



September 24, 2018

ADDENDUM
TO THE
MITIGATED NEGATIVE DECLARATION
PREPARED FOR THE
KIRKER PASS ROAD NORTHBOUND TRUCK CLIMBING LANE PROJECT

COUNTY PROJECT #: 15-04
SCH# 2016082079

Contra Costa County Public Works Department Project # 0662-6R4052

A. BACKGROUND INFORMATION

The Contra Costa County (County) Public Works Department (PWD) proposes to provide a truck climbing lane along a 1.2-mile section of Kirker Pass Road between Clearbrook Drive in the City of Concord and the northernmost Hess Road intersection. Kirker Pass Road is a four-lane principal arterial and route of regional significance between Central and East Contra Costa County. The roadway connects the City of Concord on the southwest end, through the Meridian Hills, to the City of Pittsburg on the northeast end.

The purpose of the project is to provide a northbound truck climbing lane and paved shoulders for future Class II bike lanes. The project is intended to improve circulation for motorists and bicyclists along this stretch of road. The road is frequently used by commuters and has heavy truck traffic. With sustained grades steeper than 10 percent, trucks are unable to match the speed of other vehicles on the roadway, causing significant congestion and impacting traffic flow. Project elements will include roadway widening for the truck climbing lane, paved shoulders for future Class II bike lanes, relocation of drainage features, retaining wall construction; installation of signage and striping; construction of two bioretention areas; roadway conforms due to change in grade; and relocation of other existing roadside features. An open grade asphalt concrete overlay will be placed along the southbound and northbound lanes.

Construction is expected to begin in 2019 and may require two construction seasons. Standard construction equipment will be used, including but not limited to: excavators,

graders, scrapers, loaders, sweepers/scrubbers, plate compactors, rollers, backhoes, cranes, drill rigs, and pavers. Construction activities will generally be limited to the hours between 7:00 a.m. to 5:00 p.m. with noise-generating activities focused between 8:00 a.m. to 5:00 p.m.; however, there will be limited night work as necessary. Disturbed areas will be stabilized following construction to ensure appropriate erosion and sediment control.

Pursuant to the requirements of the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15071) the County prepared a Mitigated Negative Declaration (MND) in August 2016 which includes a list of mitigations designed specifically for this project and it was determined that the project would not cause a significant impact to the environment. The County Department of Conservation and Development, the Lead Agency, approved the MND on August 23, 2016. The County Board of Supervisors approved the project and adopted the MND on October 18, 2016. The Notice of Determination was filed with the County Clerk and the Office of Planning and Research on October 20, 2016.

B. CEQA ADDENDUM GUIDELINES

The CEQA stipulates that an Addendum (CEQA Guidelines Section 15164) to a previously adopted MND may be prepared if only minor technical changes are necessary and none of the conditions described in CEQA Guidelines Section 15162 have occurred:

- (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*
- (1) Substantial changes are proposed in the project which will require major revisions of the previous MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
 - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which require major revisions of previous MND due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects; or*
 - (3) New information of substantial importance which was not known and could not have been known with the exercise of reasonable due diligence at the time the previous MND was adopted shows any of the following:*
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;*

- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*
- (b) If changes to a project or its circumstances occur or new information becomes available after the adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if requires under section (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.*
- (c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditioned described in subsection (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.*
- (d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall sate where the previous document is available and can be reviewed.*

In accordance with CEQA Guidelines Section 15164(d), the County Board of Supervisors shall consider this Addendum along with the MND prior to making a decision on the project. According to CEQA Guidelines Section 15164(c) an Addendum does not require circulation for public review but can be included in or attached to the MND.

C. CHANGES TO THE MITIGATED NEGATIVE DECLARATION

Information reported in the Project Description of the MND has changed with regards to the project description to also include approximately 4,300 feet open grade asphalt overlay on the northbound and southbound lanes of Kirker Pass Road from the North Hess Road intersection in the Concord area to approximately 140 feet east of the driveway at 6141 Kirker Pass Road in the Pittsburg area **of unincorporated Contra Costa County**. The initial length of the overlay was 1.2 miles and total revised length for placement of the open grade asphalt overlay is about 10,500 feet. The project also includes a conform at Hess Road due to changes in grade of about 300 feet (Figure1). There will be no changes to traffic control.

In addition, construction for the project was scheduled to begin in 2018 and is now scheduled to begin in 2019 and still may require two construction seasons (April through October) for a total duration of approximately 12 months.

The project changes do not change the environmental impacts and associated avoidance, minimization, and mitigation measures reported in the IS/MND.

