6014 La Salle Ave, Oakland, CA 94611	Residential	15	100.0	96.6

Table 2 shows bridge demolition work (which is common among all three build alternatives) exceeds 86 dBA at Receptors A & B. Receptors D, E, F & G are not in the vicinity of bridge demolition; therefore, they will not have noise impacts.

Table 3 shows activities involving pile driving and superstructure construction for Build Alternatives 2 & 3, which do not exceed 86 dBA at any of the receptors.

Table 4 shows activities involving sidewalk construction work for Build Alternative 4 exceeding 86 dBA at all receptors. Although the noise levels exceed 86 dBA, these construction activities are anticipated to occur during daytime, therefore the residential receptors along La Salle Ave will not be impacted.

All noise-producing activities for this project will be temporary and related to construction. As this is not a capacity-increasing project and will not add additional travel lanes, there will be no permanent impacts to noise levels within the Project area.

Would the project result in:	**Significant and Unavoidable Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact – Construction noise levels will exceed Caltrans' maximum noise limit (86 decibels [dBA]) at locations 50 feet away from construction activities, mostly for the proposed demolition of the existing POC and also for sidewalk work along La Salle Avenue. Caltrans would implement PF-NOI-1 that would restrict demolition activities to the daytime between 6 AM and 9 PM if located within 75 feet of receptors. Given the proximity of the sensitive receptors to demolition activities, Caltrans would also implement **AMM-NOI-1** which would call for the contractor to perform noise control and noise monitoring during construction.

Although the noise levels exceed 86 dBA for sidewalk construction work for Build Alternative 4, the construction activities are anticipated to occur during daytime, therefore the residential receptors along La Salle Ave will not be impacted.

Caltrans would also implement PF- NOI-2 through PF-NOI-7 at all project locations that would further minimize temporary noise impacts by conducting public outreach to the surrounding communities of the construction schedule, constructing noise barriers, locating staging areas away from sensitive receptors, and using quieter alternative method or equipment where feasible, etc.

The Project is not a capacity-increasing project and would not add additional travel lanes to local streets or to SR-13, so traffic noise levels would remain the same as existing once construction is completed. The noise impacts from this Project are due only to temporary construction activities. With implementation of the described Project Features, the Project would not expose people residing or working in the Project area to excessive noise levels during construction. The impact would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact – The Project is not located within the vicinity of an airport land use plan or within 2 miles of a public or private airport or airstrip. There would be no impact.

PFs, AMMs and/or MMs:
The Project would implement Project Feature PF-NOI-1 through PF-NOI-7 and Avoidance and Minimization MeasuresAMM-NOI-1 to further reduce noise impacts from construction activities (see Section 1.8 and Appendix B).

2.1.14 Population and Housing

CEQA Significance Determinations for Population and Housing

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact – The Project is a non-capacity increasing project and does not introduce new utilities to the area and so would not induce unplanned population growth. The Project would also not result in any property acquisitions or displacement of residents or businesses. There would be no impact.

PFs, AMMs and/or MMs:
No impacts are anticipated; therefore, no measures are proposed.

2.1.15 Public Services

CEQA Significance Determinations for Public Services

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection, police protection, schools, parks, other public facilities?

Less than Significant Impact – The Project would not result in a use that would directly or indirectly induce population and employment growth in the City of Oakland or Alameda County or permanently alter any of these public services. However, during construction of all Build Alternatives there would be necessary lane closures and detours that may temporarily impact fire protection and police services and student drop-off/pick up activities for schools in the Project area including the Montclair Elementary. These lane closures and detours may also temporarily impact access to the two parks located in the Project area. However, these temporary traffic impacts would be reduced through implementation of a TMP, PF-TRA-1, to maintain access for emergency services and provide adequate noticing and detours for the community. There would be less than significant impact.

PFs, AMMs and/or MMs:
The Project would implement Project Feature TRA-1 and Avoidance and Mitigation Measure TRA-1 through AMM-TRA-1-5 to further reduce impacts to public services from construction activities (see Section 1.8, Appendix B, and Appendix C).

2.1.16 Recreation

CEQA Significance Determinations for Recreation

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact – The Project would not increase current highway or roadway capacity or induce population and employment growth in the City of Oakland or Alameda County. The Project also does not propose any expansion of recreational facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact –The Project would result in a temporary use of Montclair Park for all Build Alternatives, as there would be temporary construction impacts during the demolition of the existing POC. For Alternatives 3a and 3b, the Project would also require temporary use of the park during the construction of the bridge, the touchdown ramp, the new staircase, and the connecting at-grade walkway. There would be no permanent impacts.

AMMs and/or MMs:
No impacts are anticipated; therefore, no measures are proposed.

2.1.17 Transportation and Traffic

The TMP for the project will be developed in the next stage of project development. The TMP will be supported by detailed traffic studies to evaluate traffic operations. The need for necessary lane closures during off-peak hours or at night, or for short-term detour routes will be identified as required.

CEQA Significance Determinations for Transportation/Traffic

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

Would the project:

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact – The Project would not conflict with any local or regional program, plan, ordinance, or policy addressing transit or bicycle and pedestrian facilities. All Project Build Alternatives would be consistent with local City of Oakland Pedestrian and Bicycle Plans. The Project would not include the addition of through traffic lanes on existing highways or roadways, so the Project would not conflict with CEQA Guidelines section 15064.3, subdivision (b). The Project would also not substantially increase any hazards

due to geometric design features; the Project would improve bicycle and pedestrian facilities through either build alternative. There would be no impact.

d) Result in inadequate emergency access?

Less than Significant Impact – The Project would not result in inadequate emergency access. There are necessary lane closures that would be needed during construction of either build alternative. However, these impacts would be temporary, and Caltrans would implement a TMP under PF-TRA-1 to minimize temporary impacts to emergency access vehicles and services. The impact would be less than significant.

PFs, AMMs and/or MMs:
The Project would implement Project Feature TRA-1 and Avoidance and Mitigation Measure TRA-1 through AMM-TRA-1-5 to further reduce impacts to public services from construction activities (see Section 1.8, Appendix B, and Appendix C).

2.1.18 Tribal Cultural Resources

CEQA Significance Determinations for Tribal Cultural Resources

Caltrans PQS initiated a search of the Sacred Land Files (SLF) and requested a list of all culturally affiliated tribes from the Native American Heritage Commission (NAHC) on May 17th, 2021. NAHC responded on July 27, 2021 with a list of eleven Native American individuals, representing eight tribes. Emails requesting input along with a project area map were sent to representatives from each of the tribes. Formal notification under Section 106 and AB 52 began with letters sent initially on June 24, 2021 to the following contacts: Andrew Galvan of the Ohlone tribe, Ann Marie Sayers of the Mustun Band of Costanoan, Charlene Nijmeh and Monica Arellano of the Muwekma Ohlone Tribe of SF Bay Area, Corrina Gould of the Confederated Villages of Lisjan, Kanyon Sayers-Rood of the Indian Canyon Mutsun Band of Costanoan, Irene Zwierlein of the Amah Mutsun, Kenneth Woodrow of the Wuksache/Eshom Valley tribe, and Timothy and Katherine Perez of the North Valley Yokuts tribe. No comments have been received from any contacted individuals.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	**Significant and Unavoidable Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact – No known tribal cultural resources were identified within the Project sites and APE. Through coordination efforts with Tribal representatives, no concerns have been raised. If the Project changes, OCRS would notify Tribal representatives. Caltrans would implement PF-CUL-1 and CUL-2 that would halt all construction activities if previously unidentified human remains or cultural resources are unearthed during construction until a qualified archaeologist can assess the discovery.

PFs, AMMs and/or MMs:
The Project would implement Project Features CUL-1 through CUL-2 to further reduce cultural impacts from construction activities (see Section 1.8 and Appendix B).

2.1.19 Utilities and Service Systems

CEQA Significance Determinations for Utilities and Service Systems

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals??	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact – Utility relocation is anticipated for all three Build Alternatives. A 16-inch East Bay Municipal Utility District (EBMUD) water line and a communication line run across the area between SR-13 and Moraga Avenue. For Alternatives 2 and 3a/b, trenching will be required to establish a new service point for

the new POC lighting system, which will require trenching. The new POC lighting system will involve a new service cabinet, pull boxes and conduit, and conductors. For Alternative 4, the construction of the bulb-outs and sidewalks will require utility relocation due to the proximity and density of observed manholes and utilities nearby. The traffic signals near the proposed improvements along La Salle Avenue are anticipated to be modified/relocated to ensure compliance with ADA requirements for the sidewalk/bulb-outs. The existing service point will be used, but a new service cabinet will be needed for the new city lighting system. This service point replacement will also involve trenching, new service cabinet, new pull boxes and conduit, and conductors.

Caltrans would notify utility owners of the project construction schedule under Project Feature UTIL-2. The relocation of utilities in the Project site would not result in access limitations and the Project itself would not directly increase the number of residents in the area. The impact would be less than significant.

b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact – The Project would not directly increase the number of residents in the area because residential land uses are not proposed. The Project would not increase the demand for additional water or wastewater treatment. The Project also would not generate excess solid waste or interfere with solid waste-related regulations.

PFs, AMMs and/or MMs:
The Project would implement Project Features UTIL-1 through PF-UTIL-2 to further reduce utility and service system impacts from construction activities (see Section 1.8 and Appendix B).

2.1.20 Wildfire

CEQA Significance Determinations for Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact - The Project would not result in impairment of an adopted emergency response plan or emergency evacuation plan. However, construction of either build alternative would require lane closures that may pose traffic impacts to emergency services in the area. However, these impacts would be temporary, and Caltrans would implement a TMP under PF-TRA-1 to minimize temporary impacts to emergency access vehicles and services. The impact would be less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities)

that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact - The Project is not located in areas classified as being very high fire severity zones. The Project would also not require any installation of infrastructures that may exacerbate fire risks or pose ongoing impacts to the environment. The Project would not expose to other risks such as flooding or landslides. There would be no impact.

PFs, AMMs, and/or MMs:

The Project would implement Project Features TRA-! to further reduce wildfire impacts from construction activities (see Section 1.8 and Appendix B).

2.1.21 Mandatory Findings of Significance

CEQA Significance Determinations for Mandatory Findings of Significance

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact – As described above, there are no suitable habitats or special-status plant or animal species expected to occur with the Biological Study Area (BSA). Migratory birds have to potential to occur within the BSA, but the Project would implement PF- BIO-1 that would require pre-construction bird surveys prior to construction, non-disturbance buffers around any active nests found, and that

vegetation removal be avoided during the nesting season. PF-BIO-2 through BIO-8 would further reduce impacts to natural communities, plant and animal species, and other biological resources during construction. Section 2.2.5, Cultural Resources, states that there are no historic properties or archaeological resources within the APE prepared for the Project. The Project still includes PF- CUL-1 and PF-CUL-2 to halt all construction activities in the event that human remains or other cultural resources are found until an archaeologist can assess the discovery. With implementation of these Project Features found in Appendix B, impacts would be reduced to a less than significant level.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact – The Project proposes improvements to existing transportation infrastructure within the Project area. With incorporation of Project Features and avoidance and minimization measures, construction and operation of the Project under either alternative would not result in a substantial contribution to a cumulatively considerable impact.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact with Mitigation Incorporated – The Project would not result in significant environmental impacts with implementation of Project Features and several avoidance and minimization measures. The Project Features and AMMs identified in Appendix B and Appendix C would address the potential impacts of the Project that could affect human beings. PF-HAZ-1 through PF-HAZ-3 would address potential impacts from hazardous wastes and materials generated during construction, while PF-NOI-1 through PF-NOI-6 would also address the potential noise impacts during construction. While this Project is exempt from determining air quality conformity per 40 CFR 93.123 and so would not result in impacts to air quality, the Project would still incorporate PF-AIR-1 through PF-AIR-4 to control dust and other impacts to air quality. This Project would incorporate AMM-AES-1 through AMM-AES-6 to minimize impact to aesthetics. With implementation of the Project Features and AMMs included in Appendix B and C, respectively, the Project would not have a substantial direct or indirect impact on the human environment, and impacts would be less than significant.

