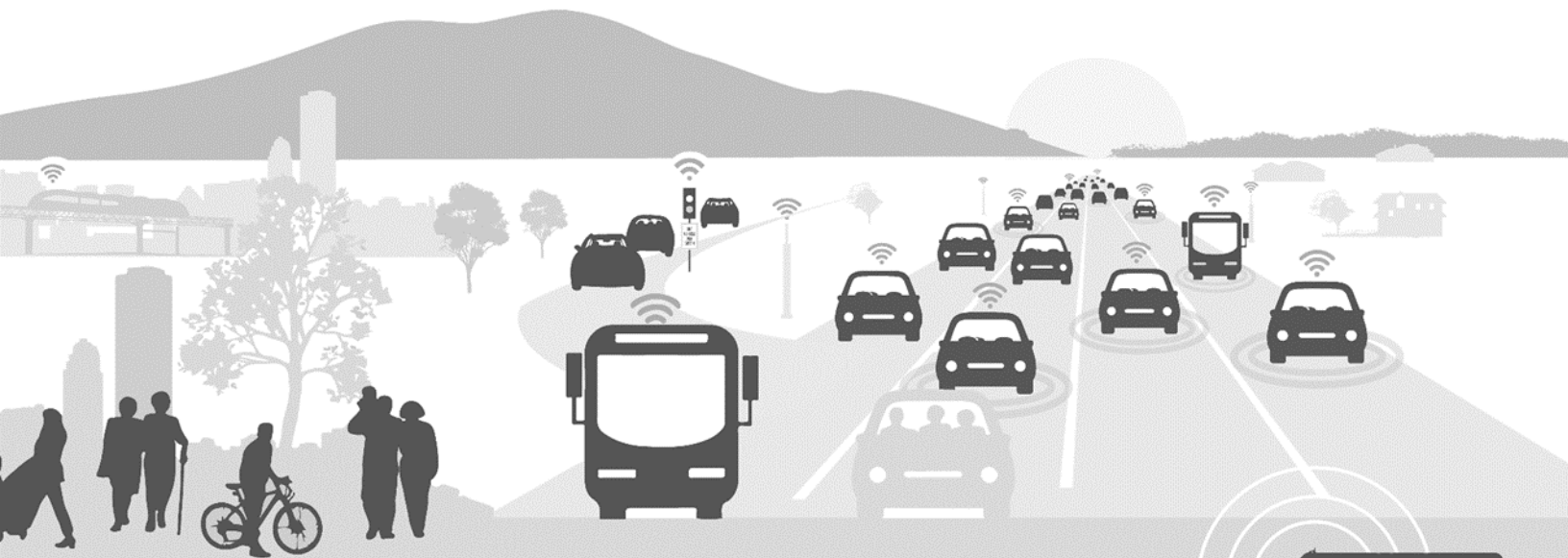
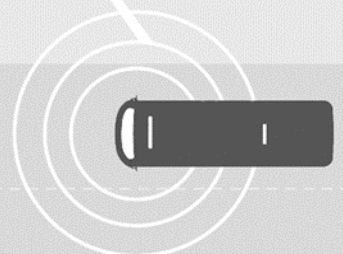


**MPDG-National Infrastructure
Project Assistance - Mega 2022
Project Environmental Review
Approval and Permitting Status
Appendix G**

680 FORWARD



CONTRA COSTA
transportation
authority



APPENDIX G: PROJECT ENVIRONMENTAL REVIEW AND PERMITTING STATUS

Acronyms

FEDERAL National Environmental Policy Act (NEPA)		STATE (CALIFORNIA) California Environmental Quality Act (CEQA)	
Cat. Ex.	Categorical Exclusion	Cat. Ex.	Categorical Exemption
FONSI	Finding of No Significant Impact	(M)ND	(Mitigated) Negative Declaration
EIS	Environmental Impact Statement	EIR	Environmental Impact Report

Zero-Emission Express Bus (CE/CE)

22Q4-23Q1

Project Description. The project provides for the addition of zero-emission buses and supporting facilities. CCCTA will acquire hydrogen-fueled buses and utilize either mobile or skid-mounted refueling equipment. LAVTA will acquire hydrogen-fueled buses and construct in-ground refueling equipment and a maintenance building. Before the procurement of hydrogen-fueled buses, CCCTA and LAVTA will rebrand and refurbish existing fleet to operate the service.

