

Notice of Preparation

Notice of Preparation

To: _____ From: _____

(Address) (Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

_____ will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (is is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to _____ at the address shown above. We will need the name for a contact person in your agency.

Project Title: _____

Project Applicant, if any: _____

Date: _____ Signature: _____
Title: _____
Telephone: _____

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, and 15375.

Notice of Completion & Environmental Document Transmittal

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

| |
|--------------|
| SCH # |
|--------------|

Project Title: _____
 Lead Agency: _____ Contact Person: _____
 Mailing Address: _____ Phone: _____
 City: _____ Zip: _____ County: _____

Project Location: County: _____ City/Nearest Community: _____
 Cross Streets: _____ Zip Code: _____
 Longitude/Latitude (degrees, minutes and seconds): _____° _____' _____" N / _____° _____' _____" W Total Acres: _____
 Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____
 Within 2 Miles: State Hwy #: _____ Waterways: _____
 Airports: _____ Railways: _____ Schools: _____

Document Type:

| | | | |
|--------------------------------------|--|------------------------------------|--|
| CEQA: <input type="checkbox"/> NOP | <input type="checkbox"/> Draft EIR | NEPA: <input type="checkbox"/> NOI | Other: <input type="checkbox"/> Joint Document |
| <input type="checkbox"/> Early Cons | <input type="checkbox"/> Supplement/Subsequent EIR | <input type="checkbox"/> EA | <input type="checkbox"/> Final Document |
| <input type="checkbox"/> Neg Dec | (Prior SCH No.) _____ | <input type="checkbox"/> Draft EIS | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Mit Neg Dec | Other: _____ | <input type="checkbox"/> FONSI | _____ |

Local Action Type:

| | | | |
|---|---|--|---|
| <input type="checkbox"/> General Plan Update | <input type="checkbox"/> Specific Plan | <input type="checkbox"/> Rezone | <input type="checkbox"/> Annexation |
| <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Master Plan | <input type="checkbox"/> Prezone | <input type="checkbox"/> Redevelopment |
| <input type="checkbox"/> General Plan Element | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Use Permit | <input type="checkbox"/> Coastal Permit |
| <input type="checkbox"/> Community Plan | <input type="checkbox"/> Site Plan | <input type="checkbox"/> Land Division (Subdivision, etc.) | <input type="checkbox"/> Other: _____ |

Development Type:

| | |
|---|--|
| <input type="checkbox"/> Residential: Units _____ Acres _____ | <input type="checkbox"/> Transportation: Type _____ |
| <input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Mining: Mineral _____ |
| <input type="checkbox"/> Commercial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Power: Type _____ MW _____ |
| <input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Waste Treatment: Type _____ MGD _____ |
| <input type="checkbox"/> Educational: _____ | <input type="checkbox"/> Hazardous Waste: Type _____ |
| <input type="checkbox"/> Recreational: _____ | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Water Facilities: Type _____ MGD _____ | |

Project Issues Discussed in Document:

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

Present Land Use/Zoning/General Plan Designation: _____

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

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

Reviewing Agencies Checklist

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

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

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

Starting Date _____ Ending Date _____

Lead Agency (Complete if applicable):

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

Signature of Lead Agency Representative: _____ Date: _____

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

Lead Agency:

California Department of Transportation
District 4
111 Grand Avenue
Oakland, CA 94612

**Notice of Preparation of a Draft Environmental Impact Report
for the SR-262 Mission Boulevard Cross Connector Project**

The California Department of Transportation (Caltrans) is the Lead Agency under the California Environmental Quality Act (CEQA) and is preparing an environmental impact report (EIR) for the proposed SR-262 Mission Boulevard Cross Connector Project (the project). Caltrans is also the Lead Agency under the National Environmental Policy Act (NEPA), and an Environmental Assessment (EA) will be prepared. The EIR and EA will be prepared as a joint environmental document (EIR/EA). The purpose of this notice of preparation (NOP) is to notify and solicit input from responsible agencies, trustee agencies, and the public regarding the scope and content of environmental information to be included in the proposed EIR/EA. The EIR/EA will be used when considering permits or other approvals related to the project.

Scoping Period for Receipt of Comments

Comments must be sent by **June 16, 2023**. Submit written comments one of three ways: mail, email, or online.

