



**NEPA/CEQA RE-VALIDATION FORM**

<b>DIST-CO-RTE:</b> 04-CC-4/680
<b>PM/PM:</b> 680 PM 20.2/22.2; 4 PM R10.5/R15.1
<b>EA or Fed-Aid Project No.:</b> EA 04-229141
<b>Other Project No. (specify):</b> Project ID – 0420000156
<b>Project Title:</b> I-680/SR 4 Interchange – Phases 1, 2A and 4
<b>Environmental Approval Type:</b> IS/EA
<b>Date Approved:</b> 11/26/2008
<b>Reason for Consultation (23 CFR 771.129), check one:</b> <input type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) <input type="checkbox"/> <b>N/A</b> (Re-Validation for CEQA only)
<b>Description of Changed Conditions:</b> <i>I-680/SR 4 Interchange Project – Phase 1, 2A, 4 (Project) is amended to include additional improvements identified during the 65% design phase, such as trash capture, revisions to truss signs, lane restriping. See attached continuation sheets for further details.</i>


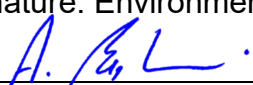
**NEPA CONCLUSION - VALIDITY**

Based on an examination of the changed conditions and supporting information: (*Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.*)

- The original environmental document or CE remains valid. No further documentation will be prepared.**
- The original environmental document or CE is in need of updating; further documentation has been prepared and  is included on the continuation sheet(s) or  is attached. With this additional documentation, the original ED or CE remains valid.**  
**Additional public review is warranted (23 CFR 771.111(h)(3))  Yes  No**
- The original document or CE is no longer valid.**  
**Additional public review is warranted (23 CFR 771.111(h)(3))  Yes  No**  
**Supplemental environmental document is needed.  Yes  No**  
**New environmental document is needed.  Yes  No (If “Yes,” specify type: )**

**CONCURRENCE WITH NEPA CONCLUSION**

I concur with the NEPA conclusion above.

	<u>8/17/2023</u>
Signature: Environmental Branch Chief	Date
	<u>8/17/2023</u>
Signature: Project Manager/DLAE	Date

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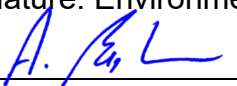
### **CEQA CONCLUSION** (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (*Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.*)

- Original document remains valid. No further documentation is necessary.
- Only minor technical changes or additions to the previous document are necessary.
- An addendum has been or will be prepared and is  included on the continuation sheets or  will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)
- Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)
- Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162)
- (Specify type of subsequent document, e.g., Subsequent FEIR):
- The CE is no longer valid. New CE is needed.  Yes  No

### **CONCURRENCE WITH CEQA CONCLUSION**

I concur with the CEQA conclusion above.

	<u>8/17/2023</u>
Signature: Environmental Branch Chief	Date
	<u>8/17/2023</u>
Signature: Project Manager/DLAE	Date

## NEPA/CEQA RE-VALIDATION FORM

### **CONTINUATION SHEET(S)**

**Changes in project design, e.g., scope change; a new alternative; change in project alignment.**

In 2008, Caltrans adopted an Initial Study/Environmental Assessment for the I-680/SR4 Interchange Project. The improvements were proposed to be implemented over five phases. Each phase could be independently constructed and provide incremental benefits in meeting the overall project goal to improve operational efficiencies and traffic flow, address safety concerns associated with the existing interchange configuration, and accommodate existing and planned growth (see **Attachment 1**, and **Attachment 2**).

Prior to this Re-Validation, Phase 3 of the Project was implemented as the first construction phase. A Re-Validation was prepared in 2018 for phase 3 with supporting technical addenda and determined the original environmental document (ED) remained valid. Subsequently, Phase 3 improvements have been constructed. CCTA and Caltrans now propose to construct Phases 1, 2A (the initial part of the Phase 2 work), and 4. The project will move forward construction of Phase 2A as a subset of the improvements analyzed as Phase 2 of the project.