Anticipated Environmental Clearance. The CCCTA project will have no or negligible amount of construction, and is considered exempt. The LAVTA project would either be cleared with a CE under CEQA (as exempt under California Senate Bill 922) or is possibly already covered under a previously completed CEQA document for the development of the current facility. The project would also qualify for a CE under NEPA.

Resource Agency Permits. No resource agency permit is anticipated.

Part-Time Transit Lanes (CE/CE)

23Q1-23Q3

Project Description. The project provides for the use of highway shoulders for public transit buses during periods of congestion. Work includes sign installations, restriping and other minor ramp modifications. Project also includes training of bus drivers in a closed site.

Anticipated Environmental Clearance. The project will have minimal amount of construction. The improvements would be considered exempt under CEQA based on California Senate Bills 288 and 922. The project would be cleared with a CE/CE under CEQA and NEPA.

Resource Agency Permits. No resource agency permit is anticipated.

Shared Mobility Hubs (CE/CE)

22Q4-23Q3

Project Description. The project provides for the installation of three Shared Mobility Hubs (SMHs) at existing park-and-ride lot or train stations. Work includes improvements to bus and parking facilities, access for cars, bicycle and pedestrian. At certain locations, off-site transit signal priority would also be included. All work is expected to be performed within existing public right-of-way.

Anticipated Environmental Clearance. Each of the three proposed projects have independent utility and logical termini. The improvements would be considered exempt under CEQA based on California Senate Bills 288 and 922. Each of these projects are expected to be cleared with a CE/CE under CEQA and NEPA.

Resource Agency Permits. No resource agency permit is anticipated.

IHT POC Bollinger Canyon (MND/CE)

Complete

Project Description. The project provides for the construction of a bicycle and pedestrian overcrossing along the Iron Horse Trail (IHT) to replace a heavily-used signalized crossing at Bollinger Canyon Road. The design of the overcrossing structure was refined to reduce cost. Work would include grading and paving, bridge construction and landscaping improvements.

Completed Environmental Clearance. In November 2017, the City of San Ramon adopted a CEQA MND for the IHT Overcrossings at Bollinger Canyon Road and Cross Canyon Road. An Addendum to the MND for the Bollinger Canyon Road Overcrossing was approved in August 2019 after the design was refined in 2019. A NEPA CE was approved by Caltrans in April 2020.

Resource Agency Permits. No resource agency permit is anticipated.

IHT POC Crow Canyon (MND/CE)

22Q3-24Q1

Project Description. The project provides for the construction of a bicycle and pedestrian overcrossing along the IHT to replace a heavily-used signalized crossing at Crow Canyon Road. Work would include grading and paving, bridge construction and landscaping improvements.

Anticipated Environmental Clearance. In November 2017, the City of San Ramon adopted a CEQA MND for the IHT Overcrossings at Bollinger Canyon Road and Cross Canyon Road. An Addendum to the MND for the Crow Canyon Road Overcrossing is planned to ascertain that the findings from the MND are still valid even since there is no known change in site condition. As the project conditions are very similar to the overcrossing at Bollinger Canyon Road, it is anticipated that the project would also be cleared with a NEPA CE.

Resource Agency Permits. No resource agency permit is anticipated.

IHT-CCCT Gap Closure (MND/FONSI)

21Q1-24Q4

Project Description. The project provides for the construction of a Class 1 or Class 2 bicycle and pedestrian trail to connect two major trails. Work would include the construction of a paved trail, a non-vehicular bridge over Grayson Creek, retaining walls, bulb out at local intersections, and a high-intensity activated crosswalk (HAWK). The majority of the work would be constructed in existing public right-of-way with minor right-of-way needed from commercial property frontages.

Anticipated Environmental Clearance. Based on a design concept that had been developed, an initial assessment was conducted. A major focus of the environmental process is the creek crossing. As part of an earlier phase of the 640/4 Interchange improvements, CCTA recently completed a roadway crossing approximately 300 ft. upstream of this proposed bridge and is familiar with the creek condition, and the agencies' expectations on approval and permits. It is anticipated that the project would be cleared under an MND/FONSI.

