Mr. Bijan Sartipi, District Director
California Department of Transportation
District 4
P. O. Box 23660
Oakland, CA 94623-0660

Attention: Ms. JoAnn Cullom, Office of Local Assistance

Dear Mr. Sartipi:

SUBJECT: Proposed Los Gatos Creek Trail Project, City of San Jose, Santa Clara County

This is in response to your September 21, 2004 letter. Enclosed for your use and information is the signed Categorical Exclusion for this project. This concludes the NEPA process and the project may proceed accordingly.

Contact Steve Healow at (916) 498-5849, with any questions on this matter.

Sincerely,

/\Steve Healow

For
Gene K. Fong
Division Administrator

Enclosure
Los Gatos Creek Trail
Reach 4

CATEGORICAL EXEMPTION
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION
DETERMINATION FORM

04-SOLE-525
Clk.: Ctr. Ag. (LA Local Agency) K-96 (CA State Project)
Revised 11/2003

PROJECT DESCRIPTION: (Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

The proposed project is the 1.08 km (0.68 mile) extension of the paved Los Gatos Creek Trail from Doe to Aurora Avenues in the Willow Glen and Midtown area of central San Jose. The trail would be a Class I trail, with two, 6-meter-wide travel lanes and two, 6-foot shoulders, similar to the existing Los Gatos Creek Trail that currently extends from Mission Avenue in the north, to Lexington Reservoir in Los Gatos in the south.

The southernmost end of the proposed trail alignment will begin at the Lincolns Park Railroad Overcrossing on Del Avenue near Lincolns Park, in the Willow Glen area of San Jose. The railroad tracks, which have not been used in many years, were recently removed. The trail will be placed within the railroad right-of-way for a distance of approximately 187.5 m (615 ft). The trail will then be placed on the existing railroad bridge bridge that crosses Los Gatos Creek near Lincolns Park. A drainage outfall and associated pipes or concrete apron will be constructed on the northwestern side of the creek, immediately adjacent to the railroad tracks.

From the railroad tracks bridge, the trail will continue to the north along the western edge of the park for a distance of approximately 270 m (900 ft). The trail alignment will proceed northward along the top of the bank and will be constructed through an existing paved area. The existing paved area will be removed, and the trail will be constructed on an existing abandoned railroad right-of-way, which was originally installed as the right-of-way for the construction of a minor storage development for approximately 1 mile (1.6 km) to the undershooting of Interstate 280. This existing trail will be widened and maintained as part of the proposed project. The proposed trail will then continue under Interstate 280 for a distance of approximately 371.4 m (1200 ft). The trail will then continue on a paved concrete slab supported by steel beams for a distance of approximately 61 m (200 ft) because of the narrow top of the bank at this location. After this location, the trail will continue northward through a paved area to the terminus of Home Street and around the San Jose Water Company property. At this location, the trail will then enter an grassed area near the Los Gatos Creek bridge.

The trail will then continue to the north beyond the top of the bank of Los Gatos Creek along the floodplain property for a distance of approximately 100.7 m (330 ft). The trail will be constructed on a paved concrete slab supported by steel beams for a distance of approximately 61 m (200 ft) because of the narrow top of the bank at this location. The trail will continue northward through the paved area to the terminus of Home Street and around the San Jose Water Company property. At this location, the trail will then enter a grassed area near the Los Gatos Creek bridge.

CEQA COMPLIANCE (for State Projects only)
Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15060 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact on environmental measure of hazardous or critical concern where designated, prior to being updated pursuant to law.
- There will not be a significant cumulative effect by this project and cumulative projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not alter a feature of a feature designated under federal law.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Corridor List").
- This project does not cause a substantial adverse change in the significance of a historical landscape.

CALTRANS CEQA DETERMINATION

☐ Exempt by Statute (PER 21080)
☐ Categorically Exempt, Class ___, or General Rule Exemption (This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15064.1(d)(3))

Signature: __________________________ Date: __________________________
Environmental Clearance Chief: __________________________
Project Manager: __________________________
CATEGORICAL EXEMPTION
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION
DETERMINATION FORM

NEPA COMPLIANCE
(39 CFR 771.117)
Based on an examination of this proposal, supporting information, and the following statements:
- This project does not have a significant impact on the environment as defined by the NEPA.
- This project does not involve substantial controversy on environmental grounds.
- This project does not involve significant impacts on properties protected by Section 4(f) of the DOT Act and Section 106 of the National Historic Preservation Act.
- In non-airshed or non-maintenance areas for Federal air quality standards, this project does not adversely affect the air and Transportation Improvement Plan or is exempt from regional conformity.
- This project is consistent with the Federal, State, & local laws, requirements or administrative determinations relating to the environmental aspects of this action.

CALTRANS NEPA DETERMINATION
Based on an examination of this proposal, supporting information, and the statements above under 'NEPA Compliance', it is determined that the project is:

☐ PROGRAMMATIC CATEGORICAL EXCLUSION (PCE): Based on the evaluation of this project and supporting documentation in the project file, all conditions of the November 18, 2003 Programmatic Categorical Exclusion Agreement have been met.

☐ CATEGORICAL EXCLUSION (CE): Projects that do not individually or cumulatively have a significant environmental effect and are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS). Require FHWA determination.

[Signature: Environmental Office Chief]
[Date: 9/26/04]

FHWA DETERMINATION
Based on the evaluation of this project and the statements above, it is determined that the project meets the criteria for and is properly classified as a Categorical Exclusion (CE).

[Signature: FHWA Project Development Engineer]
[Date: 9-24-04]

Additional information attached or referenced, as appropriate (e.g., Mitigation commitments for NEPA only; Air Quality studies or documentation or exemption from regional conformity, see CE Protocol; 4068 commitments; §4(f) Programmatic §4(f), date of COE Nationwide Permit; §7 species survey results; Wetlands Finding, Floodplain Finding; additional studies; design conditions, Rev. 11/2003)

cc: (No Enclosure)