



WELCOME

I-680 Express Lane Completion Project



Translate this meeting content:

Select Language

+ Three Ways to Navigate This Meeting

- 1** Click the arrows on the sides of your screen.
- 2** Use the navigation bar to the left of your screen.
- 3** Use dots at top below the project title.

+ How to Participate

- Click through slides to learn about the project.
- Note that the project's scoping period is when the project's purpose and need, and potential alternatives are identified.
- Provide specific concerns related to the project's environmental scope.
- Comments can be recorded at any point by clicking the "Comment" button at upper right corner of the screen.
- To continue through slides, close comment form and reopen when needed.
- Don't forget to hit "Submit" after completing your review and comments.

California Department of Transportation

Contra Costa County, I-680, PM R11.0 to PM 24.5

Thank you for your participation in our online Public Scoping Meeting for the proposed Interstate 680 (I-680) Express Lane Completion project. The entire session should take no more than 15 minutes to complete. We look forward to reviewing your input and continuing to work with you throughout the project. **The comment period for this meeting has closed.**

- » WELCOME
- » PROJECT INTRODUCTION
- » PROJECT PURPOSE AND NEED
- » WHY EXPRESS LANES
- » PRELIMINARY ENGINEERING
- » ENVIRONMENTAL REQUIREMENTS
- » ENVIRONMENTAL PROCESS
- » KEY ENVIRONMENTAL ISSUES
- » STAY CONNECTED



PROJECT INTRODUCTION

California Department of Transportation (Caltrans) in partnership with Contra Costa Transportation Authority (CCTA) and the Metropolitan Transportation Commission (MTC), have begun preliminary design and environmental analysis on the I-680 Express Lane Completion Project (project). The project is part of CCTA's INNOVATE 680 program, which seeks to implement a suite of six projects that, when operating together, will address corridor-wide congestion, travel delays and operational challenges.

The project proposes to construct a northbound express lane from Livorna Road to State Route 242 (SR-242). It would also convert the existing northbound high-occupancy vehicle (HOV) lane that runs from SR-242 to the Benicia-Martinez Bridge Toll Plaza, to an express lane. The goal of the project is to complete the I-680 express lane network through Contra Costa County to increase travel speeds for those choosing to use the express lane.

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Click the map to enlarge.



- » WELCOME
- » PROJECT INTRODUCTION
- » PROJECT PURPOSE AND NEED
- » WHY EXPRESS LANES
- » PRELIMINARY ENGINEERING
- » ENVIRONMENTAL REQUIREMENTS
- » ENVIRONMENTAL PROCESS
- » KEY ENVIRONMENTAL ISSUES
- » STAY CONNECTED



- » WELCOME
- » PROJECT INTRODUCTION
- » **PROJECT PURPOSE AND NEED**
- » WHY EXPRESS LANES
- » PRELIMINARY ENGINEERING
- » ENVIRONMENTAL REQUIREMENTS
- » ENVIRONMENTAL PROCESS
- » KEY ENVIRONMENTAL ISSUES
- » STAY CONNECTED

PROJECT PURPOSE AND NEED

As a major north-south freeway, I-680 is a heavily traveled corridor that connects the Southern San Francisco Bay Area with Interstate 80 (I-80) and passes through Santa Clara, Alameda, Contra Costa and Solano counties. Within Contra Costa County, travelers experience congestion, bottlenecks and increased travel times due to a lack of continuous express lanes.

The purpose of the I-680 Express Lane Completion Project is to:



Reduce peak-period congestion and delay



Improve travel time reliability



Optimize use of existing HOV lane capacity



Provide efficient travel options for all vehicles

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Based on existing roadway conditions and the 2018 Traffic Engineering Performance Assessment, the project is needed to address the following priorities:



Congestion Relief – Smooth traffic throughout the corridor, where delays can reach 30 minutes when traveling from one end of the county to the other (based on 2019 data)



System Continuity – Address the lack of continuous express lanes within the county, which leads to increased travel time for users



Operational Improvements – Reduce bottlenecks along the corridor by addressing weaving issues like those at the Lawrence Way on-ramp and Treat Boulevard off-ramp, which regularly cause traffic to back up through the SR-24 interchange



WHY EXPRESS LANES

Bay Area highway traffic congestion ranks among the worst in the U.S. and is forecasted to increase with future demands. Peak period congestion reduces speed and travel time reliability. Express lanes are specially-designated highway lanes that allow non-carpool eligible drivers a choice to pay a toll to use the lane for a more reliable trip travel time.