Resource Agency Permits. Resource agency permits are needed for creek crossing.

I-680 Northbound Express Lane (EIR/FONSI)

19Q3-24Q2

Project Description. The project provides for the construction of an express lane and conversion of an existing High Occupancy Vehicle (HOV) lane to close an 8.3-mile gap in the Express Lane system. Work would include grading and paving, widening of existing bridges, construction of new bridges, braided ramps, creek work, retaining walls, ramp reconfiguration, and toll equipment. The majority of the work would be constructed in existing public right-of-way and only minimal right-of-way is needed from private property owners. No displacement of residents or business is anticipated.

Anticipated Environmental Clearance. The project as it is one of the first State highway projects in California to evaluate transportation impacts using Vehicle Miles Traveled (VMT) as a criterion under CEQA. Working collaboratively with Caltrans District and Headquarters staff, the project team is undertaking a very robust and thorough analysis on potential VMT impacts and developing potential mitigation strategies and opportunities. This includes the identification of various transit options to offset potential VMT increase. CCTA and the Caltrans Sustainability Office will then set up a framework to integrate appropriate VMT mitigation measures as part of the delivery of the Express Lanes project. The project would be cleared under an EIR/FONSI because of the complexity of the new VMT criterion under CEQA and related public interest.

Resource Agency Permits. Resource agency permits are needed for culvert extensions.

I-680/SR-4 Interchange Improvements (MND/FONSI) 22Q1-22Q3

Project Description. The project provides for the construction of two phases of a multi-phase freeway-to-freeway interchange improvement. Work would include the construction of an elevated direct connector, a slip ramp and the widening of a collector-distributor road over Grayson Creek. The majority of the work would be constructed within existing public right-of-way with limited right-of-way needed from private property owners. No displacement of residents is anticipated.

Anticipated Environmental Clearance. The Interchange improvements had been intended to be constructed in phases. A MND/FONSI was previously approved for the entire Interchange. However, the design of the current phase has been revised slightly and there is also a need to update various environmental studies to reflect changes in field conditions and address legislative changes. A major focus of the environmental process is work in the creek. As part of an earlier phase of the 640/4 Interchange improvements, CCTA recently completed a roadway crossing approximately 2,100 ft. downstream of the creek work and is familiar with the creek condition, and the agencies' expectations on approval and permits. It is anticipated that the project would be cleared under an Addendum to the previously adopted MND/FONSI.

Resource Agency Permits. Resource agency permits are needed for creek crossing.

Coordinated Adaptive Ramp Metering (CE/CE) 22Q1-23Q2

Project Description. The project provides for the construction of ramp meters, ITS and fiber optics cable for the entire 680 corridor and the use of the Coordinated Adaptive Ramp Metering (CARM) technology for a selected segment of the freeway. Work would include ramp widening, construction of retaining walls, fiber optic cables, traffic detection devices, and ramp metering equipment. It is anticipated that all work would be constructed within existing right-of-way.

Anticipated Environmental Clearance. The environmental clearance of the project would be completed in two parts. Caltrans has completed the environmental review for the non-CARM elements and is finalizing the CE/CE. The portion of the project that covers the CARM operations is a subset of the area covered under the Caltrans CE/CE. The nature of the construction is also similar. It is anticipated that the project would be cleared under a CE/CE.

Resource Agency Permits. No resource agency permit is anticipated.

Automated Driving Systems ADS (CE/Exempt) Complete

Project Description. The project provides for the testing and demonstration of various automated driving system. Work would include placement of portable signs and other equipment within public right-of-way and the use of specially equipped road-legal vehicles. There is no permanent construction.

Anticipated Environmental Clearance. CCTA completed a CE under CEQA to meet funding process and procedural requirements. The project is considered exempt under NEPA.

No resource agency permit is anticipated.

Mobility-as-a-Service/ Mobility on Demand MOD (Exempt/Exempt)

Not Applicable

Project Description. The MOD project focus on software engineering and the development of a mobile application. It does not require physical construction.

Resource Agency Permits. The project is considered exempted under both NEPA and CEQA.