If sending by mail, send to:

Caltrans District 4
Attn. Charles Winter
P.O. Box 23660, MS 8B
Oakland, CA 94623-0660

If sending by email, email to: 262Connector@dot.ca.gov

If by online, use the following link: <https://www.alamedactc.org/programs-projects/highway-improvement/sr-262connector>

Virtual Scoping Meeting

A virtual scoping meeting will be held on **May 24th beginning at 6:00 PM**. At the meeting, attendees can ask questions about the project. However, questions and discussion at the meeting are not considered scoping comments and all scoping comments must be submitted by mail, email, or online at the project website to be shared with the entire project development team. Attendance at the virtual scoping meeting is not required to submit comments. Please visit <https://www.alamedactc.org/programs-projects/highway-improvement/sr-262connector> for more information about the project.

Link to join meeting: <https://us06web.zoom.us/j/83177132948>

Dial-in information: +1 669 444 9171 Meeting ID: 83177132948#

If you will be speaking at the virtual scoping meeting and need assistance with translation, please contact Charles Winter a minimum of 72 hours prior to the meeting at (510) 847-3752 or email Charles.Winter@dot.ca.gov.

Contáctenos a través de uno de los canales de comunicación enumerados anteriormente para obtener una copia traducida de este aviso.

通过上面列出的一种沟通渠道与我们联系，以获取本通知的翻译副本。

Makipag-ugnay sa amin sa pamamagitan ng isa sa mga channel ng komunikasyon na nakalista sa itaas upang makakuha ng isang isinalin na kopya ng paunawang ito.

Project Description

Project Title: SR-262 Mission Boulevard Cross Connector Project

Project Location: State Route 262 (SR-262) between Interstate 680 (I-680) and Interstate 880 (I-880), in the City of Fremont, Alameda County, post miles (PM) R0.0-R1.07 / R1.7-R2.7 / M1.8-M3.4. Project Footprint is shown in Figure 1.

The Alameda County Transportation Commission (Alameda CTC), in partnership with the California Department of Transportation (Caltrans) and the City of Fremont, propose the SR-262 (Mission Boulevard) Cross Connector Project to improve traffic operations along the SR-262 east-west connector located between I-680 and I-880 within the City of Fremont (see Figure 1).

The proposed project would reduce congestion and improve east-west regional connectivity between I-680 and I-880 within the SR-262 (Mission Boulevard) Corridor by reconfiguring the I-680/SR-262 interchange ramps to accommodate current and future traffic patterns and by grade separating through-traffic at the Mohave Drive and Warm Springs Boulevard intersections.

Two Build Alternatives are proposed to separate regional traffic moving exclusively between I-680 and I-880 from local traffic: an elevated viaduct (Alternative 1) and a depressed trench (Alternative 2).

Project Alternatives

Two Build Alternatives are under consideration, as well as the No-Build Alternative, described below.

Alternative 1 (Viaduct)

Build Alternative 1 would include construction of eastbound and westbound, barrier separated general purpose lanes connecting from I-680 to I-880 on an elevated viaduct in the center of SR-262 (Figure 2). The viaduct is approximately 3000 feet long with two lanes in each direction and begins at the existing Brown Road connection to SR-262, spans over Mohave Drive and Warm Springs Boulevard and meets the existing grade just before the Union Pacific Railroad (UPRR)/San Francisco Bay Area Rapid Transit BART tracks. Under Alternative 1, the SR-262 general purpose lanes would be classified as expressway. Local access would be maintained through at-grade, one-way frontage roads that separate from the viaduct near the existing Brown Road connection to SR-262 and extend on either side of the viaduct to Warm Springs Boulevard. Local access to and from I-880 would be by means of Warm Springs Boulevard and Warren Avenue interchange.

To accommodate the proposed grade separation, SR-262 would be widened at varied widths, for up to 30 feet on the south side and 55 feet on the north side for approximately 2,000 feet. The maximum height of the SR-262 connector viaduct deck would be approximately 40 feet above existing grade to

pass over Warm Springs Boulevard and Mohave Drive. Viaduct footings would likely be cast-in-drilled-hole or deep driven piles.

Alternative 2 (Trench)

Build Alternative 2 has a similar configuration to Alternative 1, except SR-262 general purpose lanes would be depressed within a trench instead of on an elevated viaduct. Under Alternative 2, the proposed SR-262 general purpose lanes would be grade separated in a trench up to 30 feet below the existing grade. The trench is approximately 3000 feet long with two lanes in each direction and begins at the existing Brown Road connection to SR-262, continues under Mohave Drive and Warm Springs Boulevard and meets the existing grade at the UPRR/BART underpasses. Warm Springs Boulevard and Mohave Drive would be carried over SR-262 on bridges (Figure 3). Under Alternative 2, the general purpose lanes would be classified as expressway.

