

Chapter 3 Comments and Coordination, and Required Approvals

3.1 Consultation and Coordination

Consultation and coordination with interested agencies and public participation for this project have been accomplished through formal and informal methods, including Project Development Team (PDT) meetings, public coordination/review, and regulatory and resource agency coordination and correspondence. The PDT meetings were primarily attended by staff from FHWA, Caltrans, CCTA, and the County Public Works Department, but also included updates/presentations to local cities, the Pacheco Municipal Advisory Committee, the Transportation Partnership and Coordination – Central County (TRANSPAC) committee, and local neighborhood organizations. This chapter summarizes these efforts.

3.1.1 Coordination with Local Agencies During Project Development

A PDT (defined above) was established during preparation of the PSR, which assisted in the development of alternatives and project issues that should be evaluated in this environmental document. The PDT also continued to meet approximately monthly during preparation and completion of the IS/EA and preparation of the Project Report. All issues related to project design, alternatives, environmental impacts, and agency coordination and approvals were raised and discussed by the PDT. The PDT was responsible for reviewing the alternative designs developed during the PSR phase and recommending the viable alternative and phasing that was carried forward for review in the IS/EA and Project Report. Detailed traffic information was evaluated during the development of the IS/EA and Project Report, which resulted in the incorporation of slip ramps, pedestrian facilities, soundwalls, and other refinements in the project design.

3.1.2 Public Coordination, Comments, and Review

Details on the public coordination and comment period are presented in Appendix J, including all comments and responses received on the Draft IS/EA. The following is a summary of that process and the public comments received.

The availability of the IS/EA for review was advertised and noticed, and a public meeting held to solicit comments on the project and the environmental document. A

mailer was sent on August 7, 2006, to residents adjacent to the project, and newspaper advertisements were published in the major regional newspaper, the *Contra Costa Times*, on August 5 and 19, 2006. These advertisements and notices provided a description of the project, a map of the project area, information on how the IS/EA could be reviewed or obtained, and details about the review period and public meeting. These advertisements and notices also identified the review and comment period established by the State Clearinghouse (August 4 through September 5, 2006) and stated that comments should be sent to Caltrans. Transmittal letters and copies of the IS/EA were also sent to local, State, and Federal elected officials. Copies of the IS/EA were made available at local libraries in Pleasant Hill, at the CCTA office in Pleasant Hill, and at the Caltrans District 4 office in Oakland. The distribution list for the IS/EA is provided in Section 3.3.

A public hearing/open house was held on August 22, 2006, at the Pacheco Community Center at 5800 Pacheco Boulevard. A community meeting was held at the Concord Cascade Mobile Home Park on August 16, 2006, and a presentation was made to the Pacheco Town Council on August 23, 2006. Caltrans relocation specialists were present at the public meeting and at the Concord Cascade Mobile Home Park meeting (where all of the residential acquisitions would take place).

Six individuals issued spoken comments at the August 22, 2006, public meeting, and 10 individuals, businesses, and State and local agencies provided written comments. Table 3-1 summarizes those comments and responses, which are presented in their entirety in Appendix J.

3.2 Regulatory Agency Coordination, and Required Permits and Approvals

A number of public agencies are involved in the review and oversight of the proposed I-680/SR-4 Interchange Improvement Project, as summarized below.

Because the proposed project has Federal funding and involves modifications to an interstate freeway, Caltrans and the FHWA have review and oversight authority. As noted in Section 1.3, FHWA must issue final approval of the slip ramps that are described for Phases 1 and 2.