These changes were re-evaluated under the Air Quality, Greenhouse Gas Emissions, and Transportation/Traffic impact discussion sections of Appendix G of the CEQA Guidelines to determine if the changes resulted in a substantial change that would require major revisions of the previous MND as described below.

D. IMPACT ANALYSIS

III. Air Quality

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

The air quality plan applicable to the project area is the Contra Costa County Climate Action Plan, adopted on December 15, 2015 which is consistent with the BAAQMD Bay Area 2010 Clean Air Plan (Clean Air Plan) adopted on September 15, 2010 (CCCD 2015b, BAAQMD 2010a). Both plans identify strategies to improve air quality and protect public health through implementation of control measures. The BAAQMD Clean Air Plan identifies a number of control measures for stationary, mobile, transportation, land use and local impact, and energy and climate sources. The County Climate Action Plan identifies implementation measures for energy efficiency and conservation, renewable energy, land use and transportation, solid waste, water conservation, and government operations. While most of the measures are not applicable to the project as the completed project will not create air pollutant sources beyond what already exists from existing traffic use of the road, the project will not conflict with or obstruct implementation of the applicable air quality plans as the project will improve the performance and efficiency of traffic movement. The additional truck climbing lane will alleviate congestion caused by passenger cars being trapped behind slow-moving trucks climbing Kirker Pass Road and would be expected to reduce congestion-related tailpipe emissions. Therefore, project impacts will be **less than significant**.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Both the state and federal governments have established health-based Ambient Air Quality Standards for six criteria air pollutants: carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead (Pb), and suspended particulate matter (PM). These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. The Bay Area is under nonattainment status for State 1-hour and 8-hour ozone standards. In addition, the Bay Area was designated as a nonattainment area for the federal 8-hour ozone standard. The Bay

Area is also considered a nonattainment area for PM_{2.5} at the state level and an attainment area at the federal level.

To meet these standards the BAAQMD has established project level thresholds for reactive organic gases (ROG), nitrogen oxides (NO_x), and particulate matter 2.5 (PM_{2.5}). ROG is formed from combustion of fuels and evaporation of organic solvents. ROG is an ozone precursor and a prime component of the photo-chemical reaction that forms ozone. NO_x refers to the compounds of NO₂, a reddish-brown gas, and nitric oxide (NO), a colorless, odorless gas, that are formed from fuel combustion under high temperature or pressure. NO_x is a primary component of the photo-chemical smog reaction. PM_{2.5} refers to fine suspended particulate matter with an aerodynamic diameter of 2.5 microns or less, and particulate matter 10 (PM₁₀) refers to coarse particles that are larger than 2.5 microns but smaller than 10 microns.

According to the BAAQMD's *CEQA Air Quality Guidelines* (~~2012~~2017), to meet air quality standards for construction-related and operational-related criteria air pollutant and air precursor impacts, the project must not:

1. Generate construction emissions of ROG, NO_x or PM_{2.5} greater than 54 pounds per day or PM₁₀ exhaust emissions greater than 82 pounds per day;
2. Contribute to CO concentrations exceeding the state ambient air quality standards (for operational-related); or
3. Generate operation emissions of ROG, NO_x or PM_{2.5} of greater than 10 tons per year or 54 pounds per day or PM₁₀ emissions greater than 15 tons per year or 82 pounds per day.

During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by excavation, grading, hauling, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, ROG, directly-emitted particulate matter (PM_{2.5} and PM₁₀), and toxic air contaminants (TACs) such as diesel exhaust particulate matter. Site preparation and project construction would involve grading and paving activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils on the site. Sources of fugitive dust would include disturbed soils at the construction site. PM₁₀ emissions would depend on soil moisture, silt content of soil, wind speed, and the number of equipment pieces operating on-site. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The BAAQMD has established standard measures for reducing fugitive dust emissions (PM₁₀). With the

implementation of standard construction measures such as frequent watering (e.g., two times per day at a minimum), fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM₁₀ emissions, construction equipment powered by gasoline and diesel engines would generate CO, SO₂, NO_x, VOCs and some soot particulate (PM_{2.5} and PM₁₀) in exhaust emissions. These emissions would be temporary and limited to the immediate area surrounding the construction sites. Construction emissions for the project were calculated using the Road Construction Emissions Model v. 7.1.5.1, developed by the Sacramento Metropolitan Air Quality Management District. Construction will likely occur over two construction seasons, during the months of April through October, in ~~2018 2019~~ and ~~2019 2020~~, for a total duration of approximately 12 months. Construction-related emissions for the project are shown in Table 1.