Local access would be provided through at-grade, one-way frontage roads that separate from the trench near the existing Brown Road connection to SR-262 and extend to Warm Springs Boulevard. Local access to and from I-880 would be by means of Warm Springs Boulevard and Warren Avenue interchange.

The following features would be common for Build Alternatives 1 and 2.

SR-262 Improvements

For Build Alternatives 1 and 2, SR-262 (Mission Boulevard) would be grade separated from Mohave Drive and Warm Springs Boulevard (Figure 2 and Figure 3). The grade-separated SR-262 highway would provide two general purpose through-lanes in each direction between the I-680 and I-880 interchanges. Local access would be maintained on SR-262 by means of one-way frontage road connections at Mohave Drive and Warm Springs Boulevard. Brown Road would be realigned and extended west to connect to the Mohave Drive turnaround. Bicycle and pedestrian connectivity would be maintained along SR-262 through buffered Class II bike lanes, or Class IV cycle tracks¹, and sidewalks. Proposed bike facilities would connect to existing bike lanes on Warm Springs Boulevard and bike facilities located east of I-680 along SR-262. Improvements along this corridor would require removing or reconstructing roadway features, including retaining walls, curbs and sidewalks, drainage structures, highway signage, lighting, landscaping, and traffic signals. Right-of-way (ROW) would need to be acquired adjacent to SR-262 for the proposed project.

The existing Kato Road and SR-262/I-880 interchange ramp configuration would be retained. No changes would be made to the existing UPRR/BART underpass structures, except to remove abutment slope paving and shift approach retaining walls to accommodate the proposed roadway cross section.

I-680/SR-262 Interchange Improvements

The SR-262/I-680 interchange would be reconfigured to improve operations and facilitate construction of the SR-262 improvements. The current cloverleaf loop ramps and collector-distributor roads would be replaced with a modified "Type L" configuration comprising a diamond interchange with signalized intersections, while retaining the eastbound to northbound loop ramp. All on-ramps would be widened to provide for ramp metering. In addition, ramp terminals would be reconfigured to follow current best practices to accommodate bicycle and pedestrian movements. To maintain the aesthetic quality and scenic potential of the interchange, replacement planting would be required for impacts to existing

¹ A Class IV Bikeway (separated bikeway) is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic.

landscaping. A restricted left-turn movement from eastbound SR-262 to northbound I-680 may be provided for express buses to bypass potential ramp metering queues on the northbound loop ramp. No structure work is proposed on the I-680 overcrossing at SR-262, except to retain the abutment slope paving to enable bicycle and pedestrian improvements.

No-Build Alternative

Under the No-Build Alternative, there would be no action and the improvements proposed under Build Alternatives 1 and 2 would not be constructed. Traffic congestion on SR-262 and adjoining I-680 and I-880 freeways would continue. Regional connectivity associated with the proposed project would not be improved.

Potential Environmental Effects/Topics to be Evaluated

Based on preliminary surveys and information, Caltrans identified the following main subject areas for analysis in the EIR/EA. The scope of environmental analysis could be modified based on input from this Notice of Preparation and project scoping.

- Aesthetics and Visual Resources
- Air Quality
- Biological Resources
- Wetlands/Jurisdictional Waters
- Cultural Resources
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Flood Plain and Flooding
- Cumulative Impacts
- Noise and Vibration
- Transportation
- Greenhouse Gases/Energy/Climate Change
- Tribal Cultural Resources
- Community Impacts/Land Use/Growth
- Geologic/Seismic/ Paleontology
- Environmental Justice
- Mandatory Findings of Significance
- Construction-Related Impacts

Summary of Key Environmental Considerations

Despite its location within a highly developed area, the proposed project has the potential to impact sensitive environmental resources as described in detail below. A comprehensive assessment of potential impacts to resources will be conducted in the EIR/EA.

Cultural Resources

Based on a preliminary desktop archaeological sensitivity analysis, the project footprint for both Build Alternatives 1 and 2 has a moderate to high sensitivity for buried cultural resources. Because of this, both Build Alternatives 1 and 2 could potentially impact previously undocumented archaeological resources. In addition, both Build Alternatives 1 and 2 could impact undiscovered and previously documented archaeological resources, potentially requiring additional investigations including data recovery.

