



DID YOU KNOW?

71% of corridor residents worry about the effects of pollution on their family's health

PARTICIPATE IN FUTURE RESEARCH

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ISSUE 6

Six projects.

One fully connected corridor.

Welcome to INNOVATE 680!



INNOVATE 680 News

What is VMT and Why is it Important?

VMT, which stands for Vehicle Miles Traveled, is one way to understand demand on our roadways and the environmental impacts of personal vehicle travel. It's the number of miles traveled by personal vehicles on our roads each year divided by the number of people who live in the area. VMT is linked to greenhouse gas emissions and air pollution—that is, the more miles we travel in personal vehicles, the more harmful emissions we create.

New roadways or freeway lanes are examples of projects that are likely to increase VMT within a community. Most projects under the INNOVATE 680 Program, however, reduce VMT. For example, projects like shared mobility hubs and part-time transit lanes make it easier for residents to get where they need to go without using personal vehicles.

You may have heard about VMT in recent years because in 2020 California implemented Senate Bill (SB) 743, naming VMT the preferred metric for evaluating the environmental impacts of projects. As a result of this bill, agencies like CCTA are required to estimate how many new personal vehicle trips and VMT a new project will potentially produce. If a project will increase VMT, agencies must pursue strategies to reduce or mitigate it, such as an express bus service or a connected bike trail system.

CCTA is leading the way in this new frontier. In addition to finding ways to reduce VMT, CCTA is also lending our expertise to the State's SB 743 Implementation Working Group to provide thought leadership on the topic of VMT mitigation.

To learn more about CCTA's commitment to reducing VMT, check out this [press release](#).

Project Updates



EXPRESS LANE COMPLETION

Our team is busy working on the Draft Environmental Document (DED), due in mid 2023. Look out for more information very soon and for a chance to weigh in on the project. In the meantime, send us your thoughts through the online comment tool on our [project website](#).



PART-TIME TRANSIT LANES

Our team has finished drafting the Project Initiation Document (PID), which describes the project's scope, cost, and schedule. Toward the end of 2022, we will begin our technical and environmental studies. Want to learn more about the benefits of this innovative strategy? Check out the 3-minute informational video on our [project website](#).



ADVANCED TECHNOLOGIES

With our Program Concept of Operations (ConOps) document completed, we've started work on an Implementation Plan to detail how to put our advanced technologies project into action. To learn more about how our partners and technologies will work together to smooth the corridor, take a look at the [ConOps executive summary](#).



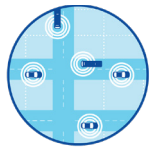
MOBILITY-AS-A-SERVICE

Like the Advanced Technologies project, our Mobility-as-a-Service project involves coordination among many public and private partners. That's why we're developing a more focused ConOps document that will describe the coordination needed to create a mobile app. Learn more about the app at the center of Mobility-as-a-Service on our [project website](#).



SHARED MOBILITY HUBS

Did you know there are three types of mobility hubs under development? Our project team is finishing up the Concept Plan, which describes each hub type and their function in the community. Look out for more on hub types later this summer, but for now, stay in the know through our [project website](#).



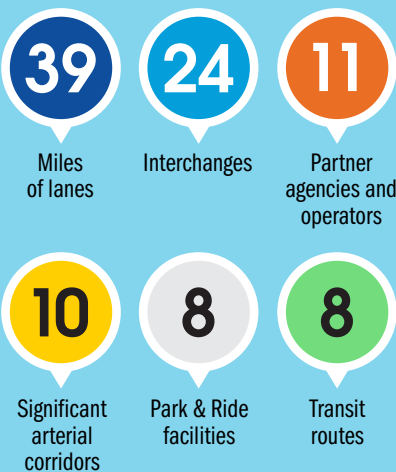
AUTOMATED DRIVING SYSTEMS

Our team continues to work with technical experts at Verizon, Nissan, and UC Berkeley to develop potential uses for connected and automated technologies in the corridor. We also have a new autonomous shuttle vendor coming onboard later this summer! To learn more about the three pilot projects underway, check out the [ADS project fact sheet](#).

Did You Know?

I-680 is a vast and complex corridor, requiring a great deal of coordination between program stakeholders to ensure that all new planned infrastructure—like that proposed in the INNOVATE 680 program—merges effectively with existing infrastructure.

Together with our program stakeholders, we manage, operate, and oversee a large network of existing infrastructure, including 24 interchanges, 10 arterial corridors, and 8 transit routes. Stay tuned for more on how our coordination efforts will ensure a smooth transition to a modernized I-680 corridor!



Have an idea for improving travel along I-680? Let us know at info@ccta.net