2.2 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF6), and various hydrofluorocarbons (HFCs). CO2 is the most abundant GHG; while it is a naturally occurring and necessary component of Earth’s atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO2.

The impacts of climate change are already being observed in the form of sea level rise, drought, more intense heat, extended and severe fire seasons, and historic flooding from changing storm patterns. Both mitigation and adaptation strategies are necessary to address these impacts. The most important mitigation strategy is to reduce GHG emissions. In the context of climate change (as distinct from CEQA and NEPA), “mitigation” involves actions to reduce GHG emissions or to enhance the “sinks” that store them (such as forests and soils) to lessen adverse impacts. “Adaptation” is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

2.2.1 Regulatory Setting

This section outlines state efforts to comprehensively reduce GHG emissions from transportation sources.

Federal

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2022). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values— "the triple bottom line of sustainability" (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

The federal government has taken steps to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) as amended by the Energy Independence and Security Act (EISA) of 2007; and Corporate Average Fuel Economy (CAFE) Standards. This act established fuel economy standards for on-road motor vehicles sold in the United States. The U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) sets and enforces the CAFE standards based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation's energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014).

U.S. EPA published a final rulemaking on December 30, 2021, that raised federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026, increasing in stringency each year. The updated GHG emissions standards will avoid more than 3 billion tons of GHG emissions through 2050. In April 2022, NHTSA announced corresponding new fuel economy standards for model years 2024 through 2026, which will reduce fuel use by more than 200 billion gallons through 2050 compared to the old standards and reduce fuel costs for drivers (U.S. EPA 2022a; NHTSA 2022).

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs) including, but not limited to, the following:

EO S-3-05 (June 1, 2005): The goal of this EO is to reduce California's GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

Assembly Bill (AB) 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (ARB) create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the governor's 2030 and 2050 GHG reduction goals.

Senate Bill (SB) 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

SB 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to identify strategies to address California's climate change goals under AB 32.

EO B-16-12 (March 2012) orders State entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons

of carbon dioxide equivalent (MMTCO2e). [GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO2 is the most important GHG, so amounts of other gases are expressed relative to CO2, using a metric called "carbon dioxide equivalent," or CO2e. The global warming potential of CO2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO2.] Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, Safeguarding California, every 3 years, and to ensure that its provisions are fully implemented.

SB 32, Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

SB 1386, Chapter 545, 2016, declared "it to be the policy of the state that the protection and management of natural and working lands … is an important strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands."

SB 743, Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles traveled, to promote the state's goals of reducing greenhouse gas emissions and traffic related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

SB 150, Chapter 150, 2017, Regional Transportation Plans: This bill requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

EO B-55-18 (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.

AB 1279, Chapter 337, 2022, The California Climate Crisis Act: This bill mandates carbon neutrality by 2045 and establishes an emissions reduction target of 85% below 1990 level as part of that goal. This bill solidifies a goal included in EO B-55-18. It requires ARB to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in California, as specified.

2.2.2 Environmental Setting

The proposed project is in an urban area of Alameda County within the City of Oakland, along SR-13 and local streets including Moraga Avenue, Bruns Court, and La Salle Avenue. The Project area is a transportation corridor surrounded by land uses that are built out, consisting of mainly residential and commercial land uses with medium to high density.

Bicycle facilities within the study area include Moraga Avenue and Mountain Boulevard, identified by OakDOT's Bicycle and Pedestrian Program as "bikeways" (OakDOT 2021). Mountain Boulevard, considered a neighborhood bike route, does not feature any pavement markings, such as striping or the shared lane symbols, to indicate the street as a bikeway. However, a bike wayfinding sign project is in design for Mountain Boulevard, just north of the project area. The Mountain Boulevard bikeway also becomes a designated bike path on Montclair Railroad Trail, starting at the eastern end of Medau Place and routing south to run parallel to Shepherd Canyon Road. Moraga Avenue does not feature roadway markings until Estates Drive. From Estates Drive to Blair Park, outside of the study area, Moraga Avenue features sharrows, or shared lane markings on the pavement that indicate shared use between motor vehicles and bicyclists. Moraga Avenue also features "Bicycle Route Number Market" signs that designate it as a bikeway. Bike traffic on both Mountain Boulevard and Moraga Avenue must share the road with automobiles. No bicycle facilities are provided on adjacent local streets.

Pedestrian facilities in the study area include the Bruns Court POC, sidewalks along Moraga Avenue, Mountain Boulevard, La Salle Avenue, and all the local streets within the Montclair Village commercial district. The rest of the study area zoned for Hillside Residential, however, lacks pedestrian facilities. Most streets within these sections of the study area only feature facilities for vehicular use. If sidewalks are present on these local streets, gaps are present, as sidewalks will start and end abruptly in the middle or end of the streets. Bruns Court is one example of a residential street that does not feature pedestrian facilities outside of the stairway that leads to the existing POC at the end of the court.

There are also public transportation alternatives within the Project area. AC Transit bus service operates along Moraga Avenue.

The Metropolitan Transportation Commission's Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), also known as Plan Bay Area 2050, guides transportation and housing development in Alameda County and the larger San Francisco Bay Area. The City of Oakland's Equitable Climate Action Plan addresses GHGs and air pollution in the Project area.

GHG Inventories

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand

how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state, as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate actin plans.

National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total GHG emissions from all sectors in 2020 were 5,222 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. Of these, 79 percent were CO2, 11 percent were CH4, and 7 percent were N2O; the balance consisted of fluorinated gases. Total GHGs in 2020 decreased by 21% from 2005 levels and 11% from 2019. The change from 2019 resulted primarily from less demand in the transportation sector during the COVID-19 pandemic. The transportation sector was responsible for 27 percent of total U.S. GHG emissions in 2020, more than any other sector (Figure 2-21), and for 36% of all CO2 emissions from fossil fuel combustion. Transportation CO2 emissions for 2020 decreased 13 percent from 2019 to 2020, but were 7 percent higher than transportation CO2 emissions in 1990 (Figure 2-21) (U.S. EPA 2022b).

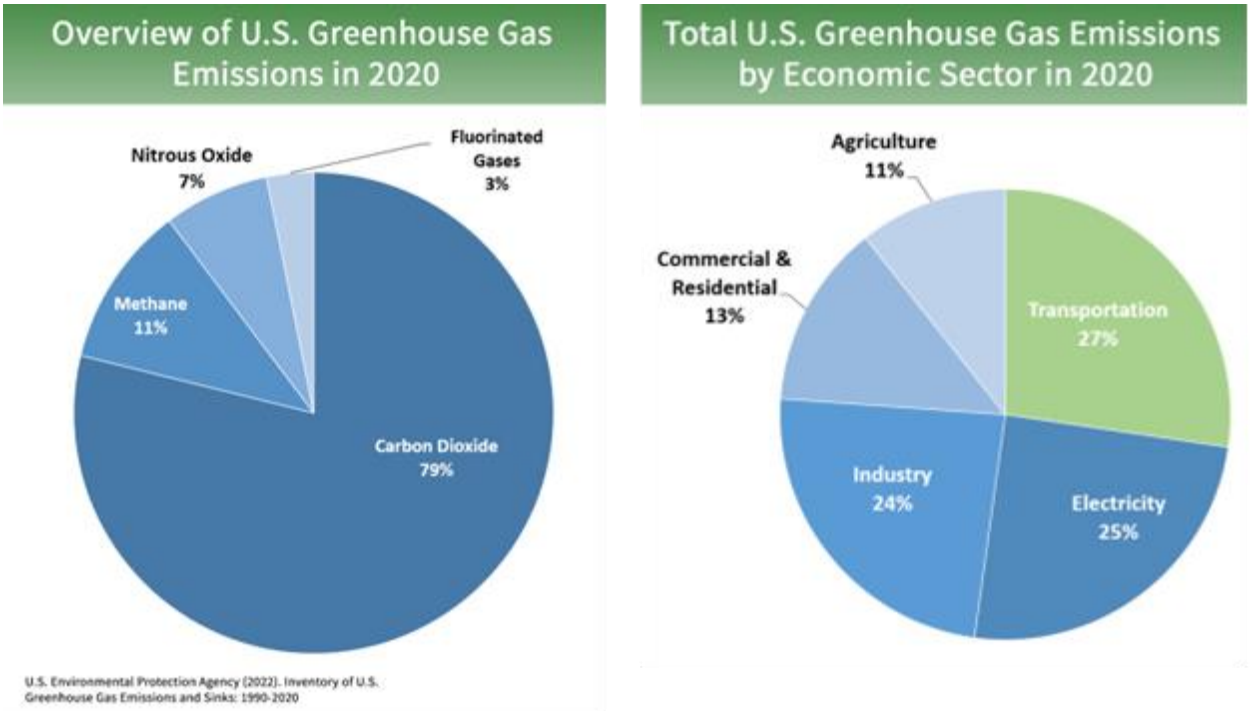

Figure 2-21. U.S. 2020 Greenhouse Gas Emissions (Source: U.S. EPA 2022b).

State GHG Inventory

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes

and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. The 2022 edition of the GHG emissions inventory reported emissions trends from 2000 to 2020. Total California emissions in 2020 were 369.2 MMTCO2e, a reduction of 35.3 MMTCO2e from 2019 and 61.8 MMTCO$_2$e below the 2020 statewide limit of 431 MMTCO$_2$e. Much of the decrease from 2019 to 2020, however, is likely due to the effects of the COVID-19 pandemic on the transportation sector, during which vehicle miles traveled declined under stay-at-home orders and reductions in goods movements. Nevertheless, transportation remained the largest source of GHG emissions, accounting for 37 percent of statewide emissions (Figure 2-22). Including upstream emissions from oil extraction, petroleum refining, and oil pipelines in California, transportation was responsible for about 47 percent of statewide emissions in 2020; however, those emissions are accounted for in the industrial sector.) California's gross domestic product (GDP) and GHG intensity (GHG emissions per unit of GDP) both declined from 2019 to 2020 (Figure 2-23). It is expected that total GHG emissions will increase as the economy recovers over the next few years (ARB 2022a).

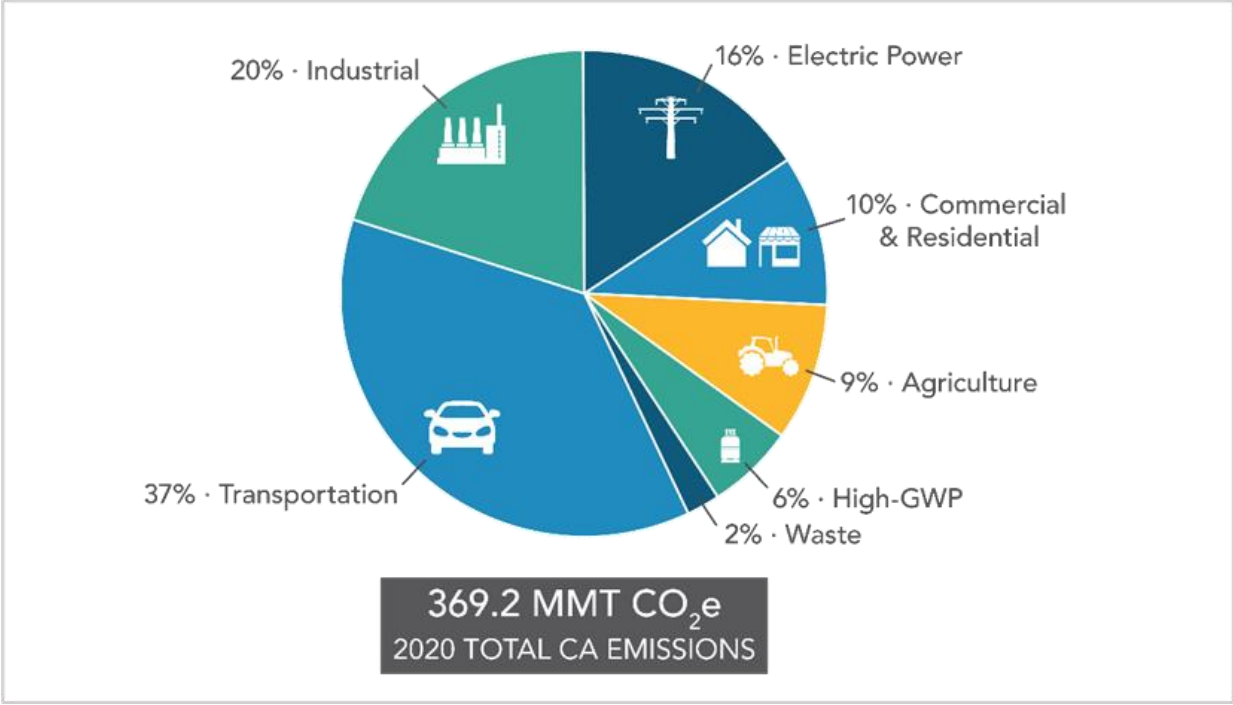

Figure 2-22. California 2020 Greenhouse Gas Emissions by Scoping Plan Category (Source: ARB 2022a).

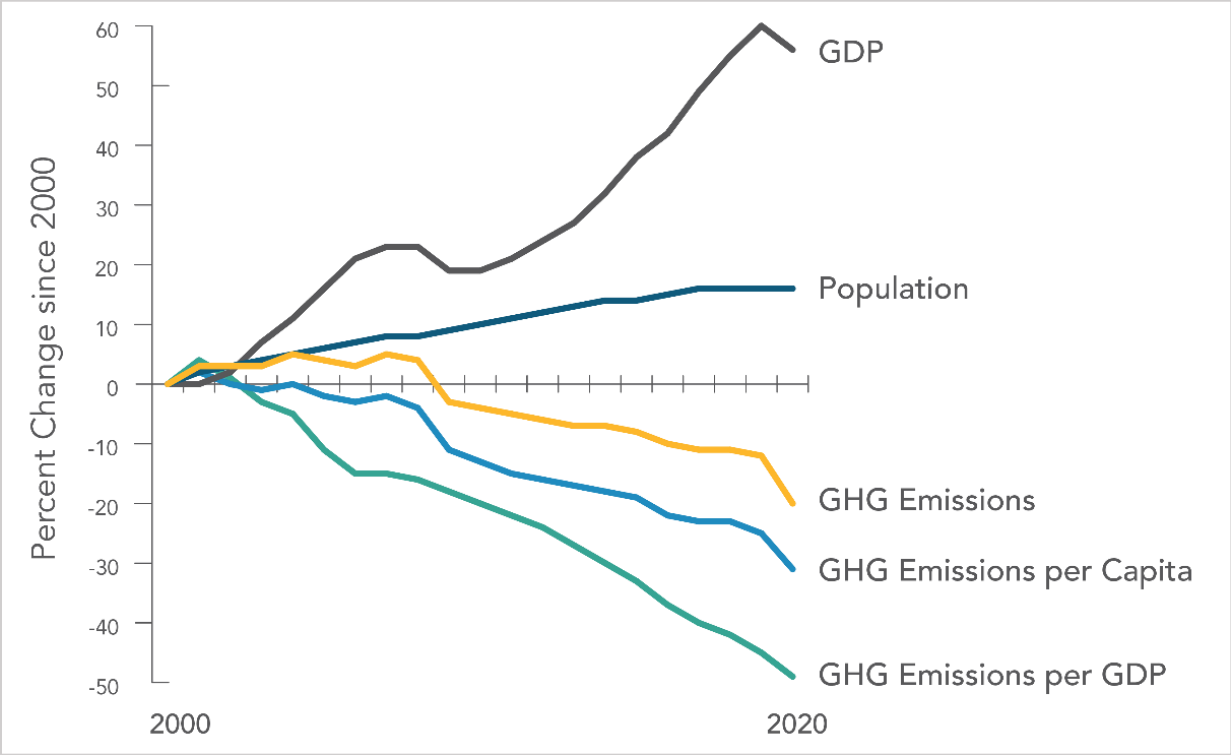

Figure 2-23. Change in California GDP, Population, and GHG Emissions since 2000 (Source: ARB 2022a).

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. ARB adopted the first scoping plan in 2008. The second updated plan, *California's 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The Draft 2022 Scoping Plan Update additionally lays out a path to achieving carbon neutrality by 2045 (ARB 2022b).

Regional Plans

ARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for the Metropolitan Transportation Commission (MTC). The regional reduction target for MTC is 19 percent by 2035 (ARB 2022c).

Table 5. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) - Plan Bay Area 2050 (adopted October 2021)	Expand commute trip reduction programs at major employers Expand clean vehicle initiatives Expand transportation demand management initiatives Build a Complete Streets network Advance regional Vision Zero policy through street design and reduced speeds Enhance local transit frequency, capacity, and reliability Expand and modernize the regional rail network Build an integrated regional express lanes and express bus network
City of Oakland - 2030 Equitable Climate Action Plan [ECAP] (adopted in Jul 2020)	Shift to 100% carbon-free energy Eliminate fossil fuels from building heating systems Improve building insulation and windows Significantly shift people away from private auto trips Accelerate the electrification of vehicles

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH_4 and N_2O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself.” (Cleveland National Forest Foundation *v.* San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512). In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable” (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions
The purpose of the proposed Project is to address the seismic performance of the Bruns Court POC and maintain connectivity for pedestrians between Bruns Court and the Montclair Park on Moraga Avenue. The Project would not result in increased vehicle capacity of either SR-13 or surrounding local roadways. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR-13 or local roads within the City of Oakland, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions
Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. Use of long-life pavement, improved traffic management plans, and changes in materials, can also help offset emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Caltrans prepared a Construction Greenhouse Gas (GHG) Analysis (Caltrans 2023b) for the Project. The results of the GHG emissions analysis are shown below in Table 3.2-2. Each type of GHG is converted to CO2e, or carbon dioxide equivalent, by multiplying by their global warming potential (GWP). Specifically, GWP is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of carbon dioxide (CO2). This allows for comparisons of the global warming impacts of different gases. The construction-related GHG emissions were calculated using the Road Construction Emissions Model version 8.1.0, provided by the Sacramento Air Quality Management District. Construction emissions would total approximately 833.64 tons for Build Alternative 2, 809.09 tons for Build Alternative 2, and 319.71 tons for Build Alternative 4.

Table 6. Summary of Construction-related GHG Emissions

Build Alternatives	CO_2 (tons)	CH_4 (tons)	N_2O (tons)	Total CO_2e (metric tons)
Build Alternative 2	901.44	0.14	0.04	**833.64**

Build Alternatives	CO_2 (tons)	CH_4 (tons)	N_2O (tons)	Total CO_2e (metric tons)
Build Alternative 3a/b	876.74	0.14	0.04	**809.09**
Build Alternative 4	349.47	0.07	0.00	**319.71**

Notes:
CH_4 = methane
CO_2 = carbon dioxide
CO_2e (MT) = carbon dioxide equivalent (metric tons)
N_2O = nitrous oxide

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7-1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions. Some construction best management practices (BMPs) that would be implemented include providing regular vehicle and equipment maintenance, limiting idling of vehicles and equipment at the job site, recycling nonhazardous waste and excess material, and using solar-powered signal boards if feasible.

2.2.3 CEQA Conclusion

While the proposed Project would result in GHG emissions during construction, it is anticipated that the project would not result in any increase in operational GHG emissions. The proposed Project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction GHG reduction measures, the impact would be less than significant. Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

GREENHOUSE GAS REDUCTION STRATEGIES

Statewide Efforts
In response to AB 32, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors, to take California into a sustainable, low-carbon and cleaner future, while maintaining a robust economy (ARB 2022d).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor's Office of Planning and Research identified five sustainability pillars in a 2015 report: (1) Increasing the share of renewable energy in the State's energy mix to at least 50 percent by 2030; (2) Reducing petroleum use by up to 50 percent by 2030; (3) Increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) Reducing emissions of short-lived climate pollutants; and (5) Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (OPR 2015). OPR later added strategies related to achieving statewide carbon neutrality by 2045 in accordance with EO B-55-18 and AB 1279 (OPR 2022).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). Reducing today's petroleum use in cars and trucks is a key state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency (2022a) released *Natural and Working Lands Climate Smart Strategy*, with a focus on nature-based solutions.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

CLIMATE ACTION PLAN FOR TRANSPORTATION INVESTMENTS

The California Action Plan for Transportation Infrastructure (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG

emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

CALIFORNIA TRANSPORTATION PLAN

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

CALTRANS STRATEGIC PLAN

The *Caltrans 2020–2024 Strategic Plan* includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

CALTRANS POLICY DIRECTIVES AND OTHER INITIATIVES

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a Department policy to ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Greenhouse Gas Emissions and Mitigation Report* (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions. The report documents and evaluates current Caltrans procedures and activities that track and reduce GHG emissions and identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Departmental and State goals.

Project-Level GHG Reduction Strategies

The following measures would also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

Construction contractors would comply with Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Some construction best management practices (BMPs) that would be implemented, as part of PF-GHG-1, include providing regular vehicle and

equipment maintenance, limiting idling of vehicles and equipment at the job site, recycling nonhazardous waste and excess material, and using solar-powered signal boards if feasible. As outlined in Appendix B, the project would also implement Project PF-AIR-1 through AIR-4 to reduce construction-related emissions. MM-AES-1 through MM-AES-2 requires Caltrans to minimize vegetation removal and engage in replacement tree and vegetation planting. Likewise, PF-BIO-10 also requires vegetation replanting with native species. Project Features are included in Appendix B while MMs are included in Appendix C.

ADAPTATION

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under NEPA Assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the "human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways."

The U.S. DOT Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions" (U.S. DOT 2011). The U.S. DOT Climate Action Plan of August 2021 followed up with a statement of policy to "accelerate reductions in greenhouse gas emissions from the transportation sector and make our transportation infrastructure more climate change resilient now and in the future," following this set of guiding principles (U.S. DOT 2021):

- Use best-available science
- Prioritize the most vulnerable
- Preserve ecosystems

- Build community relationships
- Engage globally

U.S. DOT developed its climate action plan pursuant to the federal EO 14008, *Tackling the Climate Crisis at Home and Abroad* (January 27, 2021). EO 14008 recognized the threats of climate change to national security and ordered federal government agencies to prioritize actions on climate adaptation and resilience in their programs and investments (White House 2021).