Table 1: Project Construction Emissions in Pounds Per Day

Project Construction	ROG	NO_x	CO	Exhaust PM_{2.5}	Exhaust PM₁₀
Average Daily Emissions	5.5	52.6	26.8	2.7	2.7
BAAQMD Thresholds	54.0	54.0	NA	54.0	82.0
Exceed Threshold?	No	No	NA	No	No

Source: LSA Associates, Inc., 2015.

As shown in Table 1, average daily construction emissions would not exceed the BAAQMD’s numeric threshold for ROG, NO_x or particulate matter exhaust emissions. However, in order to reduce fugitive dust emissions to a less-than-significant level, the following BAAQMD Construction Mitigation Measures (~~20122017~~) would be implemented.

MITIGATION MEASURE AIR-1:

Consistent with the Construction Mitigation Measures required by the BAAQMD, the following actions shall be incorporated into construction contracts and specifications for the project:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

3. All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. A publicly visible sign shall be posted with the telephone number and contact information for the designated on-site construction manager available to receive and respond to dust complaints. This person shall report all complaints to Contra Costa County and take immediate corrective action as soon as practical but not more than 48 hours after the complaint is received. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

The paving associated with the modified project would be performed consistent with the schedule identified for the previous project. The air quality analysis conducted for the previous project assumed a 1.35 month paving duration. Paving activities associated with the modified project would be conducted within the same timeframe using the same equipment previously assumed in the air quality analysis. Therefore, the modified project would not result in new or worsening air quality impacts.

Localized CO Impacts

The BAAQMD has established a screening methodology that provides a conservative indication of whether implementation of a proposed project would result in significant CO emissions. According to the BAAQMD's *CEQA Air Quality Guidelines*, a proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria are met:

1. The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, and the regional transportation plan and local congestion management agency plans.

2. The proposed project would be expected to alleviate congestion on roadways and not increase traffic volumes. Therefore, the project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour, nor would it increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, or below-grade roadway).

The proposed project would not conflict with the Contra Costa County Transportation Authority's Congestion Management Program for designated roads or highways, a regional transportation plan, or other agency plans (CCTA [20132017](#)). Therefore, the proposed project would not result in localized CO concentrations that exceed state or federal standards. Further, the proposed project would consist of a dedicated truck climbing lane. The roadway project would help alleviate congestion caused by passenger cars being trapped behind slow-moving trucks climbing Kirker Pass Road and would be expected to reduce congestion-related tailpipe emissions. Therefore, project impacts will be **less than significant with mitigation incorporated**.

- c) *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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

CEQA defines a cumulative impact as two or more individual effects, which when considered together, are considerable or which compound or increase other environmental impacts. According to the BAAQMD, air pollution is largely a cumulative impact and no single project is sufficient in size itself to result in nonattainment of ambient air quality standards. In developing the thresholds of significance for air pollutants used in the analysis above, the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. The BAAQMD *CEQA Air Quality Guidelines* ([20122017](#)) indicate that if a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, if a project's daily average or annual emissions of operational-related criteria air pollutants exceed any applicable threshold established by the BAAQMD, the proposed project would result in a cumulatively significant impact. Because the project would likely reduce operational emissions with improved traffic flow (less congestion resulting from slower moving trucks), the proposed project would not exceed established thresholds for regional emissions or make a cumulatively considerable contribution to regional air quality impacts. The addition of the overlay would not result in cumulative impacts as it is a road surface treatment. Construction-related impacts from the project and additional

overlay would not result in cumulative impacts as it will be of temporary duration.
Therefore, project impacts will be **less than significant.**

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers, and other high-risk receptors. Individuals particularly vulnerable to diesel particulate matter (DPM) are children, with lung tissue that is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to DPM. Health risks from toxic air contaminants (TACs) such as construction diesel emissions are a function of both concentration and duration of exposure. Construction diesel emissions are temporary, affecting an area for a period of days or perhaps weeks throughout the construction period. Additionally, construction-related sources are mobile and transient in nature and the emissions occur with the project site with concentration dispersing rapidly with distance. Implementation of Mitigation Measure AIR-1 would help to reduce construction pollutant concentrations.

