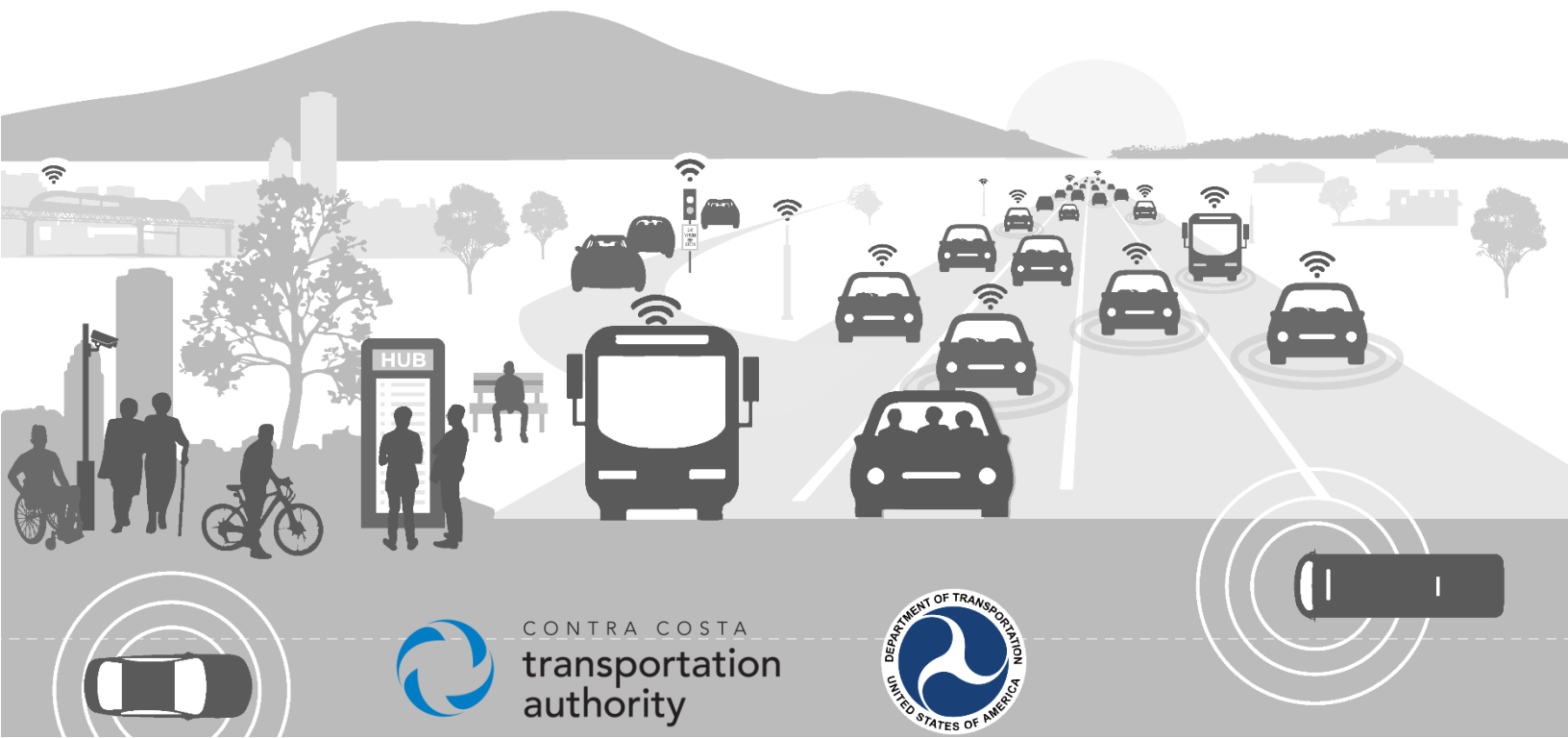


# Multimodal Projects Discretionary Grant (MPDG) - Mega

## Section 6 | Project Readiness

**INNOVATE 680**  
IMAGINE THE POSSIBILITIES

Access the *Innovate 680* program resource webpage [here](#).



CONTRA COSTA  
transportation  
authority



## 6 | Project Readiness + Environmental Risk

As noted above, CCTA has a long and successful history of partnering with federal, regional, state, and local agencies, as well as with its consultants and contractors, to successfully deliver over \$2.8 billion of transportation projects in the last 14 years.

The success of the *Innovate 680* program begins at the visioning and concept development phase, where CCTA project teams develop concepts in a holistic manner, including potential environmental impacts, construction, operation and maintenance, and lessons learned from similar projects. Advancement of each component project begins with a feasibility report that analyzes the project and its delivery. CCTA has assembled and integrated the *Innovate 680* Combined Project based on key considerations, including component project benefits, complexity, anticipated level of environmental documentation and permitting, project readiness, maturity of the enabling technology, funding, and logical phasing.

**Technical Feasibility |** As noted above, the *Innovate 680* program utilizes advanced technologies on several projects. A project initiation document and/or an environmental document has been completed or is underway for each of the component projects under the Combined Project (See **Table 14**). All work completed to date suggests that there are no fatal flaws in the delivery strategy. All the component projects can be designed and constructed using commercially available means and methods.

For the ITS elements of the Combined Project, CCTA follows federal guidelines for systems engineering analysis. The [Innovate 680 Program ConOps](#) has been completed for the *Innovate 680* program to analyze how the program of projects works together to increase corridor reliability, smooth traffic flow, and provide innovative travel options through the corridor. The *Innovate 680* ConOps included the evaluation and connectivity of the SMHs, Express Lanes, CARM, and other projects. Supporting individual ConOps documents have also been completed for the CARM project.

A key part of the CCTA evaluation of emerging technology is information sharing with technology partners and other public agencies. For example, the Colorado Department of Transportation (CDOT) recently completed a pilot CARM project on I-25 in Denver. Riverside County Transportation Commission (RCTC) is also implementing CARM on I-15 in Southern California. CCTA has met with CDOT and RCTC staff to gain lessons learned to inform CARM implementation on I-680. Site visits and information sharing with these agencies have been beneficial for the development of the CCTA CARM project.

Most of the Combined Projects use the traditional design, bid, and build process; however, CCTA continues to evaluate alternative delivery methods that may expedite delivery and/or result in overall cost savings.

**Environmental Approval, Permits + Risk |** Each component project under the Combined Project has independent utility and logical termini. The component projects are considered as separate projects under both NEPA and CEQA. The environmental review is conducted on a project-by-project basis. **Table 14** below provides the status of the environmental review of each component project.

CCTA conducts early evaluation prior to beginning the environmental review process with our local and state agency partners (Caltrans is also the lead NEPA agency under assignment from the FHWA) to identify potential issues and challenges. This helps CCTA to identify the level of environmental documentation needed and to develop realistic schedules, proactive risk management plans, and strategies. CCTA embraces community and stakeholder input during

the planning and environmental process. This includes using advanced market research techniques in addition to community forums and meetings. There are also regular check-in meetings with agencies, elected officials, and stakeholder groups to disseminate updated project information as well as solicit input. This has allowed CCTA to proactively address any concerns or revise design to mitigate potential effects.

As shown in **Table 14**, CCTA does not anticipate any environmental or permitting challenges on the projects. The project teams have and will continue to have proactive discussions with any relevant permitting agencies on the conditions of the permits and the appropriate mitigation measures. The design of these projects does not require engineering expertise that is not readily available to CCTA, and the schedule shown in **Table 15** is readily achievable.

The three component projects will be constructed within public ROW, with the Express Lane project requiring limited additional ROW. Such properties are owned by public agencies that are members of the *Innovate 680* Program committees. Proactive discussions with these owners suggest that the ROW acquisition can be accomplished on schedule and within budget. The utility relocations needed are considered fairly conventional, with detailed investigation and field verification to be conducted during the design phase.

**TABLE 14: ENVIRONMENTAL DOCUMENT AND RISK MANAGEMENT APPROACH**

Anticipated CEQA/NEPA Document by Project	Risk Management Approach
Shared Mobility Hubs: CE/CE	Context-sensitive design is used to avoid any significant impacts. <i>No resource agency permit is anticipated.</i>
Express Lane Completion: EIR/EA	<i>Required permits and approval include those pertaining to air quality, endangered species, waterways, clean water, and historical/cultural resources, as well as funding and construction/encroachment permits. Through early engagement and consultations during the environmental clearance phase, CCTA does not anticipate any issues in obtaining these permits for project delivery. CCTA has also obtained Caltrans approval for the environmental mitigation of transportation impacts under CEQA by implementing SMHs (as noted in <a href="#">Section 3</a> under SMH)</i>
CARM Segment 1: CE/CE	
CARM Segment 3A: CEQA Addendum, NEPA Revalidation	Design avoids any potentially significant impacts. <i>No resource agency permit is anticipated.</i>

**TABLE 15: Innovate 680 COMBINED PROJECT SCHEDULE**

Project	Planning Complete	Environmental Complete	Design Complete	Construction Begin/End
Shared Mobility Hubs	Complete	25Q3	26Q2	26Q2-28Q1
Express Lane Completion	Complete	25Q2	26Q4	27Q1-30Q1
CARM Segment 1	Complete	Complete	25Q4	26Q1-27Q4
CARM Segment 3A	Complete	25Q2	26Q4	27Q3-30Q3

*\*The MPDG funding will be obligated by the statutory deadline.*

**Financial Completeness | CCTA is requesting \$213 million in Mega grant funds. With an estimated total program cost of \$380 million, the Mega grant will help fully fund the program.** Currently, CCTA does not anticipate any delays with state, federal, and regional funding that has been secured for this program. As shown in **Table 15** Combined Project Schedule and [Attachment C](#), all necessary activities will be completed to allow for MPDG funding obligation by September 30, 2028, consistent with the MPDG funding requirements. Project-specific details are included on the following pages.