FHWA order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events,* December 15, 2014) established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2019).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of state policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) is the state's effort to "translate the state of climate science into useful information for action." It provides information that will help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The State's approach recognizes that the consequences of climate change occur at the intersections of people, nature, and infrastructure. The Fourth Assessment reports that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience a 2.7 to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures, with impacts on agriculture, energy demand, natural systems, and public health; a two-thirds decline in water supply from snowpack and water shortages that will impact agricultural production; a 77% increase in average area burned by wildfire, with consequences for forest health and communities; and large-scale erosion of up to 67% of Southern California beaches and inundation of billions of dollars' worth of residential and commercial buildings due to sea level rise (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

In 2008, then-governor Arnold Schwarzenegger recognized the need when he issued EO S-13-08, focused on sea level rise. Technical reports on the latest sea level rise science were first published in 2010 and updated in 2013 and 2017. The 2017

projections of sea level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018. This EO also gave rise to the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan), which addressed the full range of climate change impacts and recommended adaptation strategies. The Safeguarding California Plan was updated in 2018 and again in 2021 as the *California Climate Adaptation Strategy*, incorporating key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio*, and the CAPTI (described above). Priorities in the 2021 California Climate Adaptation Strategy include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, nature-based climate solutions, use of best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2022b).

EO B 30 15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change in addition to sea level rise also threaten California's infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published Planning and Investing for a Resilient California: A Guidebook for State Agencies in 2017, to encourage a uniform and systematic approach.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group to help actors throughout the state address the findings of California's Fourth Climate Change Assessment. It released its report, Paying it Forward: The Path Toward Climate-Safe Infrastructure in California, in 2018. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts (Climate Change Infrastructure Working Group 2018).

Caltrans Adaptation Efforts

CALTRANS VULNERABILITY ASSESSMENTS

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

Project Adaptation Analysis

Sea Level Rise

The proposed Project is outside the coastal zone and not in an area subject to sea level rise. Accordingly, direct impacts to transportation facilities due to projected sea level rise are not expected.

Floodplains

The Project is not located within base floodplains. Accordingly, direct impacts to transportation facilities due to flooding are not anticipated.

Wildfire

The project is not located within a very high fire hazard severity zone. The proposed Project is not likely to be subject to effects of wildfire that could occur under climate change.

Temperature

The Caltrans District 4 Climate Change Vulnerability Assessment does not indicate temperature changes during the project's design life that would require adaptive changes in pavement design or maintenance practices.

CHAPTER 3 Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

3.1 Native American Tribal Coordination

Caltrans PQS initiated a search of the Sacred Land Files (SLF) and requested a list of all culturally affiliated tribes from the Native American Heritage Commission (NAHC) on May 17th, 2021. NAHC responded on July 27, 2021, with a list of eleven Native American individuals, representing eight tribes. Emails requesting input along with a project area map were sent to representatives from each of the tribes. Formal notification under Section 106 and AB 52 began with letters sent initially on June 24, 2021 to the following contacts: Andrew Galvan of the Ohlone tribe, Ann Marie Sayers of the Mustun Band of Costanoan, Charlene Nijmeh and Monica Arellano of the Muwekma Ohlone Tribe of SF Bay Area, Corrina Gould of the Confederated Villages of Lisjan, Kanyon Sayers-Rood of the Indian Canyon Mutsun Band of Costanoan, Irene Zwierlein of the Amah Mutsun, Kenneth Woodrow of the Wuksache/Eshom Valley tribe, and Timothy and Katherine Perez of the North Valley Yokuts tribe. No comments have been received from any contacted individuals.

3.2 Local Agency Coordination

In order to increase cooperation with local agency partners and the community as well as gather input on the proposed Project, Caltrans initiated early coordination with City of Oakland staff. Caltrans provided City of Oakland staff an initial overview of the Project in a meeting on August 10, 2021. The purpose of the meeting was to engage in a partnership with the City to increase community engagement efforts to inform development of project build alternatives that would be context and community sensitive. Caltrans provided a presentation on the Project to City staff and answered any questions. City staff provided Caltrans with a list of contacts for the Oakland Department of Parks, Recreation, and Youth and for Montclair Park. Through subsequent meetings, Caltrans and the City of Oakland further developed the three alternatives presented in this document.

3.3 Public Information Meetings

Montclair Community
Caltrans partnered with the Montclair Community to hold a virtual public informational meeting for the Project on December 2, 2021. The purpose of this meeting was to

introduce the public to the proposed Project, gather community input on the proposed alternatives, and provide an opportunity for the community to ask questions about the Project. After the presentation of the four alternatives, including the now-eliminated Alternative 1 and original Alternative 3, the community was able to engage in a question and answer with Caltrans staff. The majority of attendees were in favor of the original Alternative 3. As discussed in Section 1.6 and 1.7, the original Alternative 3 presented to the public showed a switchback structure within Montclair Park, rather than the current touchdown structure just outside the park. Some attendees liked the street improvements in Alternative 4 but wanted to see more safety items included. Many said that Alternatives 1 and 2 were not safe, for the sole reason that people will need to cross Moraga Avenue at-grade. Many expressed that crossing the busy La Salle Avenue-Moraga Avenue intersection is unsafe. The tallies taken at the meeting were as follows:

- There were 8 comments regarding LaSalle being unsafe for pedestrians.
- There were 10 comments wanting heavy safety features on LaSalle if the POC was not replaced.
- There were 2 comments wanting an elevator-like platform to lift people up from Moraga to Bruns Court.
- All in all, there were no votes for Alternatives 1 and 2; 10 positives vote for Alternative 3, and 5 positive votes for Alternative 4

Montclair Elementary School
On August 15, 2022, Caltrans staff met with David Kloker, the principal of the Montclair Elementary School. The school houses approximately 600 students. Mr. Kloker noted that many parents use Moraga Avenue to pick up and drop off students, and traffic frequently backs up on Mountain Boulevard. A good number of parents and students regularly use the park entrance to access the school, although some paths in the park are in disrepair and make it difficult for wheelchair access. The school frequently uses the park for school outings, with older students using the north side of the duck pond, and younger students using the playground. There are also soccer activities north of the proposed ramp. Mr. Kloker noted his support of Alternative 3 and also stated that if Alternative 2 was chosen, a stoplight would be preferred for safe pedestrian crossing of Moraga Avenue.

Following circulation of the Draft Environmental Document (DED), another public meeting will be held by Caltrans during the public comment period.

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CHAPTER 4 List of Preparers

The following Caltrans staff and consultants contributed to the preparation and review of this IS-MND and are included below in Table 4.

Table 7. List of Preparers and Reviewers

Agency/Company	Name	Role
Environmental Analysis		
Caltrans	Maxwell Lammert	Office Chief, Office of Environmental Analysis
Caltrans	Wahida Rashid	Branch Chief, Alameda and Contra Costa, Environmental Analysis
Caltrans	Lily Mu	Environmental Scientist, Environmental Analysis
Aesthetics		
Caltrans	Lydia Mac	Branch Chief, Office of Landscape Architecture
Caltrans	Elizabeth Bokulich	Landscape Architect
Air Quality/Noise		
Caltrans	Shilpa Mareddy	Branch Chief, Air and Noise
Caltrans	Radhika Mothkuri	Transportation Engineer, Air and Noise
Biology		
Caltrans	Matthew Rechs	Branch Chief, Office of Biological Science and Permits
Cultural Resources		
Caltrans	Helen Blackmore	Branch Chief, Architectural History
Caltrans	Kathryn Rose	Branch Chief, Archaeology
Caltrans	Charles Palmer	Associate Environmental Planner (Architectural History)
Caltrans	Alvin Rosa-Figueroa	Associate Environmental Planner (Archaeology)
Geology and Soils		
Caltrans	Tim Pokrywka	Office Chief, Geotechnical Design
Caltrans	Christopher Risden	Branch Chief, Office of Geotechnical Design
Caltrans	Tung Nguyen	Geotechnical Engineer
Caltrans	Chris McMahon	Engineering Geologist
Hydrology and Water Quality		
Caltrans	Khai Leong	Office Chief, Office of Hydraulic Engineering

Agency/Company	Name	Role
Caltrans	Guang-Ru Li	Branch Chief, Alameda County, Office of Hydraulic Engineering
Caltrans	Mojgan Osooli	Branch Chief, Office of Water Quality
Caltrans	Nick Toy	Hydraulics
Caltrans	Ganga Tripathi	Transportation Engineer, Water Quality
Pedestrian and Bicycle		
Caltrans	Gregory Currey	Branch Chief, Pedestrian and Bicycle Branch
Caltrans	Hunter Oatman-Stanford	Transportation Planner, Pedestrian and Bicycle Branch
Right of Way		
Caltrans	David Mars	Associate Right-of-Way Agent
Traffic Safety		
Caltrans	Allan Trejo Castro	Traffic Safety
Utilities		
Caltrans	Bryan Chew	Utilities Engineer
Design		
Caltrans	Wajahat Nyaz	District Division Chief – Design East Region
Caltrans	Vince Bonner	Design Senior, Design Alameda County
Caltrans	Benjamin Choy	Transportation Engineer, Design Alameda County
Caltrans	Daniel Eggers	Structures Design
Caltrans	Jay Fong	Project Engineer, Design Alameda County
Caltrans	Marc Friedheim	Senior, Structures Design
Caltrans	Kendall Kitamura	Design Senior, Design Alameda County
Caltrans	Pierre Lasalle	Electrical Engineer
Caltrans	Thomas Mar	Senior Design
Caltrans	Dennis Ocampo	Project Engineer, Design Alameda County
Caltrans	Eric Urmeneta	Senior Bridge Engineer, Bridge Construction
Project Management		
Caltrans	Michael Nguyen	Project Manager, Project Management
Caltrans	Jack Siauw	Project Manager, Project Management
Caltrans	Nick Horng	Assistant Project Manager, Project Management
Caltrans	Mahady Sarwary	Associate Environmental Planner, Environmental Program Project Management
Caltrans	Hubert Wong	Program Advisor
AECOM		

Agency/Company	Name	Role
AECOM	Daniel Blair	Landscape Designer
AECOM	Superna Mehta	Landscape Designer
AECOM	J. George Strnad	Landscape Architect
City of Oakland		
City of Oakland	Jessica Bustos	Recreation Center Director, Oakland Parks, Recreation, and Youth
City of Oakland	Joe DeVries	Director of Interdepartmental Operations
City of Oakland	Maribel Lopez	Recreation Supervisor, Oakland Parks, Recreation, and Youth
City of Oakland	Jason Patton	Bicycle & Pedestrian Program Supervisor
City of Oakland	Hank Phan	Capital Improvements Project Coordinator
Kleinfelder		
Kleinfelder	Cherish Cartagena	Biologist
Kleinfelder	Justin Castells	Architectural Historian
Kleinfelder	Denis Coghlan	Biologist
Kleinfelder	Amanda Jones Taylor	Architectural Historian (Section 4(f))
Kleinfelder	Meera Velu	Associate Environmental Planner
Kleinfelder	Claire Yancey	Associate Environmental Planner

CHAPTER 5 Distribution List

Federal Agencies
U.S. Fish and Wildlife Service (USFWS)
2800 Cottage Way W-2605
Sacramento, CA 95825

U.S. Army Corps of Engineers (USACE)
450 Golden Gate Ave, 4th Floor
San Francisco, CA 94102

National Marine Fisheries Services (NMFS)
777 Sonoma Avenue Room 325
Santa Rosa, CA 95404

State Agencies
California Air Resources Board (CARB)
1001 I Street, Suite 2828
P.O. Box 2815
Sacramento, CA 95814