Paleontology

The project footprint is highly sensitive for paleontological resources, as noted by significant fossil localities that have been documented within a 1-mile radius of the project footprint. Detailed technical

studies could identify previously unknown finds that require additional coordination and time to resolve. Fossils may also be discovered during construction, resulting in construction delays and added cost.

Biological Resources

Special-status listed plant and animal species have been documented within and near the project footprint. Consultation with the United States Fish and Wildlife Service (USFWS) would be required to remain in compliance with Section 7 of the Endangered Species Act (ESA). Additionally, in-water work on Aqua Caliente Creek, Agua Fria Creek, and tributaries is located within Essential Fish Habitat (EFH) for salmonids. At a minimum, a Biological Assessment (BA) and informal consultation with National Oceanic and Atmospheric Administration's (NOAA) National Marine Fisheries Service (NMFS) agency would be required to remain in compliance with the Magnuson-Stevens Act and/or with Section 7 of the ESA.

Depending on the aquatic resources present and the level of proposed impact, a United States Army Corps of Engineers (USACE) Section 404 Individual Permit may be required.

Seismicity

The Hayward Fault is located within the project footprint. Because of this, geologic surveys, borings, and seismic modeling would be necessary to meet Caltrans seismic criteria for all proposed project structures.

Schools

Schools within 2 miles of the project site include James Leitch Elementary School, Laughter Educare Bilingual Montessori Preschool, World of Music Arts Music School, Nurture Kids at Warm Springs, Odens School, The Golden State Academy, Gulu Gulu Learning Academy, Olive Children Preschool / Afterschool - Warm Springs, Warm Springs Elementary School, 12 Foundations School at Gulu Gulu Learning Academy, Fred E. Weibel Elementary School, and Lila Bringhurst Elementary.