The closest sensitive receptor in the project vicinity is a residence located approximately 200 feet east of Kirker Pass Road on Hess Road ~~on the northern end of the project boundary~~. Residents could be temporarily exposed to diesel engine exhaust during the construction period due to the operation of construction equipment. The BAAQMD CEQA significance threshold for potential effects of DPM applies to the hypothetical exposure of a person continuously for 70 years. The duration of the construction period is expected to be a total of 12 months spread over two construction seasons which is relatively short when compared to the 70-year risk exposure period. Additionally, the 12 month duration would cover the entire ~~1.2~~ mile length of the project, which includes the additional pavement overlay in that timeframe, therefore emission concentrations at any one receptor location would have a much shorter duration. Therefore, due to the short duration of the construction period and the dispersion of project construction emissions, health risk impacts associated with project construction would be less than significant. Additionally, with implementation of Mitigation Measure AIR-1, which is consistent with BAAQMD guidelines, health risks from construction emissions of DPM would be less than significant. Therefore, project impacts will be **less than significant with mitigation.**

e) Would the project create objectionable odors affecting a substantial number of people?

The proposed project would include the addition of a truck climbing lane on Kirker Pass Road and additional pavement overlay. There may be odors associated with project construction, but these will be limited and temporary in nature therefore, project impacts will be **less than significant.**

Greenhouse Gas Emissions

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

Construction activities, such as site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew would produce combustion emissions from various sources. During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Using the Road Construction Emissions Model, it is estimated that the project would generate approximately 876 metric tons of CO₂e during construction of the project. Although the BAAQMD does not have a threshold for construction-related greenhouse gas emissions, implementation of the BAAQMD's construction mitigation measures would reduce greenhouse gas emissions by requiring that all engines are properly maintained and by reducing the idling times of construction equipment. Implementation of Mitigation Measure AIR-1 (see Air Quality section) would ensure that construction emissions impacts due to the project are **less than significant with mitigation incorporated**.

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

As discussed above and in the Air Quality section, implementation of the air pollution control measures will minimize air quality impacts which are consistent with the BAAQMD air quality plans on achieving GHG emission reductions. Therefore, project impacts will still be **less than significant**.

Transportation/Traffic

a) *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including by not limited to intersection, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?*

The constructed project, including the additional overlay, will not conflict with applicable plans, ordinances or policies establishing measures of effectiveness for the performance of the circulation system since the purpose of the project is to create a truck lane that will allow for better traffic flow and will not lead to adverse changes in truck routing.

After reviewing the 2009-2018 Contra Costa Countywide Bicycle and Pedestrian Plan, County Public Works Staff has determined that the project, including the additional overlay, will not interfere with the County bicycle plan as Kirker Pass Road within the project segment is not designated as a bicycle facility but designated as a proposed Class II facility (CCTA 20092018). Once the project is completed the new paved shoulders ~~could include~~ would accommodate a future class II bike lane ~~in the future~~.

While the constructed project will improve traffic circulation and will not interfere with other modes of motorized and non-motorized transportation, construction of the project will temporarily disrupt traffic circulation as it will result in traffic congestion and delays from one-way road closures. The additional overlay will not result in added traffic impacts as the overlay will be conducted in the same timeframe. Construction activities will be generally limited to the hours between 7:00 a.m. to 5:00 p.m. Monday through Friday. Traffic control will be in place to accommodate morning and evening commute traffic.

In order to ensure traffic impacts are minimized during construction activities, the project contract specifications will require the contractor to implement the following avoidance measures:

AVOIDANCE MEASURE TRA-1:

1. No full lane closures allowed during commute hours; at off-peak hours one lane of Kirker Pass Road may be temporarily closed during active construction; reopening of lanes at the end of each working day.
2. Temporary lane closures may be scheduled at times of minimal traffic volumes such as nights, weekends, and off-commute hours where low traffic volumes are expected.

3. Traffic control including flaggers will be used as warranted to adjust flow as vehicle volume increases in either direction.
4. Placement of construction zone speed limits.
5. Advance letter notification to local emergency response services to allow them to plan for alternate routes.
6. Emergency vehicle access at all times.
7. Letter notification to local residents seven calendar days in advance of construction and road closure start date(s).
8. Publish press release in local newspapers seven days before construction start date.
9. Placement of portable changeable message signs at various locations in project vicinity with construction start and road closure dates and period at least seven calendar days in advance of start dates.
10. Provide accessibility to driveways to properties outside the project area throughout the project.

In addition, County Design and Construction Division staff will coordinate with the City of Concord and the Concord Pavilion as early as possible to minimize disruption to any scheduled events. Project impacts will be less than significant with these avoidance measures in place.