## 1. SHARED MOBILITY HUBS

**Project Status** | The Preliminary Design/Feasibility Study for the SMHs was completed in January 2023. The Environmental phase for Martinez Amtrak SMH will begin in July 2024. Bollinger Canyon Road and Walnut Creek BART SMHs will start their environmental phase in Fall 2024. The timeline for each of the SMHs is shown below:

### Project Schedule

PHASE	DATE	2024	2025	2026	2027	2028	2029	2030
<b>Bollinger Canyon Road</b>								
PID/PAED	10/24-8/25		█					
Design	2/25-4/26		█					
Construction	7/26-1/28			█	█			
<b>Walnut Creek BART Station</b>								
Environmental	10/24-8/25		█					
Design	2/25-4/26		█					
Construction	7/26-1/28			█	█			
<b>Martinez Amtrak Station</b>								
Environmental	7/24-5/25		█					
Design	11/24-12/25		█					
Construction	4/26-10/27			█	█			
<b>Hydrogen Fueling Infrastructure*</b>								
Construction	1/25-6/26		█	█				

\* The construction of the hydrogen fueling infrastructure is being led by LAVTA and County Connection

**Environmental Permits and Reviews** | California Senate Bill 922 provides an expedited environmental clearance process for transit projects such as SMHs.

**State and Local Approvals** | Encroachment permits will be needed from BART and City of Martinez for construction of the SMHs. No resource agency permit will be needed.

**Federal Transportation Requirements Affecting State and Local Planning** | The Project complies with the planning requirements for designated Transportation Management Areas, including the congestion management process required under 23 CFR 450.322. The Project is included in MTC’s Plan Bay Area 2050 as well as the STIP.

## 2. EXPRESS LANE COMPLETION



**Project Status** | The [Express Lane Completion](#) component project is currently in the environmental clearance phase. Caltrans has approved the Draft Environmental Document (DED) for the 45-day public circulation period, which began on 5/8/24. See the project schedule below.

### Project Schedule

PHASE	DATE	2024	2025	2026	2027	2028	2029	2030
Planning	10/15-1/19							
Environmental	7/19-6/25	█						
Design	6/25-12/26		█					
Right-of-Way	6/25-12/26		█					
Construction	3/27-3/30				█	█	█	█
System Integration	3/29-3/30						█	█
Operations	3/30-ongoing							█

**Environmental Permits and Reviews** | The Express Lanes Completion project is being cleared under an Environmental Impact Report (EIR) for CEQA. It is one of the first state highway projects in California to evaluate transportation impacts using VMT under CEQA. Working collaboratively with Caltrans, CCTA has received Caltrans’ approval of VMT mitigation proposal (SMH project as an environmental mitigation). The project is being cleared as an Environmental Assessment (EA) under NEPA. Selection of preferred alternative will be completed by Summer of 2024 after completion of public review of DED. The Final Environmental Document is expected to be completed by June 2025.

**State and Local Approvals** | Required permits and approval include those pertaining to air quality, endangered species, waterways, clean water, and historical/cultural resources; as well as funding and construction/encroachment permits. Through early engagement and consultations during the environmental clearance phase, CCTA does not anticipate any issues in obtaining these permits for project delivery.

**Federal Transportation Requirements Affecting State and Local Planning** | The component project complies with the planning requirement for designated Transportation Management Areas including the required congestion management process under 23 CFR 450.322. The Project is included in MTC’s Plan Bay Area 2050 as well as the STIP.