#### **Phase 2A (portion of Phase 2 identified in the original ED)**

- Widen diagonal ramp from EB SR 4 to SB I-680 from 1 to 2 lanes. Widen portion of loop ramp from WB SR 4 to SB I-680 from 1 to 2 lanes. This will require widening of existing bridge over Grayson Creek Bridge.
- Install ramp metering facility for SB I-680 on-ramp

The following elements of the original Phase 2 project are not being implemented at this time:

- Construction of EB SR 4 to SB I-680 ramp with auxiliary lanes from Morello Avenue on-ramp to the connector and from the connector to the Concord Avenue off-ramp
- Extension of existing auxiliary lane from Muir Road/Pacheco Boulevard to intersection to EB SR 4 on-ramp and the EB SR 4 to NB I-680 loop ramp.
- Construction of a slip ramp from NB I-680 to Pacheco Boulevard

As the proposed project has moved into 65% detail design for construction, the current design of the proposed project includes additional detail. The 2008 IS/EA did not include structures aesthetic guidelines for overhead sign structures. The truss design of the Versatile Sign Structures will contrast with the arched steel tube theme that is present in the I-680 corridor. To minimize the visual effects of the contrasting structures, the project Versatile Sign Structures will be finished in a green color to match the green finish of the existing tubular steel sign supports in the corridor. Additionally, trash capture devices will be implemented for the project.

However, the scope of the proposed improvements is consistent with the original ED, no new alternatives have been identified, and no change in the project alignment or footprint has occurred.

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### **Changes in environmental setting, e.g., new development affecting traffic or air quality.**

There has been no major change in environmental setting since the 2008 IS/EA, as the project area and surroundings were fully developed in 2008 and the land uses and development remain surrounding the interchange area have remained unchanged in any significant manner.

### **Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.**

As analyzed in the 2018 Re-Validation and continues to be the case in 2023, there are no new cultural resources identified in the project area, and no new hazardous sites that pose an environmental risk to the project. Since the original IS/EA, previously unstudied biological resources were evaluated, including the Western Pond Turtle (candidate for listing) and the previously unlisted California Tiger Salamander.

Following adoption of the IS/EA, Caltrans updated the requirements for assessing and remediating barriers to fish passage at stream crossings, requiring fish passage issues to be assessed for any roadway stream crossing that would be repaired or replaced. To this end, a Fish Passage Incidental Report was prepared for the project in September 2014. This Fish Passage Incidental Report found that both Walnut Creek and Grayson Creek each have barriers to limit fish passage to the project area during low-flow periods, but that during higher flow periods, water depths would be sufficient for adult salmonids to travel upstream of these barriers. An updated species database list was compiled for the Natural Environment Study (NES) for the 2023 Re-Validation document.

Since the IS/EA, the EPA revised the primary annual PM 2.5 standard from 15 µg/m<sup>3</sup> to 12 µg/m<sup>3</sup>. However, the IS/EA was a joint CEQA/NEPA document which already analyzed the 12 µg/m<sup>3</sup> standard to meet State Air Quality requirements. In 2011, Caltrans adopted a new Traffic Noise Analysis Protocol (TNAP), replacing the protocol under which the noise study in the previous IS/EA was conducted. To this end, a new Noise Study Report and Noise Abatement Decision Report consistent with the 2011 TNAP were prepared as part of this revalidation.

Additionally, in 2014, the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the California State Historic Preservation Officer (SHPO), and the California Department of Transportation (Caltrans) signed a new Programmatic Agreement (PA) regarding compliance with Section 106 of the National Historic Preservation Act. Caltrans, in accordance with this PA and its NEPA delegation responsibilities, made a Finding of No Historic Properties Affected for the project.

There has been no major change in law or regulation other than those noted above that are applicable to the project. The updated technical reports have identified no changes in regulations.

### **Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.**

Analysis has been conducted to determine if the current design of Phases 1, 2A, and 4 would result in new types of impact or change the magnitude of an impact already identified. The results of this analysis are summarized below.

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### Air Quality

An updated Air Quality Report was prepared in January 2023, and concluded implementation of Phase 1, 2A, and 4 Project would not result in any new impacts, and as such the conclusions made in the IS/EA related air quality remain unchanged (see **Attachment 3**). Construction activities are short-term, and thus the greenhouse gas (GHG) emissions resulting from construction activities would not result in long-term adverse effects. Implementation of Caltrans Standard Specifications, such as complying with air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the contractor and the use of construction best management practices, would result in reducing GHG emissions from construction activities. The Project has also been found to not generate an increase in operational GHG emissions. This project is not considered to be a Project of Air Quality Concern (POAQC) for particulate matter PM<sub>10</sub> and PM<sub>2.5</sub>. Interagency consultation occurred and concurrence that the project is not a POAQC was received on July, 14, 2023. The Phase 1, 2A, and 4 Project is currently undergoing review by the Federal Highway Administration (FHWA) for Air Quality Conformity which is expected to be finalized prior to completing 100% PS&E.

### Biology

An update of the previous Natural Environment Study (NES) was prepared in August 2023 to evaluate any new potential effects to biological resources including waters of the US and wetlands in the project vicinity (see **Attachment 4c**). The NES Update was informed by a separate Jurisdictional Report for the Phase 1, 2A, and 4 Project. The Update and associated reports found that as a result of the Phase 3 Project design modifications, the disturbed acreage of wetlands increased slightly, from 0.023 acres to 2.112 acres. However, the significance conclusions in the IS/EA relating to wetlands and waters of the US, and all other biological resources, remain unchanged.

### Hydraulics

An updated Location Hydraulic Study was prepared in June 2023, and concluded there would be sufficient freeboard under the Walnut Creek and Grayson Creek bridges (the former being raised and replaced as part of the modified Phase 3 Project) such that there would be no new or adverse floodplain effects or need for additional mitigation measures beyond those identified in the previous IS/EA.

### Cultural Resources

The original IS/EA proposed to widen the existing Grayson Creek Bridge under Phase 2A. The reconstructed bridge would be 8 feet higher than the existing bridge so as to provide adequate floodway clearance. As discussed in the Historic Property Survey Report approved in November 2023, the increase in elevation of Grayson Creek Bridge would not result in any new impacts related to cultural or aesthetic resources and the conclusions in the IS/EA remain unchanged (see **Attachment 5a**).

### Hazardous Waste

An updated Initial Site Assessment was approved in March 2022. The Updated Initial Site Assessment concluded a Preliminary Site Investigation of the environmental study limits would

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be required to evaluate potential contaminants of concern in soil, groundwater, and building materials, which is consistent with the original IS/EA determination (see **Attachment 6**). As such, the conclusions made in the IS/EA related to hazards remain unchanged.

### Water Quality

An Addendum to the Water Quality Report was prepared for the project in February 2023 and found that the conclusions of the IS/EA relating to water quality remain unchanged (see **Attachment 4d**).

### Noise

An updated Noise Study Report, Noise Abatement Decision Report, Vibration Report were approved May 2023, and concluded construction noise and vibration minimization measures would be required (see **Attachment 7a**), which are consistent with measures identified in the Phase 3 Project Re-Validation document. As such, the conclusions in the IS/EA related to noise remain unchanged.

### Landscape/Visual

An updated Visual Resource Evaluation and Visual Impact Assessment was approved July 2023. Two soundwalls, and one retaining wall have been omitted from the project as analyzed in the 2008 IS/EA, reducing visual impacts to motorists on SR-4, and highway neighbors. The Phase 1, 2A, and 4 Project will add twelve overhead signs on I-680. The 2005 Visual Impact Report did not include structures aesthetic guidelines for overhead sign structures. The truss design of the Versatile Sign Structures will contrast with the arched steel tube theme within the visual corridor. To minimize the visual impacts of the contrasting structures, the project Versatile Sign Structures will be finished in a green color to match the green finish of the existing tubular steel sign supports in the corridor (see **Attachment 8**).

### Traffic

An updated Traffic Operations Analysis Report was prepared November 2023, and confirmed the improvements are expected to decrease overall travel time and vehicle delay, and improve speeds through the corridor. As such the conclusions made in the IS/EA related to traffic would remain unchanged (see **Attachment 9**).

### Section 4(F)

No new parks, recreational areas, or wildlife refuges have been identified in the project area. As such, the conclusions related to Section 4(f) remain unchanged.

### Farmland

No new Prime Farmland, Farmland of Statewide Importance, or Unique Farmland has been identified in the project area, therefore the conclusions in the IS/EA relating to farmlands remain unchanged.

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### Utility

The proposed Phase 1, 2A, and 4 Project design modifications necessitate the replacement and relocation of some utilities. Utility relocations were identified and anticipated in the 2008 EA and the utility relocations associated with Phases 1, 2A and 4 would be similar and consistent with the utility relocations envisioned under the original IS/EA.

### Community Impact Assessment (CIA)

The approved IS/EA concluded through an analysis of the socioeconomic and demographic characteristics of the study area that no low-income or minority communities would be impacted disproportionately by the project. The revised Community Impact Report, prepared July 2023, concluded the proposed project would not result in any effects that would impact underserved and/or disadvantaged communities in the immediate area surrounding the Study Area. The proposed project would not alter demographics or communities surrounding the project area and no new mitigation measures would be required (see **Attachment 10**). These findings are consistent with those in the original IS/EA.

### Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

Based on the updated analysis summarized above and contained in the attachments noted, the Phase 1, 2A, and 4 Project is not expected to result in any new environmental impacts beyond those previously analyzed in the 2008 IS/EA. However, as a result of increased design detail and analysis, more tailored avoidance and minimization measures have been proposed and are contained in an updated environmental commitments record (ECR).

### Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.

The Phase 1, 2A, and 4 Project is not expected to result in any new environmental impacts beyond those previously analyzed in the IS/EA.

However, additional temporary impacts would result from the installation of bridge pilings in Walnut Creek and Grayson Creek channels and widening of bridges and roadways over the Walnut Creek and Grayson Creek channels and Buchanan Channel. No net loss of aquatic resources would still be achieved through impact avoidance, minimization, and/or compensatory mitigation. The CCTA and Caltrans would restore portions of the flood channel that are temporarily disturbed by cofferdam construction to original grade and pre-construction conditions following construction so that no permanent impacts would result.

Since the IS/EA, Caltrans has adopted a new database to store environmental commitments for all projects. An updated ECR is attached with all previously and newly proposed environmental commitments (see **Attachment 9**).

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### Attachments

1. Location Map
2. Project Plans

#### **Technical Studies Prepared for the Revalidation**

3. Air Quality Report and related documentation
  - a. Public Notice for Air Quality Conformity and FHWA Determination
4. Biological Resources Reports
  - a. Draft Aquatic Resources Delineation Report
  - b. California Red-legged Frog Site Assessment Memorandum
  - c. Draft Natural Environmental Study
  - d. Draft Water Quality Assessment Report
5. Cultural Reports
  - a. Supplemental Historic Property Survey Report
  - b. HRER
  - c. Section 106 Close Out Memo
6. Initial Site Assessment Update
7. Noise Reports
  - a. Noise Study Report
  - b. Vibration Memorandum
  - c. Noise Abatement Decision Report
8. Visual Impact Assessment
9. Traffic Operations Analysis Report
10. Community Impact Assessment
11. Environmental Commitments Record