California Department of Conservation
801 K Street, MS 24-01
Sacramento, CA 95814
California Department of Fish & Wildlife (CDFW), Region 3
2825 Cordelia Road, Suite 100
Fairfield, CA 94534

California Department of Toxic Substances Control
P.O. Box 806
Sacramento, CA 95812-0806

California Native American Heritage Commission (NAHC)
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691

California Natural Resources Agency
1416 9th Street, Suite 1311
Sacramento, CA 958114

California Transportation Commission
1120 N Street
Sacramento, CA 95814

Office of Planning and Research

P.O. Box 3044
Sacramento, CA 95812-3044

San Francisco Bay Regional Water Quality Control Board
1515 Clay Street, Suite 1400
Oakland, CA 94612

State Clearinghouse, Executive Officer
1400 Tenth Street, Room 156
P.O. Box 3044
Sacramento, CA 95812

State Water Resources Control Board Water Quality Division
1001 I Street
Sacramento, CA 95814

Regional and Local Agencies
Alameda-Contra Costa Transit District (AC Transit)
1600 Franklin Street
Oakland, CA 94612

Association of Bay Area Governments (ABAG)
375 Beale Street
San Francisco, CA 94105

Bay Area Air Quality Management District (BAAQMD)
Chief Executive Officer
375 Beale Street, Suite 600
San Francisco, CA 94105

Metropolitan Transportation Commission (MTC)
375 Beale Street
San Francisco, CA 94105

Federal and Statewide Elected Officials
The Honorable Dianne Feinstein
United States Senate
One Post Street, Suite 2450
San Francisco, CA 94104

The Honorable Alex Padilla
United States Senate
333 Bush Street, Suite 3225
San Francisco, CA 94101

The Honorable Barbara Lee

United States House of Representatives (CA-12)
1 Kaiser Plaza, Suite 1010
Oakland, CA 94612

The Honorable Nancy Skinner
California State Senate, District 9
1515 Clay Street, Suite 2202
Oakland, CA 94612

The Honorable Mia Bonta
California State Assembly, District 18
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Alameda County Elected Officials
The Honorable Lena Tam
Alameda County Board of Supervisors, District 3
1221 Oak Street, Suite 536
Oakland, CA 94612

The Honorable Keith Carson
Alameda County Board of Supervisors, District 5
1221 Oak Street, Suite 536
Oakland, CA 94612

The Honorable Nate Miley
President of the Board
Alameda County Board of Supervisors, District 4
1221 Oak Street, Suite 536
Oakland, CA 94612

The Honorable David Haubert
Alameda County Board of Supervisors, District 1
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The Honorable Elisa Márquez
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City of Oakland Elected Officials
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City of Oakland
City Hall
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Council President
City of Oakland Council District 2
1 Frank H. Ogawa Plaza
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Councilmember
City of Oakland Council District 1
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Councilmember
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Janani Ramachandran
Councilmember
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Treva Reid
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Oakland, CA 94612

Rebecca Kaplan
Councilmember
City of Oakland Council At-Large

1 Frank H. Ogawa Plaza, 2nd Floor
Oakland, CA 94612

Community Organizations
Bike East Bay
P.O. Box 1736
Oakland, CA 94604

Easy Bay for Everyone
2044 Franklin Street
Oakland, CA 94612

Walk Oakland Bike Oakland
1330 Broadway, 3rd floor
Oakland, CA 94612

Community Stakeholders
Montclair Elementary School
1757 Mountain Blvd,
Oakland, CA 94611

Montclair Community
Montclair Village

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Appendix A. Title VI Policy Statement

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

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Making Conservation a California Way of Life.

September 2021

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; PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

Toks Omishakin
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment."

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Appendix B. Project Features

Resource Area	Project Feature Number	Description
Aesthetics and Visual Resources	PF-AES-1	**Erosion Control Measures.** Disturbed soil areas will be hydroseeded with native and non-native, erosion-control grass and forb seed mixes.
Aesthetics and Visual Resources	PF-AES-2	**Architectural Treatment for Concrete Surfaces Exposed to View.** Retaining walls and other concrete surfaces exposed to view will be textured and colored to improve their aesthetics and enhance their compatibility with the character of the existing architecture in the viewshed.
Aesthetics and Visual Resources	PF-AES-3	**Structural Aesthetics for POC, Ramp, Columns, and Fence**. The architecture and aesthetics of the POC, ramps, and fence will be designed with Context Sensitive Solutions that complement the site character.
Aesthetics and Visual Resources	PF-AES-4	**Minimization of Heights, Extents, and Visual Impacts of the Retaining Walls.** The alignment of the on-ground pedestrian path from Bruns Court to the POC bridge will be designed to balance and minimize cut-and-fill work to reduce the extent and visual impact of the retaining walls.
Aesthetics and Visual Resources	PF-AES-5	**Construction Staging**: Except as detailed in the Contract Plans, staging areas would not affect existing landscaped areas resulting in death and/or removal of trees and shrubs, or disruption and destruction of existing irrigation facilities.
Aesthetics and Visual Resources	PF-AES-6	**Construction Lighting**: Construction lighting would be directed toward the immediate vicinity of active work to avoid light trespass through directional lighting, shielding, and other measures as needed.
Air Quality	PR-AIR-3	**Maintaining Construction Equipment and Vehicles**: All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4), as amended, regarding the prevention of such material spilling onto public streets and roads.
Air Quality	PF-AIR-4	**Contractor Air Quality Compliance**: The contractor will adhere to Caltrans Standard Specifications for Construction, Sections 14.9-02 and 14-9.03, which require contractor compliance with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
Biological Resources	PF-BIO-1	**Preconstruction Bird Surveys:** During the nesting season (February 1 through September 30), pre-construction surveys for nesting birds would be conducted by a qualified biologist no more than 72 hours prior to the start of construction activities. If an active nest is discovered, biologists would establish an appropriate exclusion buffer around the nest. The standard buffer will be 50 feet for passerines (perching songbirds), 100 feet for egrets/herons, and 300 feet for raptors (birds of prey). The buffer zones will be delineated with high-visibility environmental fencing or demarcated with pin flags or ribbon, as applicable based on-site conditions. The area within the buffer would be avoided until the young are no longer dependent on the adults or the nest is no longer active. If a nesting special-status bird species is discovered, the biologist would notify the USFWS and/or CDFW for further guidance. Partially constructed and inactive nests may be removed to prevent occupation. Nesting birds near the Project footprint would be regularly monitored for signs of disturbance. To the extent feasible, tree removal, vegetation removal, and clearing and grubbing activities would not occur during the nesting season.

Resource Area	Project Feature Number	Description
Biological Resources	PF-BIO-2	**Preconstruction Survey for Bats.** A survey for presence or absence of bats should be conducted prior to the start of construction. If bats are detected, a roosting bat exclusion plan will be developed and implemented. At a minimum, this plan would address how one-way exclusion devices would be used to allow bats to safely exit the current bridge prior to construction. Exclusion of bats would only occur between March 1 to April 15 and August 31 to October 15 to avoid sensitive periods.
Biological Resources	PF-BIO-3	**Caltrans Standard Best Management Practices (BMPs):** The potential for adverse effects to water quality would be avoided by implementing temporary and permanent BMPs outlined in Section 7-104B of the Caltrans' Standard Specifications. Caltrans erosion control BMPs would be used to minimize any wind- or water-related erosion.
Biological Resources	PF-BIO-4	**Covering of Trenches and Excavated Holes:** To prevent inadvertent entrapment of wildlife during construction, excavated holes or trenches more than one foot deep with walls steeper than 30 degrees would be covered by plywood or similar materials at the close of each working day. Alternatively, an additional 4-foot-high vertical barrier, independent of exclusionary fences, would be used to further prevent the inadvertent entrapment of listed species. If it is not feasible to cover an excavation or provide an additional 4-foot-high vertical barrier, independent of exclusionary fences, one or more escape ramps constructed of earth fill or wooden planks would be installed. Before such holes or trenches are filled, they would be thoroughly inspected for trapped animals.
Biological Resources	PF-BIO-5	**Environmentally Sensitive Area Fencing.** Prior to commencing construction on the access road, areas adjacent to the construction zone that will require vegetation removal will be delineated with high visibility temporary fencing at least 4 feet in height, or other appropriate delineator, to prevent encroachment of construction personnel and equipment onto sensitive areas during construction. The fencing will be removed when all construction equipment is removed from the site.
Biological Resources	PF-BIO-6	**Monofilament Netting:** To prevent wildlife from being entangled, trapped or injured, erosion control materials with plastic mono-filament netting would not be used within the BSA.
Biological Resources	PF-BIO-7	**Firearms:** No firearms would be allowed in the BSA except for those carried by authorized security personnel, or local, state, or federal law enforcement officials.
Biological Resources	PF-BIO-8	**Pets:** To prevent harassment, injury, or mortality of sensitive species, no pets would be permitted in the BSA.
Biological Resources	PF-BIO-9	**Wetlands:** No construction impacts, dredge, or fill would occur to any wetlands or waterways.
Biological Resources	PF-BIO-10	**Replanting with Native Species:** All areas that are temporarily affected during construction would be revegetated as needed with an assemblage of native grass, shrub, and/or tree species to restore habitat values. Invasive, exotic plants would be controlled to the maximum extent practicable, pursuant to Executive Order 13112 (Invasive Species).
Biological Resources	PF-BIO-11	**Consultation with Appropriate Agencies.** If a special status plant species is discovered during the implementation of the proposed Project, consultation with the appropriate agencies would be initiated.
Cultural Resources	PF-CUL-1	**Discovery of Human Remains**: If remains are discovered during excavation, all work within 60 feet of the discovery would halt and Caltrans' Cultural Resource Studies office would be called. Caltrans'

Resource Area	Project Feature Number	Description
		Cultural Resources Studies Office Staff would assess the remains and, if determined human, would contact the County Coroner as per Public Resources Code (PRC) Sections 5097.98, 5097.99, and 7050.5 of the California Health and Safety Code. If the Coroner determines the remains to be Native American, the Coroner would contact the Native American Heritage Commission who would then assign and notify a Most Likely Descendant. Caltrans would consult with the Most Likely Descendant on respectful treatment and reburial of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.
Cultural Resources	PF-CUL-2	**Discovery of Cultural Materials:** If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a Caltrans qualified archaeologist is contacted to assess the nature and significant of the find.
Greenhouse Gas Emissions (GHG)	PF-GHG-1	**Emissions Reductions:** Implementation of Caltrans Standard Specifications, such as complying with air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the Contract and the use of construction best management practices, would result in reducing GHG emissions from construction activities, including but not limited to: 1. Regular vehicle and equipment maintenance 2. Limit idling of vehicles and equipment onsite 3. If practicable, recycle nonhazardous waste and excess material. If recycling is not practicable, dispose of material 4. Use solar-powered signal boards, if feasible In addition, with innovations such as longer pavement lives, improvement in traffic management and changes in materials, construction-related GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.
Hazards and Hazardous Materials	PF-HAZ-1	**Aerially Deposited Lead Work Plan**: Caltrans will prepare a work plan for aerially deposited lead if required during the design (Plans, Specifications and Estimate [PS&E]) phase. Soil samples collected to evaluate aerially deposited lead would be analyzed for total lead and soluble lead in accordance with Department of Toxic Substances Control's requirements to determine appropriate actions that would ensure the protection of construction workers, future site users, and the environment.
Hazards and Hazardous Materials	PF-HAZ-2	**Asbestos and Lead-Based Paint Survey:** Existing interchange structures that would be removed by the Project would be tested for asbestos and lead-based paint by a qualified and licensed inspector prior to demolition. All asbestos-containing material or lead-based paint, if found, would be removed by a certified contractor in accordance with local, state, and federal requirements.
Hazards and Hazardous Materials	PF-HAZ-3	**Hazardous Materials Incident Contingency Plan:** Prior to construction, a hazardous materials incident contingency plan would be prepared to report, contain, and mitigate roadway spills. The plan would designate a chain of command for notification, evacuation, response, and cleanup of roadway spills.
Hazards and Hazardous Materials	PF-HAZ-4	**Groundwater Testing.** Removal of the existing structure will likely encounter groundwater and require dewatering. Groundwater will be tested for contamination by a qualified and licensed inspector prior to demolition.