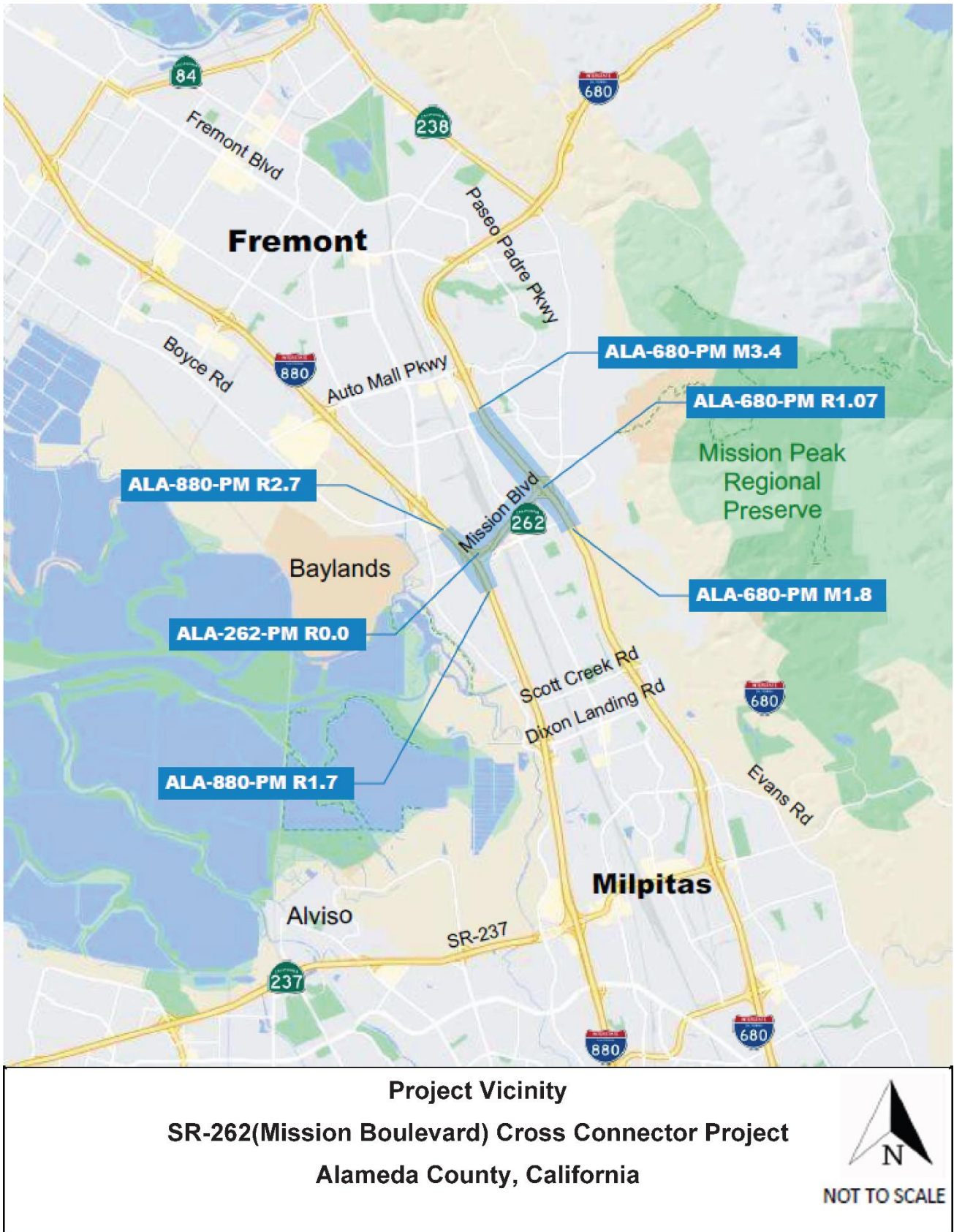
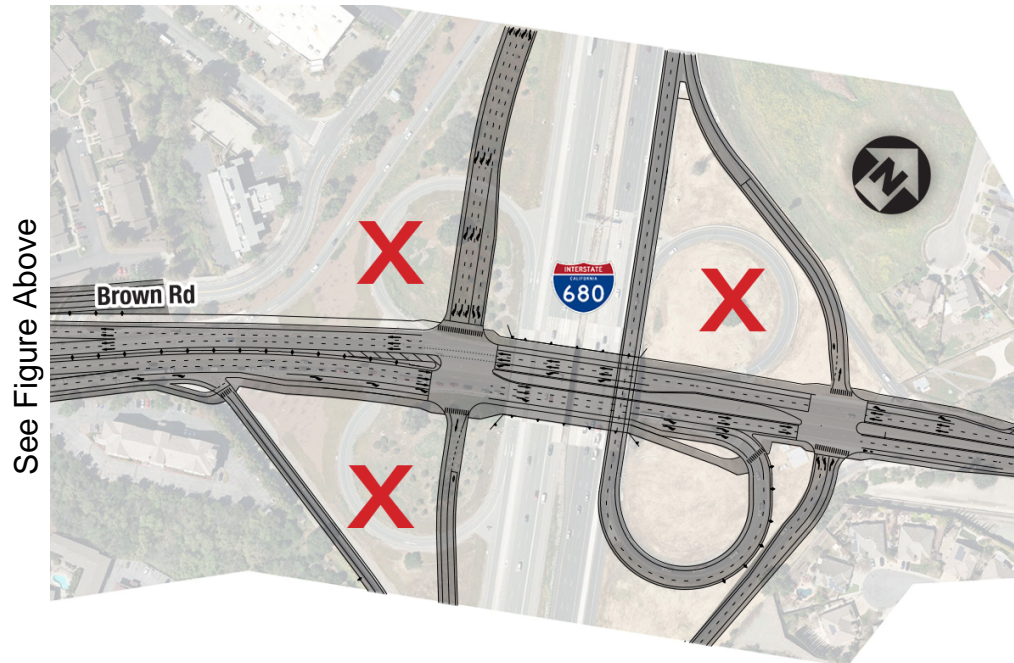
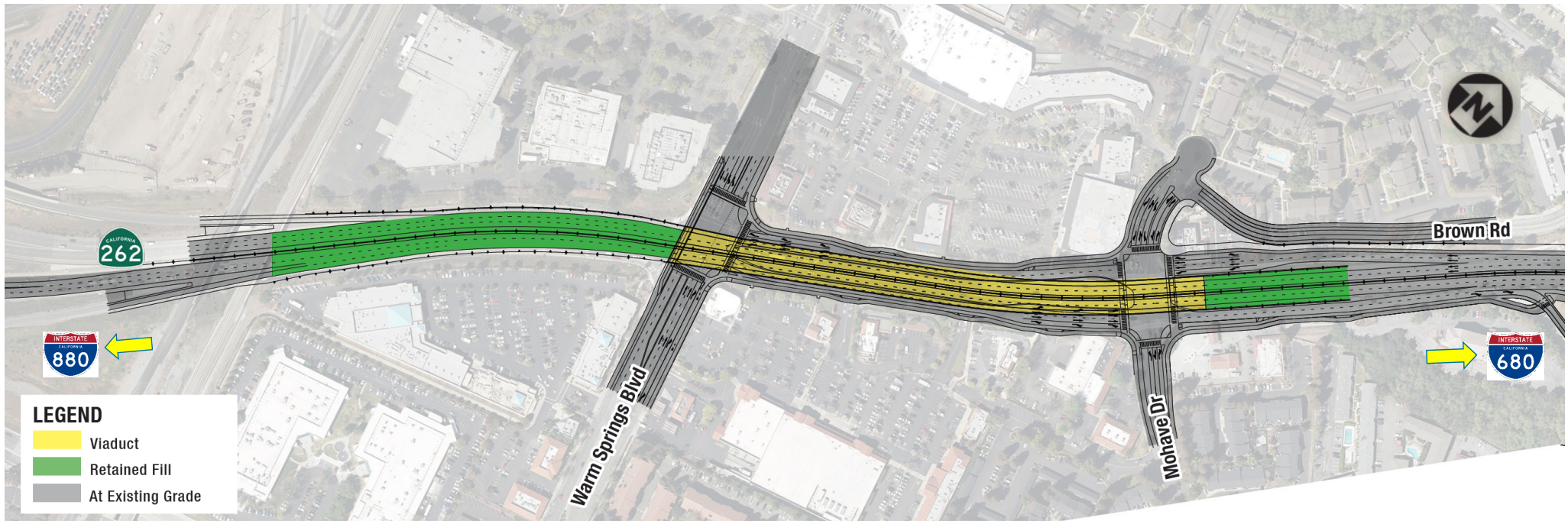


