Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Contra Costa

From: (Public Agency): Contra Costa County Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA, 94597
(Address)

Project Title: Transit Bus on Shoulder Testing and Training at GoMentum Station

Project Applicant: Contra Costa Transportation Authority

Project Location - Specific:
Select existing roads within GoMentum Station

Project Location - City: Concord Project Location - County: Contra Costa

Description of Nature, Purpose and Beneficiaries of Project:
See Attachment A.

Name of Public Agency Approving Project: Contra Costa Transportation Authority

Name of Person or Agency Carrying Out Project: Contra Costa Transportation Authority

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: 15301, 15302, 15304, 15061
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:
No significant adverse impacts to resources, including biological and cultural resources, would occur as a result of this project. See Attachment A for further details.

Lead Agency Contact Person: Hisham Noeimi Area Code/Telephone/Extension: 925-256-4731

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ▪ Yes No

Signature: Hisham Noeimi Date: May 30, 2024 Title: Director, Programming

▪ Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Attachment A

The Transit Bus on Shoulder Testing and Training at GoMentum Station Project

Contra Costa Transportation Authority

Project Location

The Transit Bus on Shoulder (TBOS) Testing and Training at GoMentum Station Project (Project) is located at the existing GoMentum Station within Contra Costa County, California. See *Figure 1: Project Site Map* at the end of this document for specific road locations and details.

Project Description

The Project site comprises up to five (5) existing roadway segments within the GoMentum Station. See *Figure 1: Project Site Map*. The roadway network within GoMentum Station is not open to public access. Rather, the roads are used to research and test autonomous vehicles and other transportation innovations. The Contra Costa County Transportation Authority (CCTA) is the Project proponent and lead agency for the Project.

Implementation of the Project would result in the creation of a TBOS testing and training facility. The facility would simulate TBOS operations in a controlled network through different roadway configurations. The TBOS testing and training facility would comprise striped roadway configurations on the existing pavement and adjacent equipment on temporary trailers. Project construction would entail application of a slurry seal overlay to the existing pavement, striping, and the placement of equipment on temporary trailers adjacent to the roadway within the shoulder. The slurry seal overlay comprises the application of one layer of mixture (water, asphaltic emulsion, fine aggregate, and additives for setting the seal) to the existing pavement to be used as a testing surface to cover any existing striping and create a smooth testing surface. New thermoplastic striping would be installed over the slurry seal overlay to designate configurations for simulated travel lanes, on-ramps, and off-ramps. Equipment on temporary trailers would potentially include, but is not limited to, ramp meters, ramp meter controllers and cabinets, closed circuit television (CCTV) camera, electronic signs, flashing beacons. Ramp meter signal heads, CCTVs, electronic signs, and flashing beacons would be affixed to poles on the temporary trailers. Additional technology, including connected vehicle transmitters and receivers, would be attached to the temporary ramp meter and CCTV camera poles. Project construction does not require any ground disturbance. All Project activities would be conducted within the existing roadway and shoulder. Project construction would commence in December 2024 and would last for approximately 7 months.

Project Background

The Project site is located within the Inland Area of the Concord Naval Weapons Station, specifically GoMentum Station, for which the Concord Community Reuse Plan was developed. A programmatic Environmental Impact Report (EIR) was prepared for the Concord Community Reuse Project and certified in January 2010 (SCH 2007052094). The EIR identified impacts related to land use, transportation, visual resources, air quality, and noise and vibration as significant and unavoidable. All other impacts were found to be less-than-significant or reduced to less-than-significant with mitigation measures implemented. This Notice of Exemption constitutes the project specific CEQA analysis required for a specific project within the Concord Community Reuse Plan area.

Subsequent to the certification of the Concord Community Reuse Project EIR, the United States Army Corps of Engineers and the Department of the Navy requested formal consultation with the United Sates Fish and Wildlife Service (USFWS) for the transfer of control of the Concord Naval Weapons Station, which GoMentum Station and the Project site are located within, to the City of Contra Costa, East Bay Regional Park District, and the Contra Costa County Sheriff's Department. On May 3, 2017, the USFWS issued a Biological Opinion (BO) for the site. This BO found that, while there is no critical habitat mapped on-site, the transfer may affect and is likely to affect Central California Distinct Population Segment California tiger salamander, California red-legged frog, and Alameda whipsnake. San Joaquin Kit fox and vernal pool fairy shrimp were found not likely to be adversely affected. However, the BO found that with the implementation of the applicable conservation measures on a project basis as the area is redeveloped, all reasonable and prudent measures to prevent impacts to the listed species are implemented and impacts are minimized.

Reasons Why the Project is Exempt

The Project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to the following categorical exemptions from the State CEQA Guidelines.

Section 15301, Class 1:
This exemption permits the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The Project would restripe existing road facilities and install temporary trailers on the existing roadway shoulder. No new roads would be created by the Project. The Project would not create any additional automobile lanes.

Section 15302, Class 2:
This exemption permits the replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. The Project would restripe existing road facilities and install temporary trailers on the existing roadway shoulder to serve the substantially same purpose of the existing facilities. The Project would not expand the capacity of the roadway.

Section 15304, Class 4:
This exemption permits minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry or agricultural purposes. The Project would restripe existing road facilities and install temporary trailers on the existing roadway shoulder. The Project would not involve the removal of healthy, mature, scenic trees.

Section 15061
This "common sense" exemption provides that a project is exempt from CEQA if it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. The Project would restripe existing road facilities and install temporary trailers on the existing roadway shoulder. Because the project work would occur on previously disturbed roadway and the GoMentum Station area was previously evaluated in the 2010 EIR and no significant impacts were identified associated with this project's use.

Categorical Exemption Exceptions

The Project does not meet any of the exceptions to Categorical Exemptions, which are listed in CEQA Section 15300.2. The analysis below identifies the exceptions with a discussion that substantiates how the Project does not meet those exceptions.

a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The Project qualifies for exemption classes 1, 2, and 4. Classes 1 and 2 are not qualified by consideration of project location. For class 4, the Project is not located within an area where an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. Refer to the discussion of hazardous waste sites below for a discussion of hazardous resources.

Regarding resources of critical concern, the Concord Community Reuse Plan EIR and the BO found that future development within the area would not result in significant impacts to biological resources of critical concern the with implementation of applicable mitigation measures and conservation measures. The Project would not disturb any native soils and due to the limited nature of the physical improvements included in the Project, there would not be any significant biological impacts. The Project would adhere to applicable conservation measures in compliance with the BO. Thus, the Project would not impact biological resources of critical concern and is not excepted from exemption class 4.

b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The Project alters existing facilities located entirely within previously disturbed areas. Surrounding areas would not be impacted by the Project beyond the impacts from the existing facilities. No significant adverse impacts would occur as a result of the Project. Therefore, the Project would not contribute to or cause a cumulative impact based on successive projects of the same type in the same place over time.

c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The Project site has been previously disturbed by the construction and installation of the existing facilities to be altered. The Project would not result in any significant effects on the environment due to unusual circumstances. The Project site does not have any unusual circumstances that would negatively impact the environment. Refer to **Attachments B, C, and D** for analysis to support no anticipated Project impacts related to cultural resources, air quality, greenhouse gas emissions, and noise and vibration.

d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

There are no Officially Designated State Scenic Highways within the Project site. Contra Costa County includes two Officially Designated State Scenic Highways: Interstate 680 and State Route 24. Interstate 680 and State Route 24 are located approximately 7.5 miles southwest from the nearest Project site area (location 5A as depicted in *Figure 1: Project Site Map*).

The Contra Costa County General Plan 2005 – 2020 (General Plan) Open Space Element designates scenic resources within unincorporated Contra Costa County. The Project site does not contain any Scenic Ridgeways or views of Scenic Waterways designated by the General Plan.

The Project does not coincide with an Officially Designated State Scenic Highway or a General Plan designated Scenic Resource. Thus, this exception to the exemption does not apply.

e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

Project construction would not include any ground disturbance, require excavation or grading on adjacent properties. Construction of the Project would occur only within the existing roadway. The nearest recorded hazardous waste site to the Project site (locations 2B and 3A as depicted in *Figure 1: Project Site Map*), according to a review of the State Water Resources Control Board's GeoTracker and the Department of Toxic Substances Control EnviroStor databases, is a leaking underground storage tank (LUST) located approximately 100 feet southwest to the project site near Pearl Avenue.[1] The LUST site has been closed with no further action required since 1999. However, as this site is not located within the Project site, project construction would not require any ground disturbance, and the remainder of the Project road segments would not be located on or near a hazardous materials site this exception to the exemption does not apply.

f) *Historical Resources*. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

There are no historical buildings or structures located within the Project site. Refer to **Attachment B: CHRIS Search Results**. Further, the Concord Community Reuse Plan EIR did identify historic resources within the Plan area but did not identify historical resources located within the Project site. Project construction would occur entirely within the existing disturbed area and would not affect structures adjacent to Project roadways. The Project would not require any work within historic districts or on historic structures. Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource.

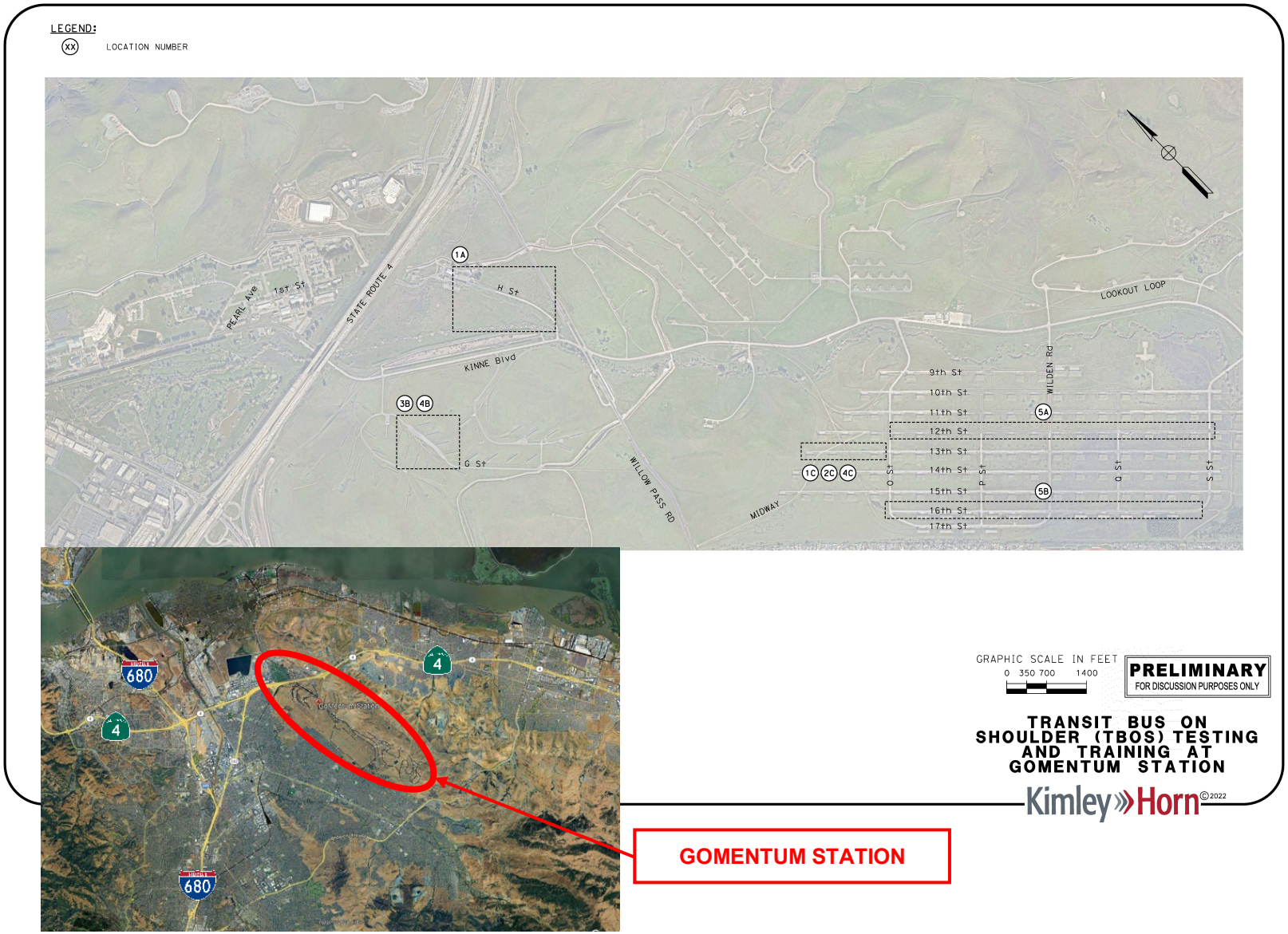
Conclusion

The Project is categorically exempt from CEQA pursuant to State CEQA Guidelines Sections 15301; Class 1, 15302; Class 2, and 15304; Class 4. The Project would modify existing facilities as allowed by the Class 1 categorical exemption. The Project would replace or reconstruct existing facilities as allowed by the Class 2 categorical exemption. The Project would not remove any healthy, mature, scenic trees for minor

[1] California State Water Resources Control Board GeoTracker. Concord NWS 178A (T0607592115) https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0607592115. Accessed April 11, 2024.

land alterations as allowed by the Class 4 categorical exemption. The Project does not meet any of the exceptions listed in CEQA Guidelines Section 15300.2.

Figure 1: Project Site Map



Attachment B
CHRIS Search Results

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

ALAMEDA
COLUSA
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
1400 Valley House Drive, Suite 210
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
https://nwic.sonoma.edu

April 22, 2024 NWIC File No.: 23-1454

Daniel Vermeulen
Kimley-Horn
1300 Clay Street, Suite # 900
Oakland, CA 94612

Re: Record search results for the proposed project at 4012 Willow Pass Road, Concord, Contra Costa County, CA.

Dear Mr. Daniel Vermeulen:

Per your request received by our office on the 3rd of April, 2024, a rapid response records search was conducted for the above referenced project by reviewing pertinent Northwest Information Center (NWIC) base maps that reference cultural resources records and reports, historic-period maps, and literature for Contra Costa County. Please note that use of the term cultural resources includes both archaeological resources and historical buildings and/or structures.

The proposed project includes the installation of striping on existing pavement and the placement of equipment on temporary trailers adjacent to the roadway at up to four (4) locations in the GoMentum Station facility at 4012 Willow Pass Road (APNs 111-010-025 and 111-010-038) within the City of Concord, California. The project site was formerly a US Naval Weapons Station and now currently contains GoMentum Station, a connected and autonomous vehicle testing ground.

Construction work would consist of installation of new striping and placement of temporary equipment (e.g., electronic signs, ramp meter signal heads, closed circuit television cameras on poles). All construction would occur on the existing roadways. The project does not include any ground disturbance.

As per the letter received by this office stating that no ground disturbance would be required, review for this project only incorporated a review for buildings and structures within the referenced project boundaries and/or the immediate vicinity. Review of this information indicates that there has been six cultural resource studies that in total cover approximately 100% of the 4012 Willow Pass Road project areas. See attached Report Listing. The State Office of Historic Preservation Built Environment Resources Directory

(OHP BERD), which includes listings of the California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and the National Register of Historic Places, lists portions of one recorded structure within Locations 3 and 4 of the proposed 4012 Willow Pass Road project area, the Navy Rail System (OTIS # 573055). This resource has a status code of 6Y, meaning this resource Determined ineligible for the National Register (NR) by consensus through Section 106 process – Not evaluated for the California Register (CR) or local listing. In addition to these inventories, the NWIC base maps show one recorded structure, P-07-002402, the Navy Rail System, as listed above, within Locations 3 and 4 of the proposed 4012 Willow Pass Road project area.

The 1958 photo revised 1980 Vine Hill, 1953 photo revised 1980 Honker Bay, and 1953 photo revised 1979 Clayton USGS 7.5-minute topographic quadrangle depicts roads and railroads within the 4012 Willow Pass Road project areas. If present, any unrecorded roads meet the Office of Historic Preservation's minimum age standard that buildings, structures, and objects 45 years or older may be of historical value.

RECOMMENDATIONS:

1) As per the project description, there is to be no ground disturbance and further study for archaeological resources is not recommended at this time. Should the description of this project change, we recommend further review for the possibility of identifying Native American and historic-period archaeological resources.

2) The proposed 4012 Willow Pass Road project area contains portions of one recorded structure included in the OHP BERD, Navy Rail System (OTIS # 573055); therefore, prior to commencement of project activities, it is recommended that this resource be assessed by a professional familiar with the architecture and history of Contra Costa County. In addition, if the proposed project area contains other buildings or structures that meet the minimum age requirement, prior to commencement of project activities, it is recommended that this resource be assessed by a professional familiar with the architecture and history of Contra Costa County. Please refer to the list of consultants who meet the Secretary of Interior's Standards at http://www.chrisinfo.org.

3) Review for possible historic-period buildings or structures has included only those sources listed in the attached bibliography and should not be considered comprehensive.

4) If archaeological resources are encountered **during construction,** work should be temporarily halted in the vicinity of the discovered materials and workers should avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. Project personnel should not collect cultural resources. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

5) It is recommended that any identified cultural resources be recorded on DPR 523 historic resource recordation forms, available online from the Office of Historic Preservation's website: https://ohp.parks.ca.gov/?page_id=28351

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

Thank you for using our services. Please contact this office if you have any questions, (707) 588-8455.

Sincerely,

Jillian Guldenbrein
Researcher

LITERATURE REVIEWED

In addition to archaeological maps and site records on file at the Northwest Information Center of the Historical Resources Information System, the following literature was reviewed:

Andrews, Edna May; Settle, Janet; Harmon, Arliss; and Endo, Takako
1986 *History of Concord: Its Progress and Promise.* Concord Historical Society, Concord, CA.

Bowman, J.N.
1951 *Adobe Houses in the San Francisco Bay Region*. Geologic Guidebook of the San Francisco Bay Counties, Bulletin 154. California Division of Mines, Ferry Building, San Francisco, CA.

Concord Historical Society
1992 *Concord People and Places*(Calendar). The Concord Historical Society, Concord, CA.

1993 Landmark Edition, *Concord Historical Sites and Landmark* (Calendar). The Concord Historical Society and Concord History Resource Center, Concord, CA.

Contra Costa County Planning Department
1976 Preliminary Historic Resources Inventory, Contra Costa County, California. Prepared by Contra Costa County Planning Department, n.p.

Fickewirth, Alvin A.
1992 *California Railroads*. Golden West Books, San Marino, CA.

Gudde, Erwin G.
1969 *California Place Names: The Origin and Etymology of Current Geographical Names*. Third Edition. University of California Press, Berkeley and Los Angeles.

Hart, James D.
1987 *A Companion to California*. University of California Press, Berkeley and Los Angeles.

Hoover, Mildred Brooke, Hero Eugene Rensch, and Ethel Rensch, revised by William N. Abeloe
1966 *Historic Spots in California*. Third Edition. Stanford University Press, Stanford, CA.

Hoover, Mildred Brooke, Hero Eugene Rensch, and Ethel Rensch, William N. Abeloe, revised by Douglas E. Kyle
1990 *Historic Spots in California*. Fourth Edition. Stanford University Press, Stanford, CA.

Hope, Andrew
2005 *Caltrans Statewide Historic Bridge Inventory Update*. Caltrans, Division of Environmental Analysis, Sacramento, CA.

Myers, William A. (editor)
1977 *Historic Civil Engineering Landmarks of San Francisco and Northern California*. Prepared by The History and Heritage Committee, San Francisco Section, American Society of Civil Engineers. Pacific Gas and Electric Company, San Francisco, CA.

Roberts, George, and Jan Roberts
1988 *Discover Historic California*. Gem Guides Book Co., Pico Rivera, CA.

State of California Department of Parks and Recreation
1976 *California Inventory of Historic Resources*. State of California Department of Parks and Recreation, Sacramento.

State of California Department of Parks and Recreation and Office of Historic Preservation
1988 *Five Views: An Ethnic Sites Survey for California*. State of California Department of Parks and Recreation and Office of Historic Preservation, Sacramento.

State of California Office of Historic Preservation **
2022 *Built Environment Resources Directory*. Listing by City (through September 23, 2022). State of California Office of Historic Preservation, Sacramento.

Williams, James C.
1997 *Energy and the Making of Modern California*. The University of Akron Press, Akron, OH.

Woodbridge, Sally B.
1988 *California Architecture: Historic American Buildings Survey*. Chronicle Books, San Francisco.

Works Progress Administration
1984 *The WPA Guide to California*. Reprint by Pantheon Books, New York. (Originally published as California: A Guide to the Golden State in 1939 by Books, Inc., distributed by Hastings House Publishers, New York.)

**Note that the Office of Historic Preservation's *Historic Properties Directory* includes National Register, State Registered Landmarks, California Points of Historical Interest, and the California Register of Historical Resources as well as Certified Local Government surveys that have undergone Section 106 review.

Report List

NWIC File # 23-1454 4012 Willow Pass Road, Concord, CA

Report No.	Other IDs	Year	Author(s)	Title	Affiliation
S-015500	Agency Nbr - Contract No. N62474-92-M-3638	1993	William Self, Greg Mattson, Carrie Wills, Norm Dyer, and Ann Samuelson	Cultural Resources Overview, Naval Weapons Station, Concord, Contra Costa County, California	William Self Associates, Inc.
S-021131	Voided - S-21132	1996	Colin I. Busby, Donna M. Garaventa, Stuart A. Guedon, and Melody E. Tannam	Archeological Inventory, Proposed Warehouse Locations D-F, G North and G South, Naval Weapons Station, Concord, Contra Costa County, California; Final Report	Basin Research Associates, Inc.; Uribe &
S-021131a		1996	Colin I. Busby, Donna M. Garaventa, Stuart A. Guedon, and Melody E. Tannam	Supplement, Archeological Inventory of a Portion of NWS Concord, Warehouse Locations D-F, G North and G South, Naval Weapons Station, Concord, Contra Costa County, California; Draft Report	Basin Research Associates, Inc.
S-035036	Other - Task Order 0015; Submitter - Contract No. N68711-04-D-3620; Voided - S-46207	2008	Arleen Garcia-Herbst and Micah Hale	Final Report for Concord Inland BRAC Disposal Archaeological Survey, Naval Weapons Station, Seal Beach, Detachment Concord, Contra Costa County, California, Contract No. N68711-04-D-3620, Task Order 0015	ASM Affiliates, Inc.
S-039495		2012	Melissa Montag	Update Report, Historic Building Inventory and Evaluation, Military Ocean Terminal, Concord, Contra Costa County, California	U.S. Army Corps of Engineers
S-043779	Other - U.S. Navy Contract N62473-06-D-2203, DO 0001; Other - USN070222A	2007	Lorraine M. Willey, Brian Ludwig, Andrew York, and Diane Shalom	Final Cultural Resources Inventory for a 115-Acre Inland Parcel at Naval Weapons Station Seal Beach Detachment Concord, Contra Costa County, California	EDAW, Inc.
S-043779a		2007	Milford Wayne Donaldson and Darrell S. Gundrum	Base Realignment and Closer Military Construction (BRACON) Project at Naval Weapons Station Seal Geach Detachement (NAVWPNSTA Seal Beach Det) Concord	California Office of Historic Preservation; U.S. Department of the Navy

Report List

NWIC File # 23-1454 4012 Willow Pass Road, Concord, CA

Report No.	Other IDs	Year	Author(s)	Title	Affiliation
S-046155	OHP PRN - USN990510A; Submitter - Contract No. DACA05-97-D-0013	2009	Rand F. Herbert, Polly S. Allen, Karen Clementi, Jama Jones, and Rebecca Flores	Historic Building Inventory and Evaluation Update Report, Concord Naval Weapons Station, Contra Costa County, California	JRP Historical Consulting Services
S-046155a		1998		DRAFT - Inventory and Evaluation of National Register Eligibility of Cold War Era And Selected Other Buildings and Structures, Naval Weapons Support Facility, Seal Beach, Detachment Concord, Contra Costa County, California	JRP Historical Consulting Services
S-046155b		1998		Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Other Buildings and Structures, Weapons Station Seal Beach, Detachment Concord, Contra Costa County, California	JRP Historical Consulting Services
S-46155c		1999	Daniel Abeyta and Louis S. Wall	USN990510A; Inventory and Evaluation of National Register Eligibility of Cold War Era and Selected Other Buildings and Structures, Weapons Station Seal Beach, Detachment Concord, Contra Costa County	Department of the Army, California Office of Historic Preservation

Attachment C
Air Quality and Greenhouse Gas Analysis

Air Quality and Greenhouse Gas Analysis

To: Hisham Noeimi, Contra Costa Transportation Authority

From: Noemi Wyss AICP, Environmental Planner Kimley-Horn and Associates, Inc.
Tanay Pradhan, Environmental Analyst Kimley-Horn and Associates, Inc.

Date: May 30, 2024

Subject: Transit Bus on Shoulder (TBOS) Testing and Training at GoMentum Station Project – Air Quality and Greenhouse Gas Analysis

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Project Description

The Transit Bus on Shoulder (TBOS) Testing and Training at GoMentum Station Project (Project) is located within the GoMentum Station in the City of Concord within Contra Costa County, California. The Contra Costa County Transportation Authority (CCTA) is the Project proponent and lead agency for the Project. The Project site comprises up to five (5) existing roadway segments within the GoMentum Station. The roadway network within GoMentum Station is not open to public access. Rather, the roads are used to research and test autonomous vehicles and other transportation innovations.

Implementation of the Project would result in the creation of a TBOS testing and training facility. The facility would simulate TBOS operations in a controlled network through different roadway configurations. The TBOS testing and training facility would comprise striped roadway configurations on the existing pavement and adjacent equipment on temporary trailers. Project construction would entail application of a slurry seal overlay to the existing pavement, striping, and the placement of equipment on temporary trailers adjacent to the roadway within the shoulder. The slurry seal overlay comprises the application of one layer of mixture (water, asphaltic emulsion, fine aggregate, and additives for setting the seal) to the existing pavement to be used as a testing surface to cover any existing striping and create a smooth testing surface. New thermoplastic striping would be installed over the slurry seal overlay to designate configurations for simulated travel lanes, on-ramps, and off-ramps. Equipment on temporary trailers would potentially include, but is not limited to, ramp meters, ramp meter controllers and cabinets, closed circuit television (CCTV) camera, electronic signs, flashing beacons. Ramp meter signal heads, CCTVs, electronic signs, and flashing beacons would be affixed to poles on the temporary trailers. Additional technology, including connected vehicle transmitters and receivers, would be attached to the temporary ramp meter and CCTV camera poles. Project construction does not require any ground disturbance. All Project activities would be conducted within the existing roadway and shoulder. Project construction would commence in December 2024 and would last for approximately 7 months.

Regulatory Framework and Thresholds

San Francisco Bay Area Air Resources District

The Project is located within the San Francisco Bay Area Air Basin. The San Francisco Bay Area Air Quality Management District (BAAQMD) is the local agency authorized to regulate stationary air quality sources in the San Francisco Bay Area. and is responsible for attainment planning related to criteria air pollutants, as well as for district rule development and enforcement. The district also reviews air quality analyses prepared for CEQA assessments and published the *California Environmental Quality Act Air Quality Guidelines* document (last revised April 2023) for use in evaluation of air quality impacts. These guidelines are intended to facilitate the review and evaluation of air quality impacts for projects subject to CEQA.

San Francisco Bay Area Air Resources District Clean Air Plan

In accordance with the California Clean Air Act, BAAQMD has developed the *Final 2017 Clean Air Plan: Spare the Air, Cool the Climate* (Clean Air Plan). The Clean Air Plan guides the region's air quality planning efforts to attain all state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities.

City of Concord General Plan

The City of Concord's 2030 General Plan (General Plan) addresses air quality and GHG in the Safety and Noise Elements. The General Plan encourages projects to support alternative transportation methods, integrate air quality planning into their site design and developments, and reduce their GHG emissions. The General Plan also contains goals and policies that address GHG emissions in the Transportation Element. Policy T-1.1.2 states the City of Concord aims to maintain and upgrade transportation systems to minimize vehicle emissions.

City of Concord Citywide Climate Action Plan

The City of Concord Citywide Climate Action Plan (CAP) measures and monitors the trend of locally-generated greenhouse gas emissions. The CAP outlines the 2035 GHG emissions reduction goals and requires implementation as soon as possible to achieve reduction goals. The CAP goals included reducing the GHG emissions from 5.0 metric tons CO_2e per year in 2020 to 3.2 metric tons CO_2e per year by 2035. The CAP is being issued in the context of legislative and regulatory action at the Federal and State level. The CAP meets the BAAQMD requirements for a *Qualified Greenhouse Gas Reduction Strategy* that allows future projects to qualify for streamlined CEQA review under CEQA Section 15183.5.

Discussion

Air Quality

a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Less than significant impact. As mentioned above, the most recent air quality plan for the San Francisco Bay Area is the Clean Air Plan. A project would conflict with or obstruct implementation of the Clean Air Plan if it is inconsistent with the plan's growth assumptions, in terms of population, employment, or regional growth in VMT. A project would also be inconsistent with the Clean Air Plan if its air quality emissions that exceed the State's or nation's ambient air quality standards. The San Francisco Bay Air Basin is currently in non-attainment for State ozone and particulate matter standards which represents an existing cumulatively significant impact within the air basin. Ozone precursors include reactive organic gases (ROG) and NO_X.

The Project would involve applying a slurry seal overlay to the existing pavement, striping an existing roadway, and placing temporary equipment on trailers adjacent to the roadway. As shown under Air Quality Threshold B, the Project would not exceed quantitative thresholds of both the State's and nation's ozone precursors. Similarly, PM_{10} thresholds also would not be exceeded for construction or operation of the Project. As discussed below in Air Quality Threshold C and Threshold D, the Project would not expose sensitive land uses to toxic air contaminants and odors. The Project does not include any structures and would require minimal vehicle trips. Operation of the Project would not add any facilities that would result in population growth or a significant amount of employment growth and regional growth in VMT. Therefore, the Project would not contribute to existing and cumulative impacts and would not conflict with BAAQMD's Clean Air Plan. The Project's impacts would be less than significant and no mitigation is required.

b) Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Construction

Less than significant impact. Construction of the Project is anticipated to last approximately 7 months. Project construction activities would generate minimal short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include ozone-precursor pollutants (i.e., ROG and NO_x) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and temporary, lasting only while construction activities occur. Construction of the proposed Project would result in temporary generation of emissions due to construction equipment and worker trips. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the appropriate application of water. Project construction would not involve any site demolition, grading, paving, or ground disturbance, which is typically associated with temporary generation of emissions due to heavy construction equipment exhaust. As such, criteria pollutant emissions from Project

construction would not be anticipated to exceed BAAQMD thresholds. The proposed Project's construction would not worsen ambient air quality, create additional violations of Federal and State standards, or delay the air district's goal for meeting attainment standards. Therefore, impacts would be less than significant and no mitigation is required.

Operation

Less than significant impact. As mentioned previously, the Project would add striping on an existing roadway and placing temporary equipment on trailers adjacent to the roadway. The Project does not propose any new significant sources of air pollutants. On-site bus simulations would result in operational emissions. However, emissions from bus simulations on the Project site would be minimal as demonstrations would be controlled and located on publicly inaccessible roads. The Project would generate an unsubstantial amount of traffic trips along nearby road segments and would not generate any population growth. Therefore, the operation of the Project would not generate significant pollutant emissions and impacts would be less than significant. No mitigation is required.

c) Would the Project expose sensitive receptors to substantial pollutant concentrations?

Construction

Less than significant impact. Construction equipment and associated heavy-duty truck traffic generates diesel exhaust which is a known Toxic Air Contaminants (TAC). Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. However, the use of diesel-powered construction equipment would be episodic and would occur in various phases throughout the Project site.

Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the Project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM of any one receptor is exposed to would be limited. Additionally, the Project would not involve any ground disturbance or the use of heavy-duty equipment during construction. The nearest sensitive receptor would be residences approximately 1,500 feet away from the Project construction site. DPM generated by the Project construction activities would be minimal and would not expose sensitive receptors to substantial amounts of air toxics. Therefore, impacts associated with construction activities would be less than significant and no mitigation is required.

Operation

Less than significant impact. The Project would result in new striping on an existing roadway and the placement of temporary equipment on trailers adjacent to the existing roadway. Development of the Project would result in additional vehicle trips for employees commuting to and from the testing ground. The Project would not result in substantial additional traffic as employee trips would be minimal. Operation of the Project would not result in TAC emissions. Therefore, operational TAC emissions would be less than significant and no mitigation is required.

d) Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Construction

Less than significant impact. Construction activities associated with the Project may generate detectable odors from construction equipment (i.e., diesel exhaust). Odors generated from construction equipment are common in the man-made environment and are not known to be substantially offensive to adjacent receptors. Any construction-related odors would be short-term in nature and cease upon project completion. As a result, impacts to existing adjacent land uses from construction-related odors would be limited and therefore would be less than significant and no mitigation is required.

Operation

Less than significant impact. Operation of the Project would not include any of BAAQMD classified land uses associated with odor. The bus simulations, application of slurry, additional roadway striping, and temporary equipment would not substantially produce any emissions with substantial odor. Therefore, impacts associated with odor would be less than significant and no mitigation is required.

Greenhouse Gas

a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The BAAQMD provides guidance that a project could be determined to make a less than significant contribution of GHG emissions by demonstrating consistency with a local GHG reduction strategy that is consistent with CEQA guidelines Section 15183.5[b]. The CAP must meet the requirements to allow for future projects to qualify for streamlining under CEQA Section 15183.5[b]. The Concord Citywide CAP qualifies as a local GHG reduction plan that can be used for CEQA streamlining. Therefore, if the Project is consistent with the CAP, then the Project would result in a less than significant cumulative impact to global climate change.

Construction

Less than significant impact. Construction of the proposed Project would result in direct emissions of CO_2, N_2O, and CH_4 from the operation of construction equipment and the transport of materials and construction workers to and from the Project site. Construction-related GHG emissions vary depending on the level of activity, length of the construction period, specific construction operations, types of equipment, and number of construction workers. Neither the City of Concord nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions. The Project would be constructed to be consistent with the CAP GHG reduction strategies, ensuring compliance with SB 375. Construction for the proposed project would last approximately 7 months. Project construction would not include any ground disturbance or equipment associated with ground disturbance. Construction would be a temporary condition and would not result in a permanent increase in GHG emissions. Therefore, construction-related GHG emissions would be less than significant and no mitigation is required.

Operation

Less than significant impact. The Project would result in new striping on an existing roadway and the placement of temporary equipment on trailers adjacent to the existing roadway. Development of the Project would result in additional vehicle trips for employees commuting to and from the testing ground. The Project would not result in substantial additional traffic as employee trips would be minimal. Operation of the Project would result in minimal GHG emissions. Therefore, operational GHG emissions would be less than significant and no mitigation is required.

b) Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact. The Project would provide a demonstration facility for simulating bus-on-shoulder operations. The proposed Project would be consistent with all applicable CAP measures and BAAQMD's rules and regulations during construction, including climate action strategy TL2. The Project would not interfere with the State's goals of reducing GHG emission to 1990 levels by 2020 as

stated in AB 32; a 40 percent reduction below 1990 levels by 2030 as noted in SB 32; and an 80 percent reduction in GHG emissions below 1990 levels by 2050 as stated in EO S-3-05.

The Project would also be required to comply with policies established in the 2050 ABAG Regional Transportation Plan and Sustainable Communities Strategy (SCS) which aim to reduce GHG emissions in the San Francisco Bay Area. The intent of the SCS is to reduce GHG emissions from light-duty trucks and automobiles through development of more compact, complete, and efficient communities. The proposed Project would align with this plan as it would facilitate testing for the provision of programs that foster environmentally friendly transportation methods and would encourage alternate forms of transportation. Therefore, the proposed Project would be consistent with all applicable plans and policies and would have a less than significant impact. No mitigation would be required.

References

1. Association of Bay Area Governments, *Plan Bay Area 2050*, 2021.
2. City of Concord, *2030 General Plan,* 2012.
3. City of Concord, *Municipal Code*, 2023.
4. City of Concord Citywide Climate Action Plan, 2013.
5. San Francisco Bay Area Air Resource District, *California Environmental Quality Act Air Quality Guidelines*, 2022.
6. San Francisco Bay Area Air Resource District, *Final 2017 Clean Air Plan: Spare the Air, Cool the Climate*, 2017

Attachment D
Noise and Vibration Analysis

Noise and Vibration Analysis

To: Hisham Noeimi, Contra Costa Transportation Authority

From: Noemi Wyss AICP, Environmental Planner Kimley-Horn and Associates, Inc.
Tanay Pradhan, Environmental Analyst Kimley-Horn and Associates, Inc.

Date: May 30, 2024

Subject: Transit Bus on Shoulder (TBOS) Testing and Training at GoMentum Station Project – Noise and Vibration Analysis

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Project Description

The Transit Bus on Shoulder (TBOS) Testing and Training at GoMentum Station Project (Project) is located within the GoMentum Station in the City of Concord within Contra Costa County, California. The Contra Costa County Transportation Authority (CCTA) is the Project proponent and lead agency for the Project. The Project site comprises up to five (5) existing roadway segments within the GoMentum Station. The roadway network within GoMentum Station is not open to public access. Rather, the roads are used to research and test autonomous vehicles and other transportation innovations.

Implementation of the Project would result in the creation of a TBOS testing and training facility. The facility would simulate TBOS operations in a controlled network through different roadway configurations. The TBOS testing and training facility would comprise striped roadway configurations on the existing pavement and adjacent equipment on temporary trailers. Project construction would entail application of a slurry seal overlay to the existing pavement, striping, and the placement of equipment on temporary trailers adjacent to the roadway within the shoulder. The slurry seal overlay comprises the application of one layer of mixture (water, asphaltic emulsion, fine aggregate, and additives for setting the seal) to the existing pavement to be used as a testing surface to cover any existing striping and create a smooth testing surface. New thermoplastic striping would be installed over the slurry seal overlay to designate configurations for simulated travel lanes, on-ramps, and off-ramps. Equipment on temporary trailers would potentially include, but is not limited to, ramp meters, ramp meter controllers and cabinets, closed circuit television (CCTV) camera, electronic signs, flashing beacons. Ramp meter signal heads, CCTVs, electronic signs, and flashing beacons would be affixed to poles on the temporary trailers. Additional technology, including connected vehicle transmitters and receivers, would be attached to the temporary ramp meter and CCTV camera poles. Project construction does not require any ground disturbance. All Project activities would be conducted within the existing roadway and shoulder. Project construction would commence in December 2024 and would last for approximately 7 months.

Existing Setting

Existing Noise Sources

The City of Concord (including the Project site) is impacted by various noise sources. The major noise source in the City is related to vehicle traffic. Other noise sources include aircraft and rail transportation

and the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary-source noise.

Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. The Project site is comprised of five (5) existing roadway segments within the GoMentum Station, along State Route 4, Kinne Boulevard, Pearl Avenue, Willow Pass Road, and other smaller roadways. None of these roads are located near sensitive receptors. The closest sensitive receptor to the Project site would be more than 550 feet away.

Regulatory Framework and Thresholds

California Noise Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of "normally acceptable", "conditionally acceptable", "normally unacceptable", and "clearly unacceptable" noise levels for various land use types. Single-family homes are "normally acceptable" in exterior noise environments up to 60 CNEL and "conditionally acceptable" up to 70 CNEL. Multiple-family residential uses are "normally acceptable" up to 65 CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries, and churches are "normally acceptable" up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

2007 City of Concord 2030 General Plan

The Concord 2030 General Plan identifies goals, policies, and implementations in the Noise Element. The Noise Element provides a basis for comprehensive local programs to regulate environmental noise and protect citizens from excessive exposure. The General Plan established normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise standards for various land use types. The applicable land use standards are listed below:

- Residential – Low Density, Single Family, Duplex, and Mobile Homes have a normally acceptable level of 65 dBA L_{dn} and a conditionally acceptable level up to 70 dBA L_{dn}.
- Commercial Buildings have a normally acceptable level of 70 dBA L_{dn} and a conditionally acceptable level of 75 dBA L_{dn}.
- Golf Courses have a normally acceptable level of 70 dBA L_{dn} and a conditionally acceptable level of 75 dBA L_{dn}.
- Agriculture and Industrial have a normally acceptable level of 70 dBA L_{dn} and a conditionally acceptable level of 75 dBA L_{dn}.

General Plan Policy S-2.1.3 further establishes an incremental noise threshold that states that an increase of 4 or more dBA is considered to be significant if the resulting noise level exceed the normally acceptable levels for the receiving land use.

City of Concord Municipal Code

The City of Concord Municipal Code (CMC) follows does not have a quantitative noise standard and relies on the standards established in the Concord 2030 General Plan. The CMC restricts construction times between 7:30 a.m. and 6:00 p.m. Monday through Friday and on weekends between 8:00 a.m. and 5:00 p.m.[1] Furthermore, any site preparation and construction activities between 7:30 a.m. to 6:00 p.m. weekdays, except on holidays, or as approved by the City and any public projects and maintenance undertaken by the City, Contra Costa County, the state or a public utility regulated by the California Public Utilities Commission are exempt from City's noise standards.[2] Section 18.150.130 of the CMC establishes that vibrations caused by temporary activities such as construction, demolition, and truck traffic are also exempt from the City's noise standards.

Discussion

a) Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction

Less than significant impact. The Project would result in new striping of roadway configurations on the existing pavement and the addition of adjacent equipment on temporary trailers for roadway simulations. Such activities would require ramp meters, ramp meter controllers and cabinets, CCTV cameras, electronic signs, and flashing beacons to be affixed to poles on the temporary trailers. Additional technology, including connected vehicle transmitters and receivers, would be attached to the temporary ramp meter and CCTV camera poles. The Project construction would entail application of a slurry seal overlay to the existing pavement and would not require any ground disturbance or demolition. Therefore, the Project construction would not require the use of heavy-duty pieces of construction equipment such as a cranes, pile-driving, or scrapers, and construction noise levels would be significantly less intense than typical construction projects. Construction equipment utilized for the Project would mainly consist of small and hand-held pieces of equipment and would not generate noise perceptible at the nearest receivers.[3] Further, the Project construction would adhere to the construction time restrictions listed in Section 8.25.020 of the CMC. Thus, noise levels associated with the construction of the Project would be less than significant, and no mitigation is required.

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[1] Section 8.25.020 *Nuisances Defined,* City of Concord Municipal Code.

[2] Section 18.150.130, *Performance Standards*, City of Concord Municipal Code.

[3] Small construction equipment includes slurry pavers, striping equipment, and any hand-held pieces of equipment that would be required for the installation of ramp meters, CCTV cameras, and electronic signs.

Project construction would generate a minimal amount of worker and truck trips to the GoMentum Station. However, the number of trips anticipated for construction would not result in a significant amount of additional traffic trips along nearby road segments. Thus, construction vehicle noise levels generated by the Project would be less than significant.

Operation

Less than significant impact. The Project would result in new striping of roadway configurations on the existing pavement and the addition of equipment on temporary trailers for roadway simulations. New thermoplastic striping would be installed to designate configurations for stimulated travel lanes, on-ramps, and off-ramps. Therefore, the only operational noise generated by the Project would be from simulated bus operations. These simulations are anticipated to occur primarily during daytime hours and would not produce noise levels that exceed the normally acceptable levels at any nearby receiving land use. Further, the Project would not introduce any stationary noise sources in the area or result in a significant amount of additional traffic trips along nearby road segments. Thus, operational noise impacts would be consistent with the City's General Plan Policies and impacts would be less than significant.

b) Would the Project generate excessive groundborne vibration or groundborne noise levels?

Construction

Less than significant impact. As mentioned previously, the Project would not require any large pieces of construction equipment and a majority of construction would be small or hand-held pieces of equipment. Section 18.150.130 of the municipal code establishes that vibrations caused by temporary activities such as construction, demolition, and truck traffic are also exempt from the City's noise standards. Therefore, ground vibration due to construction of the Project would not impact any nearby receivers and impacts would be less than significant.

Operation

Less than significant impact. The Project operation does not include any equipment or facilities that would generate groundborne vibration that impact nearby buildings. Therefore, vibration impacts associated with Project operations would be less than significant and no mitigation is required.

c) For a project located within the vicinity of a private airstrip or an airstrip land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

Less than significant impact. The Project would not include any new residences or permanent areas of work exposed to excessive levels of airport noise. The nearest airport to the Project site is the Buchanan Field Airport located approximately two (2) miles west of the Project site. The Project site lies outside of the 65 dBA CNEL noise contours shown in the 2005 Contra Costa County Noise Element.[4] Although aircraft-related noise would occasionally be audible at the Project site, noise from aircraft would not substantially increase ambient noise levels. Therefore, the Project would not expose people residing or working in the Project area to excessive airport- or airstrip-related noise levels and no mitigation is required.

[4] Contra Costa County, 2005, *Noise Element,* https://www.contracosta.ca.gov/DocumentCenter/View/30921/Ch11-Noise-Element?bidId=,

References

1. City of Concord, *General Plan Noise Element,* 2007.
2. City of Concord, *Municipal Code*, 2023.
3. Contra Costa County, *General Plan Noise Element*, 2005
4. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.