- b) *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

The constructed project, including the additional overlay, will not conflict with a congestion management program as the purpose of the project is to improve the existing traffic flow along the roadway for trucks and cars. While there will be additional traffic generated during project construction from construction-related vehicles, the traffic increases are short-term. Therefore, project impacts will be **less than significant**.

- c) *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The project, including the additional overlay, will not result in a change in air traffic patterns as there will be no increase in traffic levels or change in location that would pose a substantial safety risk. Therefore, the project will have **no impact**.

d) *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The constructed project, including the additional overlay, will not substantially increase hazards due to a design feature as the purpose of the project is to improve traffic flow along the roadway. During construction the project contract specifications will require the contractor to implement the avoidance measures above to minimize potential construction impacts; therefore project impacts will be **less than significant**.

e) *Would the project result in inadequate emergency access?*

The constructed project, including the additional overlay, would not result in inadequate emergency access. However, project construction could interfere with emergency access. The project contract specifications will include the measures listed in Avoidance Measure TRA-1 above to minimize potential impacts. Therefore, project impacts will be **less than significant**.

f) *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

As discussed above, the project, including the additional overlay, will not disrupt any current or planned public transit, bicycle, or pedestrian facilities planned along Kirker Pass Road within the project segment. While Kirker Pass Road willis not be designated as a current bicycle facility, the 2018 Countywide Bicycle and Pedestrian Plan Update identifies Kirker Pass Road from the City of Concord to the City of Pittsburg as a Class II bicycle facility. The completed project will provide widened paved shoulders forthat will accommodate future Class II bike lanes which is consistent with County transportation policies (Contra Costa County 2005I, CCTA 2009, 20142018). Therefore, the project will have **no impact**.

**CONTRA COSTA COUNTY ADDENDUM FINDINGS for the
MITIGATED NEGATIVE DECLARATION for the
KIRKER PASS ROAD NORTHBOUND TRUCK CLIMBING LANE PROJECT**

The following information is added to the previous MND and is presented to comply with Section 15091 of the CEQA Guidelines for the MND:

1. **Environmental Effect:** Modifications to the Air Quality, Greenhouse Gas Emissions, and Transportation/Traffic sections as described in this Addendum are minor technical changes or additions to the project and will not result in any additional environmental effects not previously discussed.

Findings: There are no significant environmental impacts associated with the minor technical changes or additions for the proposed activity for which this **Addendum** was prepared.

Statement of Facts:

- a. The project to be developed pursuant to this **Addendum** to the MND for the Kirker Pass Road Northbound Truck Climbing Lane Project is substantially similar to the project analyzed in the MND.
- b. The MND for the Kirker Pass Road Northbound Truck Climbing Lane Project consists of the MND, comments received, responses to the comments raised, and this **Addendum**. The MND was completed in compliance with CEQA.
- c. There are no substantial changes in the project, pursuant to CEQA Guidelines Section 15162 (a)(1), that require major revisions of the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The project is substantially similar to the project analyzed in the MND.
- d. There are no substantial changes with respect to the circumstances, pursuant to CEQA Guidelines Section 15162 (a)(2), under which the project is undertaken which require major revisions of the previous MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Those circumstances remain substantially similar to the circumstances analyzed in the MND.
- e. There is no new information of substantial importance, pursuant to CEQA Guidelines Section 15162 (a)(3), which shows that the project will have one or

more significant effects not previously discussed in the MND.

- f. None of the conditions calling for the preparation of a subsequent or supplemental EIR have occurred (see items 1c - e above). Therefore, it is appropriate to adopt this **Addendum** to the MND to make the minor technical changes and additions discussed in this document (CEQA Guidelines 15164). This **Addendum** shall be considered along with the MND prior to the Board of Supervisors making a decision on the minor technical changes or additions to the project, and in considering these changes or additions, the Board is considering the identical or substantially similar underlying project.

The findings are supported by substantial evidence in the administrative record and are based on the MND for the Kirker Pass Road Northbound Truck Climbing Lane Project, which was subject to public review.

In accordance with CEQA Guidelines Section 15164(d), the County Board of Supervisors shall consider this **Addendum** along with the MND prior to making a decision on the project. According to CEQA Guidelines Section 15164(c) an Addendum does not require circulation for public review but can be included in or attached to the MND. This **Addendum** is attached to the MND for the Kirker Pass Road Northbound Truck Climbing Lane Project (CP# 15-04; SCH# 2016082079).

CG:
\\PW-DATA\grpdata\engsvc\ENVIRO\TransEng\Kirker Pass Road Northbound Truck Lanes (4052)\CEQA\Addendum\For DCD Review.docx

Enclosures

c: