



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

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Ms. Mintze Cheng, P.E.
Director of Public Works
City of Union City
34009 Alvarado-Niles Road
Union City, CA 94587

Re: Re-evaluation of Categorical Exclusion
Union City BART Intermodal Station

Dear Ms. Cheng:

The Federal Transit Administration (FTA) has completed its review of your letter, dated December 19, 2005, that reviews the proposed changes to the Union City Bay Area Rapid Transit (BART) intermodal station project. This review, which was conducted under the requirements of 23 CFR Part 622 Section 771.130(c), finds that there are no new substantial impacts, new information, or new circumstances caused by the proposed design changes to the Union City BART Intermodal Station Project that would warrant preparation of a Supplemental Environmental Impact Statement or Environmental Assessment.

Based on our review, we concur that the proposed design changes described in your letter do not include new significant environmental impacts to planned growth or land use for the area; do not cause the relocation of significant numbers people; do not have a significant impact on natural, cultural, recreational, historical or other resources; do not have significant impacts on traffic or travel patterns; and do not otherwise, either individually or cumulatively, have any other significant environmental impacts.

If you have any questions, please call Mrs. Donna Turchie at (415) 744-2737.

Sincerely,

for Leslie T. Rogers
Regional Administrator



34009 ALVARADO-NILES RD.
UNION CITY, CA 94587
(510) 471-3232



December 19, 2005

Mr. Leslie T. Rogers, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration, Region IX
201 Mission Street, Suite 2210
San Francisco, CA 94105-1831

**RE: INTERMODAL STATION, PHASE 1
UNION CITY, CA**
Request for Environmental Re-evaluation

Dear Mr. Rogers:

The City of Union City is requesting a re-evaluation of subject project under the requirements of 23 CFR Section 771.129 (c), to find that there are no new substantial impacts, new information, or new circumstances caused by the proposed design changes to the Union City Intermodal Station, Phase 1 Project.

The original project was granted a Categorical Exclusion on July 23, 2003, under CFR 771.117(d)(10), "construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic."

We have attached for your review and approval the revised Intermodal Station Phase 1 Improvements Plan. This Intermodal Station, Phase 1 project proposes to modify and reconfigure the existing Union City BART Station to allow integration of a future passenger rail station serving Capitol Corridor and future Dumbarton Commuter Rail (and could also accommodate other potential rail providers including Altamont Commuter Express (ACE) and California High Speed Rail), to improve access for all modes - pedestrians, bicyclists, vehicles and transit and to better adapt the existing 14-acre BART site for future Transit Orient Development (TOD). A detailed project description of the revised project is attached to this re-evaluation request. The proposed changes to the project that will have environmental effects include:

- 1) The revised project no longer includes a separate pedestrian grade separation under the BART tracks; instead, the existing BART Station will be modified to integrate a "free pass-through" by utilizing and enlarging the existing pedestrian corridor within the station by relocating the elevator, escalator/stairways, public restrooms, and electrical/transformer rooms;
- 2) The modified BART station free pedestrian pass-through will include a bus drivers' facility and bike corral;

- 3) The revised project will not need to construct a separate pedestrian grade separation under the UPRR tracks. The Dumbarton Commuter Rail will raise the UPRR tracks and construct the future passenger rail station, which will continue the free pedestrian pass-through from the BART Station.
- 4) The reconfigured BART parking lot will no longer include a central bus-only loop road; rather, there will be a more compact, transit-priority "bus only" facility fronting the station that will also provide for easy bus entrance/exits via the Decoto Connector.
- 5) The revised project no longer requires the minor land acquisition of the property west of the station for the Decoto Connector, because the entire parcel adjacent to the station site will be purchased by the City's Redevelopment Agency by March 2006.
- 6) The revised project will modify the proposed Decoto Connector to a two-way street alignment that will meet City standards and will be maintained as a public street, rather than being a BART station one-way access driveway.
- 7) The revised project includes signalization of the Decoto Road/Decoto Connector and Union Square/westerly station entrance intersections.

These changes not only meets the original project goal of linking and providing safe public access from the Union City BART Station to the planned 30-acre TOD site on the former PG&E site, but truly integrates the pedestrian pass-through within the BART station and the future commuter rail station. In addition, the City's Redevelopment Agency purchased the 30-acre PG&E site in January 2004.

Union City believes that the changes to the Intermodal Station Phase 1 Project is not inconsistent with land use for the area; does not require relocation of people or businesses; does not have an adverse impact on natural, cultural, recreational, historical or other resources; does not involve adverse air, noise, or water quality impacts; does not have adverse impacts on travel patterns or nearby roadway capacity; and does not otherwise, either individually or cumulatively, have any adverse environmental impacts. There have been no changes to the environmental setting since the original Categorical Exclusion was granted, but clarifying information regarding the environmental effect of the proposed changes is provided below.

A traffic study was conducted by *Fehr and Peers Associates* that evaluated effects of the proposed signalization of the new Decoto Road/Decoto Connector intersection and the Union Square/Station Access Road intersection. The analysis found that the two signalized intersections would operate at acceptable levels of service per the standards of the City of Union City, and the signalization would not adversely affect through movement on either Decoto Road or Union Square. In addition, the proposed new full-access, signalized entry to the Intermodal Station via the Decoto Connector would also improve the operation of the adjacent Decoto Road/Union Station/Meyers Drive intersection. A copy of the study is attached.

The proposed revised project would require less grading and excavation of the BART track embankments, because it would enlarge the existing station pedestrian corridor to integrate an at-grade free pedestrian pass-through within the BART station, rather than construct a separate pedestrian grade separation under the BART and UPRR tracks located approximately 150 feet north of the station entrance. Similar to the approved project, the revised project includes a landscape plan to replace landscape trees removed by the project.

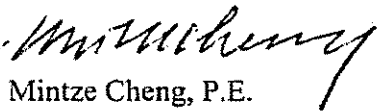
The proposed revised project includes sufficient replacement parking to replace all spaces lost and result in a net parking gain of 12 spaces. The minor land acquisition previously proposed by the project is no longer included, because the entire parcel adjacent to the station site will be purchased with City's Redevelopment Agency. As a part of the Phase 1 Improvements Project, parking lost through construction of the Decoto Connector on this City-owned site will be reconfigured and replaced. Lastly, in the time since the CE was granted on July 23, 2003, clean-up of the former PG&E Decoto Pipe Yard (the East Plaza area and interim BART parking lot) has been completed with the issuance of "Certification of Completion" dated September 9, 2003 from Department of Toxic and Substances Control (DTSC).

Based on consultation with City of Union City and State agencies, it is anticipated that the construction of the Intermodal Station Phase 1 improvements will not cause significant cultural, social, economic and environmental impacts. Accordingly, we believe that the Environmental Findings and other information provided in the previously submitted Categorical Exclusion for the Union City Intermodal Station Phase 1 Project are still valid.

Should you have any questions, please call Ms. Marilou Ayupan, Principal Civil Engineer, at (510) 675-5310, or myself at (510) 675-5306.

Sincerely,

CITY OF UNION CITY



Mintze Cheng, P.E.
Director of Public Works

Attachments: Detailed Project Description
Intermodal Station, Phase 1 Improvements Exhibit
Signalization Evaluation Study (Fehr & Peers)

cc: Mark Leonard/Mark Evanoff/Joan Malloy, Economic Development
Carlos Jocson/Marilou Ayupan, Public Works
Gary Labonte/Dick Wenzel/Walt Sonnichsen, BART
Tony Divito/Joan Martin, AC Transit
Judy Shanley, David J. Powers and Associates
Boris Dramov, ROMA Design Group
Richard Tanaka, Mark Thomas and Co., Inc.
Rob Rees/Chris Miller, Fehr & Peers
Mary Klingensmith, Nolte Associates

**Union City
Intermodal Station, Phase 1 Project
Detailed Project Description**

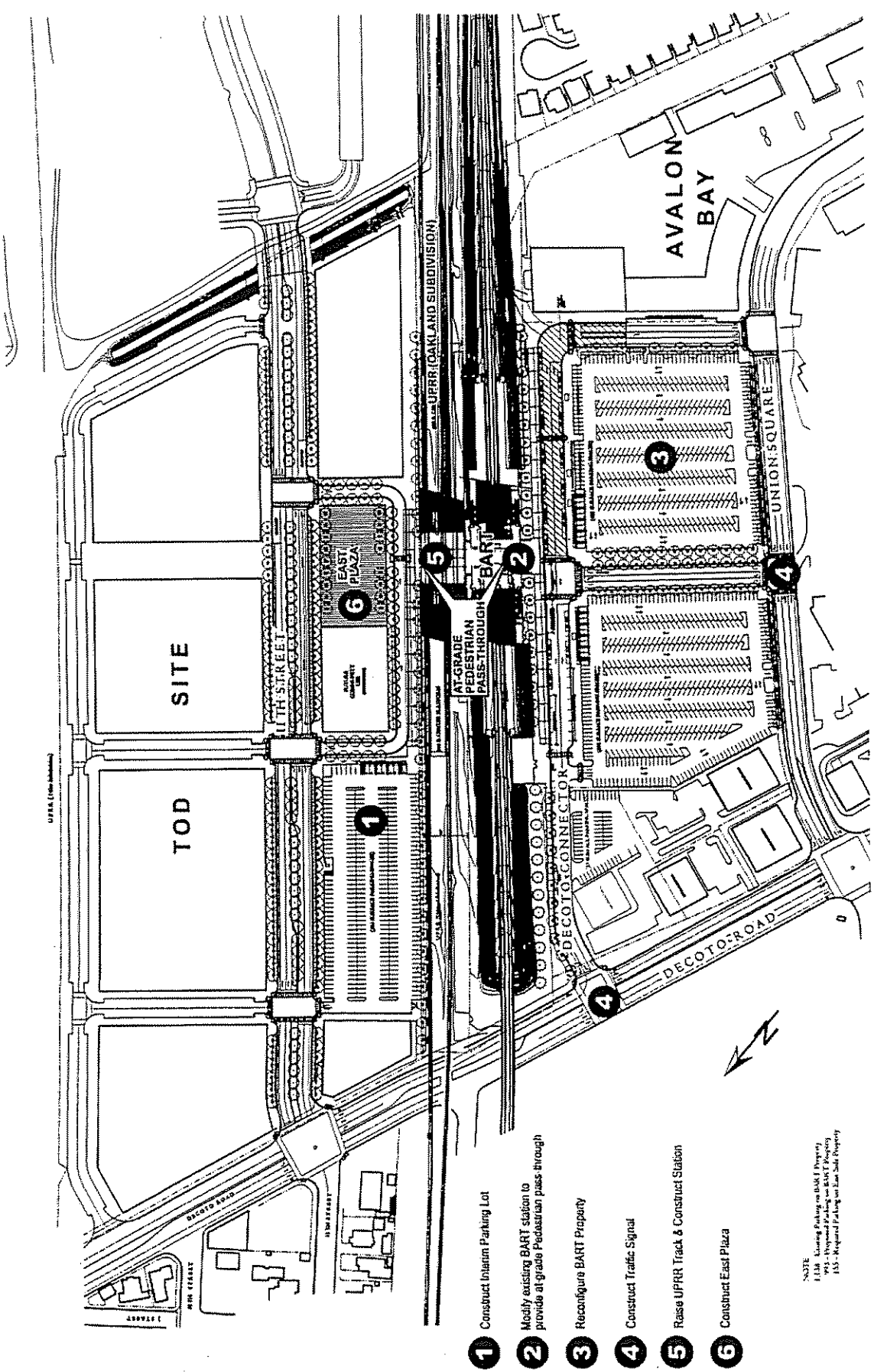
This Intermodal Station, Phase 1 project proposes to modify and reconfigure the existing Union City BART Station to allow integration of a future passenger rail station serving Capitol Corridor and future Dumbarton Commuter Rail (and could also accommodate other potential rail providers including Altamont Commuter Express (ACE) and California High Speed Rail), to improve access for all modes - pedestrians, bicyclists, vehicles and transit and to better adapt the existing 14-acre BART site for future Transit Orient Development (TOD). The Intermodal Station, Phase 1 project includes:

- 1) Modify the existing BART Station to integrate a "free pass-through" (to the future rail station and the adjacent planned 30-acre TOD site by City's Redevelopment Agency) by utilizing and enlarging the existing pedestrian corridor within the station by relocating the elevators, station agent booth and public restrooms, improve vertical capacity and circulation by relocating escalators, stairways, fare gates, ticket machines, the electrical equipment room and the transformer room;
- 2) Remodel the BART Station to provide a new transit driver's facility, bike corral station room, improve the station interior with enhanced lighting, architectural treated walls, and art and the station exterior with glass screen wall and architectural treated cast in place wall;
- 3) Reconfigure the existing BART property to create a segregated 16-bus bay transit facility, which serves AC Transit, Union City Transit and Dumbarton Express with a "bus only" area and an architecturally designed transit canopy structure to weather- protect both transit patrons and pedestrians, and provide new access roads from Union Square and Decoto Road known as the Decoto Road Connector for pedestrians, bicyclists, vehicles and transit;
- 4) Establish a defined pedestrian and bike promenade/spine with landscaping, lighting, large trees and pavers connecting the existing Market Place shopping center directly to the BART Station and eventually to the future rail station and Redevelopment Agency's 30-acre TOD site;
- 5) Enhance the entrance to BART by creating a new pedestrian walkway/plaza in front of the station with pavers, large trees, landscaping, monumental signage, pedestrian lighting, slope treatment of the existing BART berm, and provide pedestrian access with decorative walkways directly from Decoto Road and the future 6-acre Avalon Bay housing project located adjacent to BART Station;
- 6) Improve the existing at-grade BART parking lots for better circulation and access and provide a new interim BART parking lot for parking loss due to these improvements on the 30-acre TOD site;
- 7) Construct the transit plaza surrounded by a loop road on the 30-acre TOD site known as the East Plaza with amenities such as landscaping, pavers, lighting, signage, furniture, art, a clock tower and a fountain that will serve the future rail station and support future development.

Segment G, Dumbarton Commuter Rail will construct the future passenger rail station directly adjacent to the BART Station by raising the existing UPRR tracks about the same level as the BART tracks thus creating an at-grade level concourse shared by BART and commuter rail patrons. The Dumbarton Rail station will continue the "free pass-through" within the station to allow pedestrians to travel freely through the station area and connects the 30-acre TOD site directly to BART. To allow Capitol Corridor, future Dumbarton Commuter Rail and ACE to stop at this rail station, rail connections are required to the north in Hayward known as the Industrial Connection and to the south in Fremont known as the Shinn Connection. The Intermodal Station, Phase 1 project has been designed to fully integrate the BART Station with the future passenger rail station to achieve a seamless rail-rail connection.

The Dumbarton Rail Corridor Project will extend commuter rail service across the South Bay between the Peninsula and the East Bay. When the service starts in 2010, the rail corridor will link Caltrain, the Altamont Commuter Express (ACE), Capitol Corridor and BART, as well as East Bay bus systems (AC Transit, Union City Transit, and Dumbarton Express), at the Union City Intermodal Station. This project is funded by the recent passage of Regional Measure 2, Toll Measure and the lead agency for this project is San Mateo County Transportation Authority. Segment G, of the Dumbarton Commuter Rail project known as the Union City Passenger Rail Station project is in the environmental phase and anticipates environmental clearance under CEQA by early 2006. The Dumbarton Commuter Rail (from San Mateo County to Alameda County) environmental (EIS/EIR) document is anticipated to begin early 2006 and should be completed by early 2008.

UPRR (Oakland Subdivision)



- 1** Construct In-lot/lot Parking Lot
- 2** Modify existing BART station to provide at-grade pedestrian pass-through
- 3** Reconfigure BART Property
- 4** Construct Traffic Signal
- 5** Raise UPRR Track & Construct Station
- 6** Construct East Plaza

NOTE:
 114 - Existing Parking on Third Property
 115 - Proposed Parking on BART Property
 155 - Required Parking on East Side Property

UNION CITY INTERMODAL STATION, PHASE 1 IMPROVEMENTS