Resource Area	Project Feature Number	Description
Noise	PF-NOI-1	**Combine Noisy Operations.** Noisy operations should occur within the same time period. The total noise level will not be significantly greater than the level produced if operations are performed separately.
Noise	PF-NOI-2	**Public Outreach:** Public outreach shall be required throughout the project duration of construction to update nearby residents, businesses, and other project stakeholders on upcoming construction activities and any changes to the project construction timeline.
Noise	PF-NOI-3	**Staging and Storage Areas:** Locate staging and storage areas away from sensitive receptors (especially residences) and, if feasible, enclose staging and storage areas.
Noise	PF-NOI-4	**Alternative Methods or Equipment:** Use quieter alternative methods or equipment, if feasible. (e.g. use of electricity instead of a generator, if feasible at the location). Prevent idling of equipment near sensitive receptors. Equip any internal combustion engines with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.
Noise	PF-NOI-5	**Prevent Idling:** Prevent idling of equipment near sensitive receptors and avoid unnecessary nighttime idling of internal combustion engines within 100 feet of sensitive receptors.
Noise	PF-NOI-6	**Internal Combustion Engines:** Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.
Transportation and Traffic	PF-TRA-1	**Traffic Management Plan:** A Traffic Management Plan (TMP) would be developed by Caltrans during the Design Phase. The TMP would include elements such as detours, expected lane closures, haul routes, one-way traffic controls to minimize speeds and congestion, flag workers, and phasing to reduce impacts to local residents as feasible and maintain access for police, fire, and medical services in the area. Prior to construction, Caltrans would notify adjacent property owners, businesses, and the City of Oakland regarding construction activities, access changes, and lane closures and detours. In addition, Caltrans would coordinate with the local Fire Department and emergency response services prior to construction to minimize potential disruption to emergency services.
Utilities and Service Systems	PR-UTIL-1	**Trash Management:** All food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in closed containers and removed at least once daily from the project limits.
Utilities and Service Systems	PF-UTIL-2	**Notify Utility Owners of Construction Schedule to Protect Utilities:** Caltrans would notify all affected utility companies, such as PG&E, of construction schedules for proposed project work so that they can relocate the gas, telephone, cable, or overhead distribution lines prior to construction and minimize disruption of any utility service.
Water Quality	PF-WQ-1	**Water Quality Best Management Practices:** The calculated disturbed soil area (DSA) is less than one acre, thus preparation of a water pollution control plan (WPCP) is required that includes Best Management Practices (BMPs) to reduce the pollutants in stormwater discharges during construction and permanently to the Maximum Extent Practicable (MEP). The BMPs recommended for this project are as follows: • Job site management for effective handling, storage, usage, and disposal practices to control material pollution and

Resource Area	Project Feature Number	Description
		manage waste at the job site before they enter storm drain systems or receiving waters. • Concrete waste management is recommended to minimize or eliminate discharge of concrete waste material to storm drain systems. • Sediment control consisting of temporary fiber rolls and silt fences placed on the toe and face of slopes to intercept runoff, reduce its flow velocity, release the runoff as a sheet flow, and remove sediment from runoff. • Storm drain inlet protection to reduce sediment from storm water runoff discharging from the construction site prior to entering the storm drainage system. • Waste management and materials pollution control (materials delivery and storage, spill prevention and control, solid waste management, hazardous waste and contaminated soil management, sanitary/septic and liquid waste management). • Non-storm water management related to water conservation practices, vehicle and equipment cleaning and maintenance, concrete curing, and concrete finishing. • Wind erosion control measures including adding hydraulic mulch and temporary covers. • Tracking control measures including temporary construction entrances and exits and street sweeping.

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Appendix C. Avoidance, Minimization, and/or Mitigation (AMM) and Mitigation Measures (MM)

Resource Area	AMM/MM Number	AMM/MM Name and Description
Aesthetics and Visual Resources	MM-AES-1	**Vegetation Preservation.** Existing trees and vegetation will be preserved to the maximum extent feasible. Trees and vegetation outside of the clearing and grubbing limits will be protected from the contractor's operations, equipment, and materials storage. High-visibility temporary fencing will be placed around vegetation to be protected before construction work begins. Tree trimming and pruning, where required, will be conducted under the direction of a qualified arborist.
Aesthetics and Visual Resources	MM-AES-2	**Replacement Planting, Irrigation, and 3-Year Plant Establishment Period.** Impacted highway planting and irrigation will be replaced, and a 3-year plant establishment period will be provided where safety and maintenance requirements can be met. Highway planting installation funded by the parent project will begin no more than two years after completion of the POC construction.
Cultural Resources	AMM-CUL-1	**Establishment of an Environmentally Sensitive Area.** The entirety of the parcels containing two cultural resources, the Montclair Firehouse and Montclair Park and Recreation Area, will be designated as an environmentally sensitive area (ESA). The ESA will be delineated on project plans and in the field by a Caltrans Architectural Historian.
Cultural Resources	AMM-CUL-2	**Construction Monitoring.** A Caltrans Architectural Historian, or appropriately qualified consultant, will conduct spot inspections and monitor during construction to ensure the integrity of the ESA.
Noise	AMM-NOI-1	**Daytime Construction:** Noise levels exceeding 86 dBA will not be scheduled during night, between 9:00 pm and 6:00 am.
Noise	AMM-NOI-2	**Noise Control and Monitoring SSPs.** Noise control and monitoring SSPs will be included as part of the Contract documents to minimize construction noise impacts.
Transportation and Traffic	AMM-TRA-1	**Advanced Public Notification and Detours.** 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. Detour routes will be planned in coordination with Caltrans and the City of Oakland traffic department, and they will be sent in advance to emergency service providers, transit operators, and users of I-580, I-880, I-980, State Route (SR) 13, SR 24, and SR 238.
Transportation and Traffic	AMM-TRA-2	**Public Notification Plan.** A public notification plan will be implemented to keep the public informed and to minimize potential disruptions to travelers and emergency service providers. Strategies, such as changeable message signs, will notify travelers of pending construction activities.
Transportation and Traffic	AMM-TRA-3	**AC Transit Coordination.** The project team will coordinate with AC Transit to provide advance public notification of temporary bus stop relocations.
Transportation and Traffic	AMM-TRA-4	**Residential Outreach.** Early communication will be implemented to inform residents in project areas of construction impacts. The project team will coordinate with the City of Oakland and property owners along Santa Clara Avenue, Crescent Street, and MacArthur Boulevard to ensure 24/7 access to residences during implementation of full road closures.

Resource Area	AMM/MM Number	AMM/MM Name and Description
Transportation and Traffic	AMM-TRA-5	**Montclair Park Shuttle.** During POC demolition and road closures, shuttles would be provided during the day to provide access between Bruns Court and Montclair Park. Shuttle scheduling would be developed in coordination with the City of Oakland.

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Appendix D. List of Acronyms and Abbreviations

This list contains the most common acronyms and abbreviations found on the SER and may also be adapted for use in environmental documents.

A

AB: Assembly Bill
ABAG: Association of Bay Area Governments
ACHP: Advisory Council on Historic Preservation
ADA: Americans with Disabilities Act
ADL: aerially deposited lead
ADT: average daily traffic
AE: Adverse Effect
AHERA: Asbestos Hazard Emergency Response Act
AIRFA: American Indian Religious Freedom Act
AMM: Avoidance, Minimization, and/or Mitigation measure
APCD: Air Pollution Control District
APE: Area of Potential Effects
AQMD: Air Quality Management District
ARB: Air Resources Board
ARPA: Archaeological Resources Protection Act of 1979
ASR: Archaeological Survey Report

B

BMP: Best Management Practice

C

CAA: Clean Air Act
Cal/EPA: California Environmental Protection Agency
Cal/OSHA: California Division of Occupational Safety and Health Administration
CCAA: California Clean Air Act
CDFW: California Department of Fish and Wildlife
CE: Categorical Exclusion (NEPA) or Categorical Exemption (CEQA)
CEQ: Council on Environmental Quality
CEQA: California Environmental Quality Act
CERES: California Environmental Resources Evaluation System
CERLA: Comprehensive Environmental Response, Compensation, and Liability Act
CESA: California Endangered Species Act
CFR: Code of Federal Regulations
CGS: California Geological Survey
CHP: California Highway Patrol
CHRIS: California Historical Resources Information System
CIA: Community Impact Assessment
CIDH: cast-in-drilled-hole
CNDDB: California Natural Diversity Database
CNPS: California Native Plant Society
CO: carbon monoxide
CO_2: carbon dioxide

COG: Council of Governments
COZEEP: Construction Zone Enhanced Enforcement Program
CPRA: California Public Records Act
CRHR: California Register of Historical Resources
CRM: Cultural Resources Management
CSO: Cultural Studies Office
CTC: California Transportation Commission
CTP: California Transportation Plan
CUPA: Certified Unified Program Agencies
CWA: Clean Water Act

D

dBA: A-weighted decibel
dBA Leq: A-weighted noise level
DEA: Division of Environmental Analysis
DED: draft environmental document
DNAC: District Native American Coordinator
DOC: California Department of Conservation
DOT: Department of Transportation [general]
DPR: Draft Project Report
DPR: California Department of Parks and Recreation
DSA: Disturbed Soil Area
DSI: Detailed Site Investigation
DTSC: California Department of Toxic Substances Control
DWR: California Department of Water Resources

E

EA: Environmental Assessment [NEPA}
ECL: Environmental Construction Liaison/Coordinator
ECR: Environmental Commitments Record
ED: environmental document
EFH: Essential Fish Habitat
EH: Environmental Handbook
EIR: Environmental Impact Report [CEQA]
EIS: Environmental Impact Statement [NEPA]
EJ: Environmental Justice
EMO: Environmental Management Office
EO: Executive Order
ESA: Environmentally Sensitive Area
ESA: Endangered Species Act
ESR: Environmental Study Request

F

FAE: Finding of Adverse Effect
FBFM: Flood Boundary and Floodway Map
FED: final environmental document
FEIR: Final Environmental Impact Report (CEQA)

FEIS: Final Environmental Impact Statement (NEPA)
FEMA: Federal Emergency Management Agency
FESA: Federal Endangered Species Act
FHWA: Federal Highway Administration
FIRM: Flood Insurance Rate Map
FLPMA: Federal Land Policy and Management Act of 1976
FNAE: Finding of No Adverse Effect
FOE: Finding of Effect
FOIA: Freedom of Information Act
FONSI: Finding of No Significant Impact [NEPA]
FPPA: Farmland Protection Policy Act
FR: Federal Register
FSTIP: Federal State Transportation Improvement Program
FTIP: Federal Transportation Improvement Program
FY: Fiscal Year

G

GHG: greenhouse gas
GIS: Geographic Information Systems
GPS: Global Positioning System

H

HABS: Historic American Building Survey
HAER: Historic American Engineering Record
HASR: Historic Architectural Survey Report
HCM: Highway Capacity Manual
HCP: Habitat Conservation Plan
HDM: Highway Design Manual
HGM: Hydrogeomorphic Method
HMDD-A: Hazardous Materials Disclosure Document-Acquisition
HMDD-D: Hazardous Materials Disclosure Document-Disposal
HPSR: Historic Property Survey Report
HRC: Heritage Resources Coordinator
HRCR: Historical Resources Compliance Report
HRER: Historical Resources Evaluation Report
HSWA: Hazardous and Solid Waste Amendments

I

IGR: Intergovernmental Review
IIP: Interregional Improvement Program
IPCC: Intergovernmental Panel on Climate Change
IS: Initial Study [CEQA]
IS/EA: Initial Study [CEQA]/Environmental Assessment [NEPA]
ISA: Initial Site Assessment
ITIP: Interregional Transportation Improvement Program
ITP: Incidental Take Permit
ITSP: Interregional Transportation Strategic Plan

J
JD: Jurisdictional Determination

K

L
LAPM: Local Assistance Procedures Manual
LEDPA: Least Environmentally Damaging Practicable Alternative
LESA: Land Evaluation and Site Assessment
LUST: leaking underground storage tank
LWCFA: Land and Water Conservation Fund Act of 1965

M
MAP-21: Moving Ahead for Progress in the 21st Century Act
MBTA: Migratory Bird Treaty Act
MCCE: Mitigation and Compliance Cost Estimate
MEP: Maximum Extent Practicable
MMPA: Marine Mammal Protection Act
MMRR: Mitigation Monitoring and Reporting Record
MND: Mitigated Negative Declaration [CEQA]
MOA: Memorandum of Agreement
MOU: Memorandum of Understanding
MPO: Metropolitan Planning Organization
MS4: Municipal Separate Storm Sewer System
MSAT: Mobile Source Air Toxics
MTP: Metropolitan Transportation Plan
MTIP: Metropolitan Transportation Improvement Program

N
NAAQS: National Ambient Air Quality Standards
NAC: Noise Abatement Criteria
NADR: Noise Abatement Decision Report
NAE: No Adverse Effect
NAGPRA: Native American Graves Protection and Repatriation Act of 1990
NAHC: Native American Heritage Commission
NCCP: Natural Community Conservation Planning
NCHRP: National Cooperative Highway Research Program
ND: Negative Declaration [CEQA]
NEPA: National Environmental Policy Act
NES: Natural Environment Study
NES-MI: Natural Environmental Study (Minimal Impact)
NESHAP: National Emissions Standards for Hazardous Air Pollutants
NFIP: National Flood Insurance Program
NFSAM: National Flood Security Act Manual
NH_3: ammonia

NHL: National Historic Landmark
NHPA: National Historic Preservation Act
NHS: National Highway System
NNL: National Natural Landmark
NOA: naturally occurring asbestos
NOA: Notice of Availability
NOAA: National Oceanic and Atmospheric Administration
NOAA-Fisheries: National Marine Fisheries Service
NOC: Notice of Completion
NOD: Notice of Determination
NOE: Notice of Exemption
NOI: Notice of Intent
NOP: Notice of Preparation
NOx: nitrogen oxide
NPDES: National Pollutant Discharge Elimination System
NPL: National Priorities List
NPPA: [California] Native Plant Protection Act
NPRM: Notice of Proposed Rule Making
NPS: National Park Service
NR: National Register [of Historic Places]
NRCS: National Resources Conservation Service
NRHP: National Register of Historic Places
NSSP: Nonstandard Special Provision
NWP: Nationwide Permit

O

O.C.: Overcrossing
OCRM: National Oceanic and Atmospheric Administration-Office of Ocean and Coastal Resource Management
OHP: [California] Office of Historic Preservation
OHWM: Ordinary High-Water Mark
OPR: [California] Office of Planning and Research
OSHA: Occupational Safety Hazard Administration

P

PA: Programmatic Agreement
PA&ED: Project Approval and Environmental Document
Pb: lead
PDPM: [Caltrans] Project Development Procedures Manual
PDT: Project Development Team
PE: Project Engineer
PEAR: Preliminary Environmental Assessment Report
PEER: Permit Engineering Evaluation Report
PER: Paleontological Evaluation Report
PF: Project Feature(s)
PG: Professional Geologist
PG&E: Pacific Gas and Electric Company

PID: Project Initiation Document
PIR: Paleontological Identification Report
PLAC: Permits, Licenses, Agreements, and Certifications
PM: particulate matter
PM: post mile
PM10: particulate matter less than 10 microns in diameter
PM2.5: particulate matter less than 2.5 microns in diameter
PMP: Paleontological Mitigation Plan
PMR: Paleontological Mitigation Report
POAQC: Project of Air Quality Concern
POC: Pedestrian Overcrossing
ppb: parts per billion
ppm: parts per million
PR: Project Report
PRC: [California] Public Resources Code
PS&E: Plans, Specifications, and Estimates
PSI: Preliminary Site Investigation
PSI: pounds per square inch
PUC: Public Utilities Commission [California]

Q

R

RAP: Relocation Assistance Program
RCRA: Resource Conservation and Recovery Act of 1976
RIP: Regional Improvement Program
ROD: Record of Decision [NEPA]
ROW: right-of-way
RTIP: Regional Transportation Improvement Program
RTP: Regional Transportation Plan
RTPA: Regional Transportation Planning Agency
RWQCB: Regional Water Quality Control Board

S

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SARA: Superfund Amendments and Reauthorization Act
SB: Senate Bill
SCH: [California] State Clearinghouse
SDWA: Safe Drinking Water Act
SEE: social, economic, and environmental
SER: Standard Environmental Reference
SFHA: Special Flood Hazard Area
SHA: State Highway Agency
SHBSB: State Historical Building Safety Board
SHL: State Historical Landmark
SHOPP: State Highway Operation and Protection Program

SHPO: State Historic Preservation Officer
SHS: State Highway System
SI: Safety Index
SIP: State Implementation Plan
SLC: [California] State Lands Commission
SMARA: Surface Mining and Reclamation Act of 1975
SOC: Statement of Overriding Considerations [CEQA]
SOL: Statute of Limitations
SR: State Route
SSP: Standard Special Provision
STIP: Statewide Transportation Improvement Program
SWMP: Storm Water Management Plan
SWPPP: Storm Water Pollution Prevention Plan
SWRCB: State Water Resources Control Board

T

TAC: Technical Advisory Committee
TASAS: Traffic Accident Surveillance and Analysis System
TCE: Temporary Construction Easement
TDM: Transportation Demand Management
TEA-21: Transportation Equity Act for the 21st Century
THPO: Tribal Historic Preservation Officer
TIP: Transportation Improvement Program
TMDL: Total Maximum Daily Load
TMP: Traffic Management Plan
TSM: Transportation Systems Management

U

UC: Undercrossing
U.S. EPA: United States Environmental Protection Agency
USACE: United States Army Corps of Engineers
USDOT: United States Department of Transportation
USFS: United States Forest Service
USFWS: United States Fish and Wildlife Service
USGS: United States Geological Survey
UST: underground storage tanks

V

VMT: Vehicle Miles of Travel
VOC: volatile organic compound

W

WPCP: Water Pollution Control Program

X

Y

Z

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Appendix E. U.S. Fish and Wildlife Species List

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:
Project Code: 2022-0062268
Project Name: Bruns Court Pedestrian Overcrossing

July 11, 2022

Subject: 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.

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

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

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 Code 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

Project Summary

Project Code: 2022-0062268
Event Code: None
Project Name: Bruns Court Pedestrian Overcrossing
Project Type: Bridge - New Construction
Project Description: The California Department of Transportation (Caltrans) proposes the Bruns Court Pedestrian Overcrossing (POC) Project (Project) to replace the existing Bruns Court POC. The purpose of the project is to address the seismic performance of the POC and maintain a low-stress crossing for pedestrians between Bruns Court and the Montclair Park on Moraga Avenue. The Project is needed to bring the overcrossing into compliance with seismic and Americans with Disabilities Act (ADA) standards. The Bruns Court POC is located at post mile (PM) 7.91 at State Route (SR) 13 in the City of Oakland, Alameda County, California.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@37.82837215,-122.21229395090211,14z

Counties: Alameda County, California

Endangered Species Act Species

There is a total of 14 threatened, endangered, or candidate species on this species list.

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

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

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

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

Mammals

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

Birds

NAME	STATUS
California Clapper Rail *Rallus longirostris obsoletus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4240	Endangered
California Least Tern *Sterna antillarum browni* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Western Snowy Plover *Charadrius nivosus nivosus* Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened

Reptiles

NAME	STATUS
Alameda Whipsnake (=striped Racer) *Masticophis lateralis euryxanthus* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5524	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander *Ambystoma californiense* Population: U.S.A. (Central CA DPS) 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/2076	Threatened

Fishes

NAME	STATUS
Delta Smelt *Hypomesus transpacificus* 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 *Eucyclogobius newberryi* 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

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp *Branchinecta lynchi* 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/498	Threatened

Flowering Plants

NAME	STATUS
Pallid Manzanita *Arctostaphylos pallida* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8292	Threatened
Presidio Clarkia *Clarkia franciscana* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3890	Endangered
Robust Spineflower *Chorizanthe robusta var. robusta* 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/9287	Endangered

Critical habitats

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

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Appendix F. List of Technical Studies

AECOM for California Department of Transportation (Caltrans). 2023a. Visual Impact Assessment (VIA). August 2023.

California Department of Transportation (Caltrans). 2023b. Construction Greenhouse Gas Analysis. April 2023.

California Department of Transportation (Caltrans). 2023c. Construction Noise Analysis Report. April 2023.

California Department of Transportation (Caltrans). 2023d. Energy Analysis Report. April 2023.

California Department of Transportation (Caltrans). 2013. Evaluation of Fault Rupture Potential for Bruns Drive Pedestrian Overcrossing Memorandum. October 2013.

California Department of Transportation (Caltrans). 2022a. Geologic, Seismic, and Paleontological Memorandum. July 2022.

California Department of Transportation (Caltrans). 2023e. Hazardous Waste Memorandum. April June 2023.

California Department of Transportation (Caltrans). 2023f. Hydraulic Floodplain Assessment. June 2023.

California Department of Transportation (Caltrans). 2021. Office of Cultural Resource Studies (OCRS) Section 106 Historic Property Survey Report (HPSR) for Bruns Court Pedestrian Overcrossing Project. December 2021.

California Department of Transportation (Caltrans). 2023g. Water Quality Study. October 2023.

Kleinfelder Consulting for California Department of Transportation (Caltrans). 2023h. Community Impact Assessment (CIA). May 2023.

Kleinfelder Consulting for California Department of Transportation (Caltrans). 2023i. Supplemental Section 106 Historic Property Survey Report (HPSR) for Bruns Court Pedestrian Overcrossing Project. May 2023.

Kleinfelder Consulting for California Department of Transportation (Caltrans). 2023j. Section 4(f). July 2023.

Kleinfelder Consulting for California Department of Transportation (Caltrans). 2022b. Bridge Rehabilitation Project Natural Environment Study: Minimal Impacts (NES-MI). July 2022.

Appendix G. Section 4(f) De Minimis

Section 4(f) Preliminary *De Minimis* Determination

Introduction

This section of the document discusses *de minimis* impact determinations under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on land protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of a Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Section 4(f) properties are any publicly owned land of a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance and land of any historic site of national, state, or local significance.