Table 3-1 Public Meeting Comment and Response Summaries

No.	Comment Summary	Response Summary
1	Nearby residents in the vicinity of Temple Drive and Pacheco Boulevard were concerned that the project would increase noise levels, stated that soundwalls should be provided, and requested that trees and vegetation removed should be replanted or landscaping provided.	Noise levels in this neighborhood were evaluated in the IS/EA, and do not exceed the threshold at which noise abatement is considered, and hence no new soundwalls are proposed. Landscaping will be considered as part of the project. However, landscaping is not considered a noise abatement measure.
2	A resident of an affected residential mobile home park expressed concerns with flooding, specifically with the operation of a flood gate.	The proposed project will not affect flooding, and the existing condition will not change as a result of the project.
3	A local self-storage business (located on land leased from Caltrans) would be closed. The operator opposes the project and requested further study of Phase 2.	This land was acquired by Caltrans for future interchange improvements and cannot be avoided by the project without splitting the parcel.
4	Contra Costa Water District requested that its facilities (canals and water pipelines) be specifically included in the IS/EA, and effects mitigated if necessary.	This utility information was added to the IS/EA.
5	Contra Costa County Community Development Department identified concerns with coordination of the project development and a future BNSF railroad overcrossing change, impacts to pedestrian and bicycle facilities, traffic signal timing, and landscaping of the project.	Information on project phasing, as currently estimated, is provided. Existing pedestrian and bicycle facilities affected by the project will be replaced. Signal timing will be evaluated as part of final design. The proposed project will include replacement of landscaping within the State right-of-way in accordance with Caltrans policy.
6	CCCSD provided details of its facilities potentially affected by the project for inclusion in the IS/EA.	This information was added to the IS/EA.
7	A resident expressed concern with previous projects resulting in rodent problems.	The construction contractor will be directed to control rodents during clearing of vegetation and site preparation.
8	RWQCB requested information on impervious surface changes and treatment of storm water runoff. Areas determined non-jurisdictional by the USACE may still be considered waters of the State, requiring a permit and mitigation.	The estimated impervious surface added as a result of the project was added to the IS/EA. Permit applications to the RWQCB would be submitted, if appropriate, during final design.

In addition to the above lead agencies, other regulatory authorities are involved in the review of the IS/EA and in some cases have regulatory jurisdiction that requires a

separate permit or approval for the proposed project. These agencies and their roles are briefly summarized below. Relevant copies of agency consultation are included in Appendix H.

- **U.S. Fish and Wildlife Service.** The USFWS reviews projects consistent with Section 7 of the Federal ESA of 1973, focusing on identified or potential impacts to protected plant and wildlife species. Consultation with USFWS is also required under the Federal Fish and Wildlife Coordination Act for any impacts to a stream or water body (such as Grayson Creek). Coordination on this project involved the request for, and review of, any information on endangered and threatened species in the project region. Informal consultation was completed with the USFWS regarding potential impacts to the California red-legged frog; concurrence was received with the conclusion that the project is unlikely to result in a take of the species.
- **U.S. Army Corps of Engineers.** Any filling of wetlands or impacts to the waters of the United States or navigable waters requires permit review and approval by the USACE consistent with Section 404 of the CWA and Section 10 of the Rivers and Harbors Act. All five phases of the interchange improvements would permanently fill approximately 0.09 ha (0.023 acre) of wetland at Grayson Creek and Walnut Creeks. It would temporarily impact another 1.01 acres of wetlands at Grayson and Walnut Creeks and a flood control channel. The project appears to qualify for a Nationwide Permit authorization. An application to the USACE would be completed and submitted during final design of the project.
- **NOAA Fisheries.** Central Valley steelhead ESU and chinook salmon individuals have been occasionally sighted in Grayson and Walnut Creeks, and the project includes mitigation and construction measures to avoid impacts to these species. The consultation with NOAA on these species is included in Appendix H, and the avoidance measures are discussed in Appendix C.
- **Section 106, National Historic Preservation Act.** Federally funded transportation projects must follow FHWA and Caltrans procedures for historic preservation. A Programmatic Agreement for compliance with Section 106 of the National Historic Preservation Act, as it pertains to Federally funded or sponsored highway projects in California, became effective January 1, 2004. This agreement stipulates new procedures and passes additional authority to Caltrans for identification, evaluation, documentation, and consultation. Studies for this project identified the Contra Costa Canal as potentially eligible for inclusion in

the NRHP, and the State Historic Preservation Officer (SHPO) concurred (see Appendix H). The evaluation of the proposed project concluded that there would be no effect on the Contra Costa Canal or any other historic property.

- **California Department of Fish and Game.** Sections 1600–1606 of the California Fish and Game Code give CDFG regulatory permit authority over construction or fill activities proposed within the bed, channel, and banks of all streams, rivers, and lakes. Alteration of these features may require submission of a Streambed Alteration Notification and approval by CDFG. If needed, CDFG review or permit approval (at Grayson and Walnut Creeks) would be completed during final design of the project.
- **Regional Water Quality Control Board and State Water Resources Control Board.** Any permit issued by the USACE will stipulate that the state must provide a certification or waiver of water quality consistent with Section 401 of the Federal CWA. The RWQCB and State Water Resources Control Board will review the USACE’s proposed permit and the project when considering approval of this water quality certification. In addition, the 1992 amendments to the CWA require that a project that involves the disturbance of 0.4 ha (1 acre) or more must be covered by an NPDES storm water permit. Applications for these permits/approvals would be completed during final design of the project.