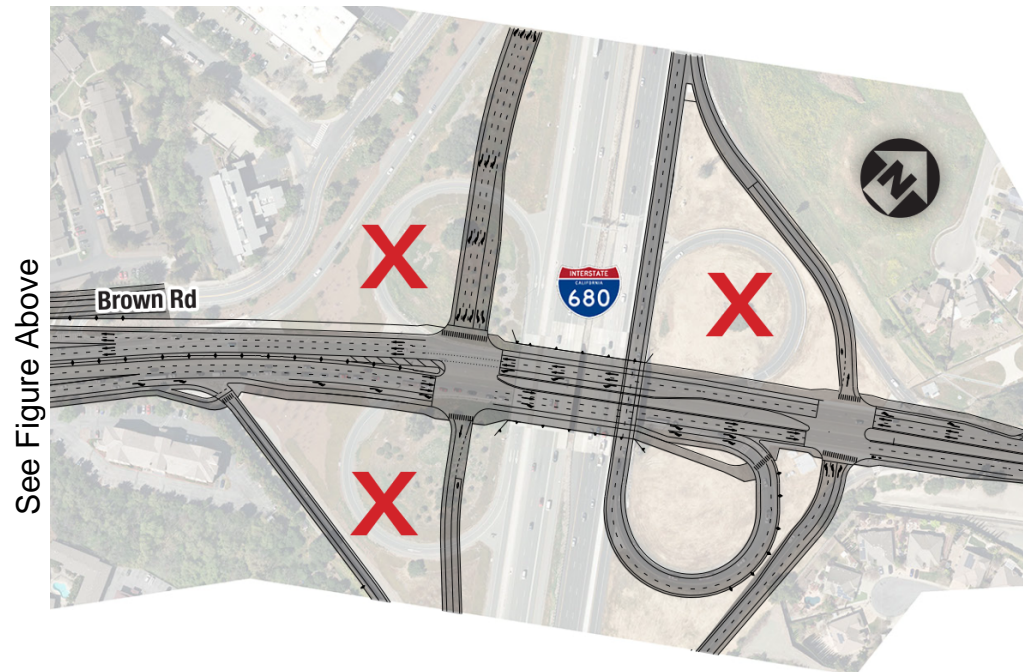
Figure 1. Project Vicinity Map

SR-262 (Mission Boulevard) Cross Connector Project



Alternative 1 - Viaduct

SR-262 (Mission Boulevard) Cross Connector Project



Alternative 2 - Trench