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

1.2 Project Background

The project would take place on State Route (SR) 13 at Post Mile (PM) 7.91 in the City of Oakland. The proposed action (Alternative 3A/B) would remove the existing Bruns Court Pedestrian Overcrossing (POC), Bridge No. 33-0244, and replace it with a new POC.

The purpose of this project is to address the seismic performance of the Bruns Court POC and maintain connectivity for pedestrians between Bruns Court and Montclair Park on Moraga Avenue.

The project need, as determined by the Caltrans Office of Earthquake Engineering, is to bring the Bruns Court POC up to current seismic design standards.

The existing Bruns Court POC was built in 1956 and spans SR 13 and Moraga Avenue in Oakland. The POC was constructed prior to the adoption of seismic design standards by Caltrans. SR 13 is a divided highway with four travel lanes and Moraga Avenue is a four-lane local road with on-street parking. The 303' long POC is composed of steel girders and floorbeams with a cast-in-place concrete deck and a vertical clearance of 16.8'. The deck is supported by steel truss piers on concrete footings. The POC has a chain link fence supported by steel posts. On the west end, the POC is accessed at the northerly end of Bruns Court via a concrete staircase. A concrete staircase on concrete piles descends from the east end of the POC to a pathway in Montclair Park. Two light posts are on the POC.

The POC is in overall fair condition, with the deck in fair condition and the superstructure and substructure in good condition. However, the bridge is rated poor for seismic performance. The bridge is at the end of its service life and is not a candidate for retrofitting. The POC was listed as priority #35 out of 243 bridges with poor seismic performance on the Caltrans 2020 Fiscally Constrained Bridge Seismic Retrofit Priority List. In addition to the poor rating for seismic performance, the Bruns Court POC does not comply with the Americans with Disabilities Act (ADA) because it is accessed via concrete staircases on both ends.

The Bruns Court POC connects neighborhoods on the west side of SR 13 to Montclair Park, Montclair Recreation Center, Montclair Elementary School, an AC Transit Bus Stop, and a local retail district on Moraga Avenue. AC Transit provides access to downtown Oakland and regional bus and commuter rail services. The Bruns Court POC is consistently used by pedestrians crossing over SR 13 and Moraga Avenue. In 2019 a six-day traffic count was completed to quantify usage of the Bruns Court POC. The weekday traffic counts were taken before and after school at Montclair Elementary and the weekend counts were conducted in the morning. The count revealed that on average 27 pedestrians used the POC in the morning, 14 pedestrians used the POC in the afternoon, and 19 pedestrians used the POC on the weekend. The counts noted that 46% of the pedestrians using the POC were children.

1.3 Project Description

The proposed action (Alternative 3A/B) would demolish the existing POC and replace it with a new POC that meets current seismic standards and is ADA compliant. The project would consist of an at-grade pedestrian ramp, a precast concrete girder bridge, and a reinforced concrete ramp. The at-grade pedestrian ramp would begin at the end of Bruns Court and lead to the precast concrete girder bridge that would span across both SR 13 and Moraga Avenue and would touchdown with a reinforced ramp structure along the east side of Moraga Avenue.

The at-grade pedestrian ramp at Bruns Court would be approximately 26’ long and 10’ wide with a slope of 4.5% and a cross slope of 2%. Retaining walls would likely be required to stabilize both the cut slope on the west side of the ramp and fill slope on the east side of the ramp. The retaining wall would have a maximum height of 10’. Additional slope stabilization efforts would also likely be required.

The bridge structure would consist of one (1) abutment and three (3) bents. The bents would be in the median of SR 13, between the northbound direction of SR 13 and Moraga Avenue, and in Montclair Park. The POC bridge structure would be comprised of precast prestressed (PC P/S) concrete girders. The length of the bridge structure would be approximately 300’. It would be approximately 8’ wide with a 1’ curb on each side. The slope would be approximately 4.5% with a 2% cross slope. The abutment and bents would be supported by Cast in Drilled Hole (CIDH) concrete piles at 4’ diameters.

The touchdown ramp would be approximately 420’ long and 8’ wide with a 5% grade. It would require ten (10) bents and one (1) abutment. A staircase would be placed on the south end of this ramp within the footprint of the existing POC staircase within Montclair Park. A short at-grade walkway would be added from the north end of the ramp to connect with an existing walkway within the park.

The touchdown ramp would be placed either within the existing parking spaces along the east side of Moraga Avenue or through a road diet that would remove one travel lane from Moraga Avenue. This placement would be determined in the next phase of the project.

1.4 Section 4(f) Properties

1.3.1 Publicly Owned Parks

Montclair Park is at 6300 Moraga Avenue and is 6.7 acres. The park is publicly owned by the City of Oakland and publicly accessible. Montclair Park is a popular destination for families in the neighborhood. The park includes the indoor Recreation Center, as well as the following outdoor amenities: a pond, a baseball field, basketball courts, picnic tables, pickleball courts, tennis courts, a skateboard ramp, and playgrounds. The pond is considered a mini-wildlife sanctuary. Park users can access the facility from Moraga Avenue, using the Bruns Court POC by foot, or via Mountain Boulevard. When nearby Montclair Elementary School is in session, the park may be used for student activities. The City of Oakland Parks, Recreation and Youth Development Department provides afterschool programming for elementary, junior high, and high school students, and offers further youth programming during the summer. These programs utilize many areas in the park, including the limited open lawn spaces. Approximately 90% of the park's programming is conducted outside. In addition, community organizations and members may rent sections of the park for events, including regular soccer and baseball program rentals. The City of Oakland Parks, Recreation and Youth Development Department is the official with jurisdiction.

Figure 24. Montclair Park Aerial Imagery (I. Peña, Caltrans, December 2021)

1.3.2 Historic Properties

Montclair Park and Recreation Center is at 6300 Moraga Avenue and is 6.7 acres. The park was constructed by the Works Progress Administration (WPA) in 1938-1940. As part of President Franklin D. Roosevelt's New Deal, the WPA utilized a variety of projects from infrastructure to

recreation to the arts to employ Americans during the Great Depression. Montclair Park, its Spanish Colonial Revival-style Recreation Center, stone walls, and other features were constructed with WPA funding. The park is eligible for listing in the National Register of Historic Places under Criteria A and C for Architecture and Entertainment/Recreation on the state level. Contributing features of the park include the Recreation Center, WPA plaques, north end tennis court, adjacent arena, lake, grassy lawn area with tree alley, baseball field, pickleball courts, and low stone walls lining the front, walkway paths, and landscaped areas. The period of significance is 1938-1940. The State Historic Preservation Officer (SHPO) is the official with jurisdiction.

Figure 25. Montclair Park Recreation Center (I. Peña, Caltrans, December 2021)

An Area of Potential Effects (APE) was established as part of the Section 106 compliance process for the proposed project. The archaeological and architectural APE both included the entire project footprint to encompass temporary construction easements and partial acquisitions for staging and access. Montclair Park and Recreation Center was identified within the APE, as determined by Caltrans under the January 1, 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)*.

1.5 Use of Section 4(f) Resources

Within Montclair Park, the proposed action would require the following temporary construction easement:

- Construction staging
    - Demolition of existing POC
    - Construction of new POC with staircase and touchdown ramp
    - Tree removal and replanting
- Connecting walkway construction

Construction staging would be placed in Montclair Park over an existing pathway during the hours of use during construction. Caltrans would install a pedestrian detour during construction

to make sure that this area in the park is accessible. The park would also remain accessible by other access points and pathways that would not be affected by the construction of the new POC. The avoidance and minimization efforts in Section 1.6 would be utilized to make sure that the use of the park would be maintained during construction. The proposed action would not result in any changes to the function or use of the park nor the physical alteration or destruction of any character defining features of the park.

1.6 Avoidance, Minimization, and Mitigation Measures

The proposed action is the result of continuous planning by Caltrans, in coordination with the City of Oakland and the City's Department of Parks, Recreation and Youth Development, to avoid and minimize effects of this project on Montclair Park. The proposed action would avoid major impacts to park land and activities by placing the touchdown ramp within the existing roadway of Moraga Avenue.

The proposed action would also avoid impacts to Montclair Park's character defining features, as determined in the Section 106 process through the establishment of an Environmentally Sensitive Area (ESA). The ESA would be designated on project construction plans and in construction specifications to protect in place the park's contributing elements and character defining features. The ESA would be maintained throughout construction. ESA specifics may be further refined as the project progresses.

Caltrans would also implement visual and noise minimization measures, noted below, to limit project construction impacts to the park and its recreation resources and to make sure that the park remains accessible to the public and to not disrupt park activities and programming.

Visual measures would include:

- Locate staging and material storage in designated areas.
- Include gawk screening, as necessary, to limit construction visual impacts.
- Existing trees and vegetation would be preserved to the extent feasible. Trees and vegetation outside of the clearing and grubbing limits would be protected from the contractor's operations, equipment, and materials storage. High-visibility temporary fencing will be placed around vegetation to be protected before construction work begins. Tree trimming and pruning, where required, would be conducted under the direction of a qualified arborist.
- Disturbed soil areas would be hydroseeded with native, erosion-control grass and forb seed mixes.
- Any trees that would be removed during the project would be replanted.
- Concrete surfaces exposed to view would be textured and colored to improve their aesthetics and enhance their compatibility with the character of the existing architecture in the viewshed.
- The architecture and aesthetics of the POC, ramps, railings, and fence would be designed with Context Sensitive Solutions to complement the site character.

Noise measures would include:

- Early dissemination of information to the public to apprise potentially affected residents / businesses / institutions in the affected area about the temporary construction noise.

- Combining noisy operations to occur within the same time period, as total noise levels would not be significantly greater than the level produced if operations are performed separately.
- Construction of noise barriers between noisy activities and noise-sensitive receptors or around activities with high noise levels or groups of noisy equipment.
- Staging of equipment at grade and, if possible, away from sensitive receptors.
- Locating all stationary noise-generating construction equipment as far as practical from noise-sensitive receptors or providing baffled housing or sound aprons to equipment when sensitive receptors adjoin or are near a construction project area.
- Use of quieter alternative methods or equipment, if feasible (e.g., use of electricity instead of a generator, if feasible at location).
- Prevention of equipment idling near sensitive receptors.

Caltrans would also minimize harm related to access to Montclair Park during construction of the new POC by offering a shuttle service between Bruns Court and Montclair Park.

Additional measures to minimize harm may be pursued following the public comment period and documented in the final Section 4(f) evaluation.

1.7 Determination

For the purposes of Section 4(f), a *de minimis* impact is a minimal impact to a Section 4(f) resource that is not considered to be adverse. The uses of Montclair Park as described above would not adversely affect the activities, features, and attributes that make the property eligible for protection under Section 4(f). Through the Section 106 process, a preliminary finding of no adverse effect under 36 CFR Part 800 has been made.

Based on the information presented above (including the avoidance, minimization, and mitigation measures), the effects of the proposed project on the Montclair Park subject to the provisions of Section 4(f) of the U.S. Department of Transportation Act constitute a *de minimis* impact, and the requirements of 23 USC 138 and 149 USC 303 have been satisfied.

These findings are considered valid unless new information is obtained, or the potential effects change to the extent that a new analysis is needed.

1.8 Consultation and Coordination

This Section 4(f) analysis will be made available for public review during circulation of the draft Initial Study. Caltrans will send a preliminary Section 4(f) consultation letter to the officials with jurisdiction (SHPO and City of Oakland Department of Parks, Recreation and Youth Development) to request concurrence on the *de minimis* determination.