3.3 Distribution List for the IS/EA

Mr. Philip Vince
City Manager
City of Martinez
525 Henrietta Street
Martinez, CA 94553

Mr. Brian Hiatt
City Manager
City of Concord
1950 Parkside Drive
Concord, CA 94519

Ms. Karen L. Majors
Community Development
Director
City of Martinez
525 Henrietta Street
Martinez, CA 94553

Mr. Jim Forsberg
Director of Planning & Economic
Development
City of Concord
1950 Parkside Drive
Concord, CA 94519

Ms. June Catalano
City Manager
City of Pleasant Hill
100 Gregory Lane
Pleasant Hill, CA 94523

DOI Regional Environmental Officer
Office of Environmental Policy &
Compliance, Oakland Region
1111 Jackson Street, Suite 520
Oakland, CA 94607

Mr. Steve Wallace
Director of Public Works &
Community Development
City of Pleasant Hill
100 Gregory Lane
Pleasant Hill, CA 94523

Director, Office of Environmental
Compliance
U.S. Department of Energy
1000 Independence Avenue SW
Washington, DC 20590

Environmental Protection Agency,
Region IX
75 Hawthorne Street
San Francisco, CA 94105-3901

Director, Office of Environmental
Affairs
Department of Health and Human
Services
200 Independence Avenue SW
Washington, DC 20201

Federal Transit Administration, Region
IX
201 Mission Street, Suite 2210
San Francisco, CA 94105

U.S. Army Corps of Engineers,
Sacramento District
Attn: Regulatory Branch
1325 J Street
Sacramento, CA 95814-2922

Director, Office of Environmental
Policy & Compliance
Department of the Interior
1849 C Street, NW
Washington, DC 20240

U.S. Army Corps of Engineers, San
Francisco District
Attn: CESP-N-CO-R
333 Market Street, 8th Floor
San Francisco, CA 94105-2197

Bureau of Reclamation
1849 C Street, NW
Washington, DC 20240-0001

Regional Director
Federal Emergency Management
Agency
Region IX, Building 105
Presidio, CA 94129

U.S. Fish & Wildlife Service
Ecological Services
3310 El Camino Avenue, Suite 130
Sacramento, CA 95821

National Marine Fisheries Service,
Southwest Region
501 West Ocean Boulevard, #4200
Long Beach, CA 90802-42131

U.S. Geological Survey
M.S. 104
Reston, VA 22092

U.S. Geological Survey
345 Middlefield Road
Menlo Park, CA 94025

California Native Plant Society
2707 K Street, Suite 1
Sacramento, CA 95816-5113

California Wildlife Federation
1012 J Street, Suite 20
Sacramento, CA 95814

Mr. Tom Noble
California Highway Patrol
5001 Blum Street
Martinez, CA 94553

Mr. John Muller
San Francisco Bay Regional Water
Quality Control Board
1515 Clay Street, Suite 1400
Oakland, CA 94612

Mr. Terrence Tamminen
CA Environmental Protection Agency
1001 I Street
Sacramento, CA 95814-4025

Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

Mr. Greg Connaughton
Assistant Deputy Public Works Director
Contra Costa County Flood Control
255 Glacier Drive
Martinez, CA 94553

Mr. Jim Kelly
General Manager
Central Contra Costa Sanitary District
5019 Imhoff Place
Martinez, CA 94553

Mr. Keith Freitas
Director of Airports
Buchanan Field Airport
550 Sally Ride Drive
Concord, CA 94520

Mr. Joel Keller
BART Director
Bay Area Rapid Transit, District #2
800 Madison Street, LMA-5
Oakland, CA 94607

Mr. Doug Kimsey
Planning Director
Metropolitan Transportation
Commission
101 Eighth Street
Oakland, CA 94607

Planning Director
Association of Bay Area
Governments
101 Eighth Street
Oakland, CA 94607

Bay Area Air Quality
Management District
939 Ellis Street
San Francisco, CA 94109

Mr. Dennis M. Barry
Contra Costa County Community
Development
651 Pine Street, 4th Floor - North
Wing
Martinez, CA 94553

Mr. Walter Bishop
General Manager
Contra Costa Water District
1331 Concord Avenue
Concord, CA 94524

Contra Costa County Fire District
2010 Geary Road
Pleasant Hill, CA 94523

Mr. John Triolo, Ed. D.
Superintendent
Martinez Unified
921 Susana Street
Martinez, CA 94553

Mr. Charles Spence
Superintendent
Contra Costa Community College
District
500 Court Street
Martinez, CA 94553

Redevelopment Director
Contra Costa County Redevelopment
Agency
651 Pine Street, 4th Floor
Martinez, CA 94553

Mr. Keith McMahon
President and CEO
Concord Chamber of Commerce
2280 Diamond Boulevard., Suite 200
Concord, CA 94520

Ms. Marian Woodard
President
Pleasant Hill Chamber of Commerce
91 Gregory Land, Suite 11
Pleasant Hill, CA 94523

The Honorable Barbara Boxer
United States Senate
1700 Montgomery Street, Suite 240
San Francisco, CA 94111

The Honorable Dianne Feinstein
United States Senate
One Post Street, Suite 2450
San Francisco, CA 94104

The Honorable Ellen Tauscher
U.S. House of Representatives
2121 North California Blvd, Suite 555
Walnut Creek, CA 94596

The Honorable George Miller
U.S. House of Representatives
1333 Willow Pass Road, Suite 203
Concord, CA 94520

The Honorable Tom Torlakson
California State Senate
2801 Concord Boulevard
Concord, CA 94519

The Honorable Mark DeSaulnier
California State Assembly
815 Estudillo Street
Martinez, CA 94553

The Honorable Loni Hancock
California State Assembly
712 El Cerrito Plaza
El Cerrito, CA 94530

Supervisor John Gioia
Board of Supervisors, Contra Costa
County, District 1
11780 San Pablo Ave., Suite D
El Cerrito, CA 94530

Supervisor Gayle B. Uilkema
Board of Supervisors, Contra Costa
County, District 2
651 Pine Street, Room 108A
Martinez, CA 94553

Mr. Oliver Fontana
Pacheco MAC
5800 Pacheco Boulevard
Pacheco, CA 94553

The Honorable John Hanecak
City of Pleasant Hill
100 Gregory Lane
Pleasant Hill, CA 94523

William D. Shinn
City of Concord
1950 Parkside Drive
Concord, CA 94519

The Honorable Rob Schroder
City of Martinez
525 Henrietta Street
Martinez, CA 94553

Chapter 4 List of Preparers

This document and its related technical studies were prepared under the supervision of Caltrans District 4. The PDT was responsible for oversight of the project, consisting of members from Caltrans, FHWA, CCTA, and Contra Costa Public Works Department.

Key PDT Members

- Jerry Morgan, Project Manager, District 4 Design
- John Chang, Project Manager (through Summer 2003), District 4 Design
- Bonnita Chow, Senior Transportation Engineer, Caltrans District 4 Design
- John Poon and JB Reynoso, Transportation Engineers, Caltrans District 4 Design
- Barney Wong, District 4 Branch Chief, Contra Costa /Solano Counties
- Joe Robinson, District 4, Associate Environmental Planner, Contra Costa/Solano Counties
- Steve Healow, FHWA Area Engineer
- R.C. Slovensky, FHWA
- Susan Miller, Engineering Manager, Contra Costa Transportation Authority
- Hank Hauge, Nolte and Associates (consultant to CCTA)
- Al Schall, Contra Costa County Department of Public Works
- Scott Kelsey, Project Manager, URS Corporation
- Sujan Punyamurthula, Assistant Project Manager, URS Corporation
- Jeff Zimmerman, Environmental Manager, URS Corporation

Individuals Involved in Caltrans Oversight and Environmental Study Review

- Andre Nguyen, Senior Environmental Engineer – Reviewed: Noise and Air Quality

- Tim Mehta, Senior Environmental Engineer, Office of Environmental Engineering – Reviewed: Water Quality and Phase I Site Assessment/Hazardous Materials
- Grant Wilcox, Office Chief, Geotechnical – Reviewed: Geology
- Elizabeth Krase, Branch Chief, Architectural History, Office of Cultural Resources – Reviewed: Historic Resources
- Elizabeth McKee, Branch Chief, Archaeology, Office of Cultural Resources Studies – Reviewed: Archaeological and Historic Properties
- Ahmad Hashemi, Senior Environmental Planner – Reviewed: Wetlands and Natural Environment
- Joe Robinson, Associate Environmental Planner, Contra Costa/Solano Counties – Reviewed: Community Impacts

Individuals Involved in Environmental Document Preparation

The following key consulting team staff (and their summary qualifications) were responsible for the preparation of the environmental document, and its supporting studies and reports:

Sandy Davidson, B.S., Forest Management Science. Experience in natural resource management and water quality. Contribution: Hydrology and Water Quality Study Report.

Clark Fenton, Ph.D., Neotectonics and Paleoseismicity. Experience in geology and geologic hazards. Contribution: Geologic Hazards Report.

Brian Hatoff, M.A., Anthropology. Experience in cultural resource management. Contribution: Senior reviewer and manager of Cultural Resources Studies.

Manisha Kothari, M.S. Foreign Service. Experience in relocation, socioeconomic, and environmental document preparation. Contribution: Community impact assessment and environmental document coordination.

Rosemary Laird, M.A., Marine Science. Experience in biological survey preparation. Contribution: Natural Environment Study and California Red-Legged Frog Assessment.

Steve Leach, M.A., Vegetation Ecology. Experience in conducting biological impact assessments. Contribution: Managed biological resources studies and reports.

Corinna Lu, M.A., Geography. Experience in conducting biological surveys and research. Contribution: Wetlands Study.

Chris Lee, B.A., Anthropology. Experience in performing cultural resource assessments. Contribution: Archaeological and Historic Properties Survey Report.

Lynn McIntyre, B.A., Journalism. Contribution: Editorial and production support.

Joe Morgan, B.S., Chemistry. Experience in environmental document preparation and hazardous materials management. Contribution: Phase 1 Site Assessment.

Walter Thistlewaite, Ph.D., Environmental Health Sciences. Experience in environmental science policy and land use impact assessment. Contribution: Land Use assessment.

Geoff Thornton, B.S. Biochemistry. Experience in air quality and energy impact analysis. Contribution: Energy Report.

Cheri Velzy, B.S., Meteorology. Experience in air quality analysis. Contribution: Air Quality Report.

Jeff Zimmerman, B.S., Conservation of Natural Resources. Experience in environmental documentation and CEQA/NEPA process. Contribution: Environmental and document project manager.

Technical reports and project support were provided by subcontractors to URS. The following individuals contributed to the EIS/EIR:

Haygood and Associates

Leah Haygood, specialist in landscape architecture and visual impact assessment.
Contribution: Visual Impact Assessment Report.

Charlene Saito, specialist in visual simulations and impact assessment. Contribution: Assistance on Visual Impact Assessment Report.

Illingworth & Rodkin Inc.

James Reyff, specialist in noise and air quality assessment. Contribution: Noise Impact Report.

Michael Thill, specialist in noise assessment. Contribution: Assisted on Noise Impact Assessment and Report.

JRP Historical Consulting Services

Stephen Mikesell, M.A., History. Contribution: Prepared the Historic Architectural Survey Report / Historic Resource Evaluation Report.

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Chapter 6 List of Technical Studies

The following technical studies were prepared to support this environmental document:

- Air Quality Impact Assessment, August 2003 (revised June 2008)
- Archaeological Survey Report, October 2004
- California Red-Legged Frog Site Assessment, February 2003
- Community Impact Assessment (includes Draft Relocation Statement), January 2003
- Geological Impact Assessment, June 2003
- Historic Property Survey Report, October 2004 (includes Area of Potential Effect maps signed in July 2004)
- Historic Resource Evaluation Report, March 2004
- Location Hydraulic Study Report, April 2004
- Mobile Source Air Toxics, May 2008
- Natural Environment Study Report, April 2003
- Noise Impact Study, June 2004
- Phase I Environmental Site Assessment, December 2002
- Storm Water Data Report, May 2005
- Traffic Analysis Report, June 2004
- Visual Resources Impact Report, January 2005
- Water Quality Report, December 2002
- Wetland Delineation Report, April 2003