## 3. COORDINATED ADAPTIVE RAMP METERING

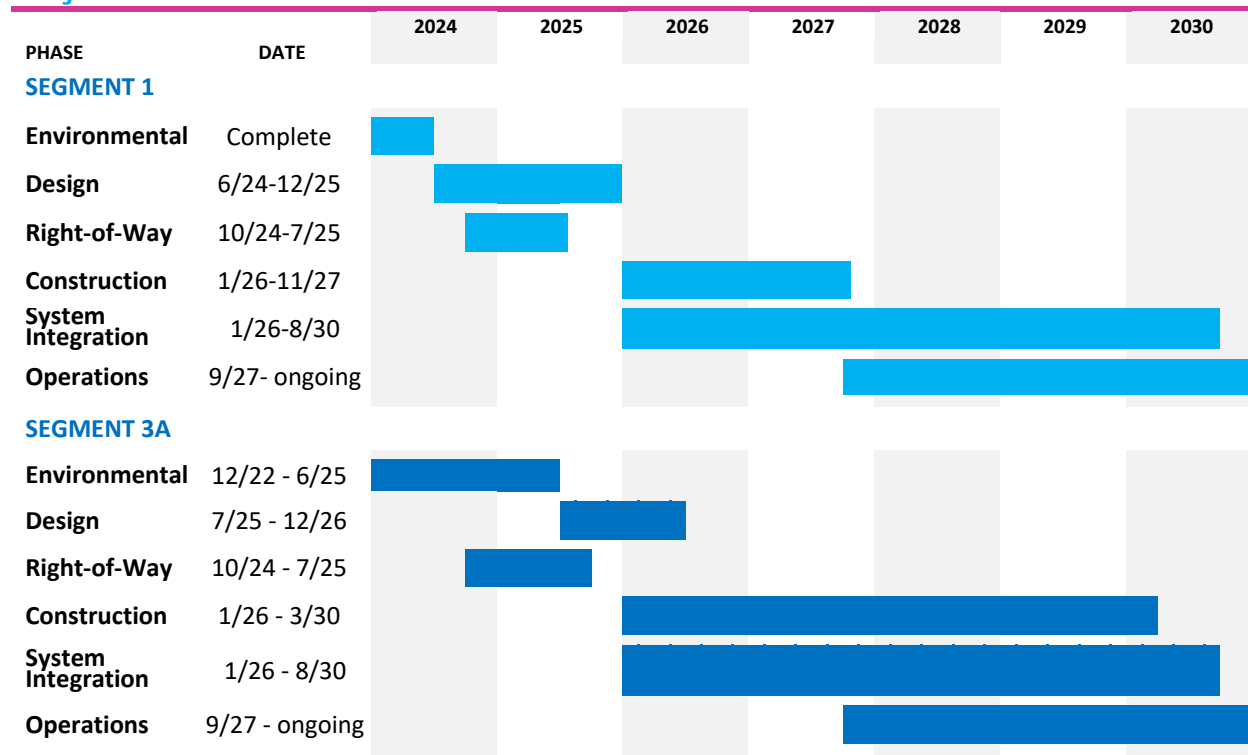


**Project Status** | The [design for Segment 1](#) is currently at approximately 30% of completion. The component project construction does not include any unusual features and no elevated risk was identified in the [project risk register](#) ([Attachment E](#)). All work will be conducted within Caltrans ROW and no ROW acquisition or resource agency permit is required. With the completion of the Foundation Report and APS for the modification of one bridge abutment, the overall design and construction risk is considered to be below average. The contingency allowance of 20% is considered to be appropriate for this work. The [design of CARM Segment](#)

[3A](#) is at a conceptual level. It will include conventional roadway and ITS work as well as standard Caltrans retaining wall. The contingency allowance is 35%.

Environmental clearance for Segment 1 was achieved in April 2024, paving the way for the start of the final design phase in June 2024. Environmental clearance for Segment 3A is expected to occur in June 2025, with design starting in July 2025. Provided that the Mega grant funding application is approved, there are no foreseeable obstacles to adhering to this timeline, given that all other necessary funding has been obtained and the majority of project approvals are already in place. See the project schedule for each segment below for details.

### Project Schedule



**Environmental Permits and Reviews |** The [CEQA Categorical Exemption \(CE\)/NEPA Categorical Exclusion \(CE\) for Segment 1](#) was approved by Caltrans in April 2024. It is anticipated that the CEQA Addendum and NEPA Revalidation will be approved by June 2025. The CARM project does not require a resource agency. Caltrans granted the project a CE/CE in April 2024, ensuring all environmental clearances were in place. Despite the fact that the CEQA/NEPA exemption does not mandate a formal public engagement process, the *Innovate 680* program has implemented an extensive outreach strategy. This strategy keeps the community informed about the project’s progress via frequent public gatherings, email updates, and dedicated website pages. No resource agency permit will be needed.

**State and Local Approvals |** No other state or local permit is needed.

**Federal Transportation Requirements Affecting State and Local Planning |** The component project complies with the planning requirement for designated Transportation Management Areas including the required congestion management process under 23 CFR 450.322. The Project is included in MTC’s Plan Bay Area 2050 as well as the STIP.