A seamless express lane network will maximize vehicle capacity within HOV and general purpose lanes for those traveling through Contra Costa County.

Express lanes have proven to be a useful tool to better manage freeway congestion where they are implemented.

- Free or reduced tolls to carpools, vanpools, transit and other eligible vehicles
- Allows non-carpool eligible drivers to pay a toll to access lanes
- Have dynamic tolling – tolls increase as express lane traffic increases and decrease with traffic decrease

680 I-680 is ranked 5th out of the 10 MOST CONGESTED corridors in the Bay Area

Source: (2013 & 2014). Vital Signs Report. Metropolitan Transportation Commission

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- » WELCOME
- » PROJECT INTRODUCTION
- » PROJECT PURPOSE AND NEED
- » WHY EXPRESS LANES
- » PRELIMINARY ENGINEERING
- » ENVIRONMENTAL REQUIREMENTS
- » ENVIRONMENTAL PROCESS
- » KEY ENVIRONMENTAL ISSUES
- » STAY CONNECTED



- >> WELCOME
- >> PROJECT INTRODUCTION
- >> PROJECT PURPOSE AND NEED
- >> WHY EXPRESS LANES
- >> PRELIMINARY ENGINEERING
- >> ENVIRONMENTAL REQUIREMENTS
- >> ENVIRONMENTAL PROCESS
- >> KEY ENVIRONMENTAL ISSUES
- >> STAY CONNECTED

PRELIMINARY ENGINEERING

Alternatives that move forward into environmental analysis must fit within the physical constraints of the corridor, minimize impacts, and be financially feasible while still meeting the project's purpose.

The most notable physical challenges to add an express lane within the corridor are within the I-680/SR-24 interchange area. The design team is in the process of formulating alternatives within this area that can be feasibly constructed given the following physical constraints:

- 1 BART Overcrossing Columns
- 2 Constrained Right-of-Way
- 3 SR-24 Northbound On-Ramp

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🔍 *Click the map to enlarge.*



ENVIRONMENTAL REQUIREMENTS

Identified feasible alternatives will be analyzed in the:

**California Environmental Quality Act (CEQA)
Environmental Impact Report (EIR)
&
National Environmental Policy Act (NEPA)
Environmental Assessment (EA)**

The EIR/EA will assess the potential environmental impacts of the proposed Project on the physical, human and natural environment. Measures to avoid, minimize, and mitigate any potential adverse impacts will be identified in the EIR/EA.

A wide variety of resource areas will be studied to identify potential impacts including:

- Air quality
- Biological resources
- Climate change/ greenhouse gas
- Community impacts
- Cultural resources (historic buildings, structures, and districts; archaeology)
- Economic impacts
- Environmental justice
- Geology/ soils/ seismicity
- Growth
- Hazardous waste/ hazardous materials
- Hydrology/ water quality/ storm water
- Land use
- Noise
- Paleontology
- Right-of-way/ relocation
- Transportation/ traffic studies
- Utilities
- Visual impacts

LISTEN TO AUDIO



- » WELCOME
- » PROJECT INTRODUCTION
- » PROJECT PURPOSE AND NEED
- » WHY EXPRESS LANES
- » PRELIMINARY ENGINEERING
- » ENVIRONMENTAL REQUIREMENTS
- » ENVIRONMENTAL PROCESS
- » KEY ENVIRONMENTAL ISSUES
- » STAY CONNECTED



ENVIRONMENTAL PROCESS

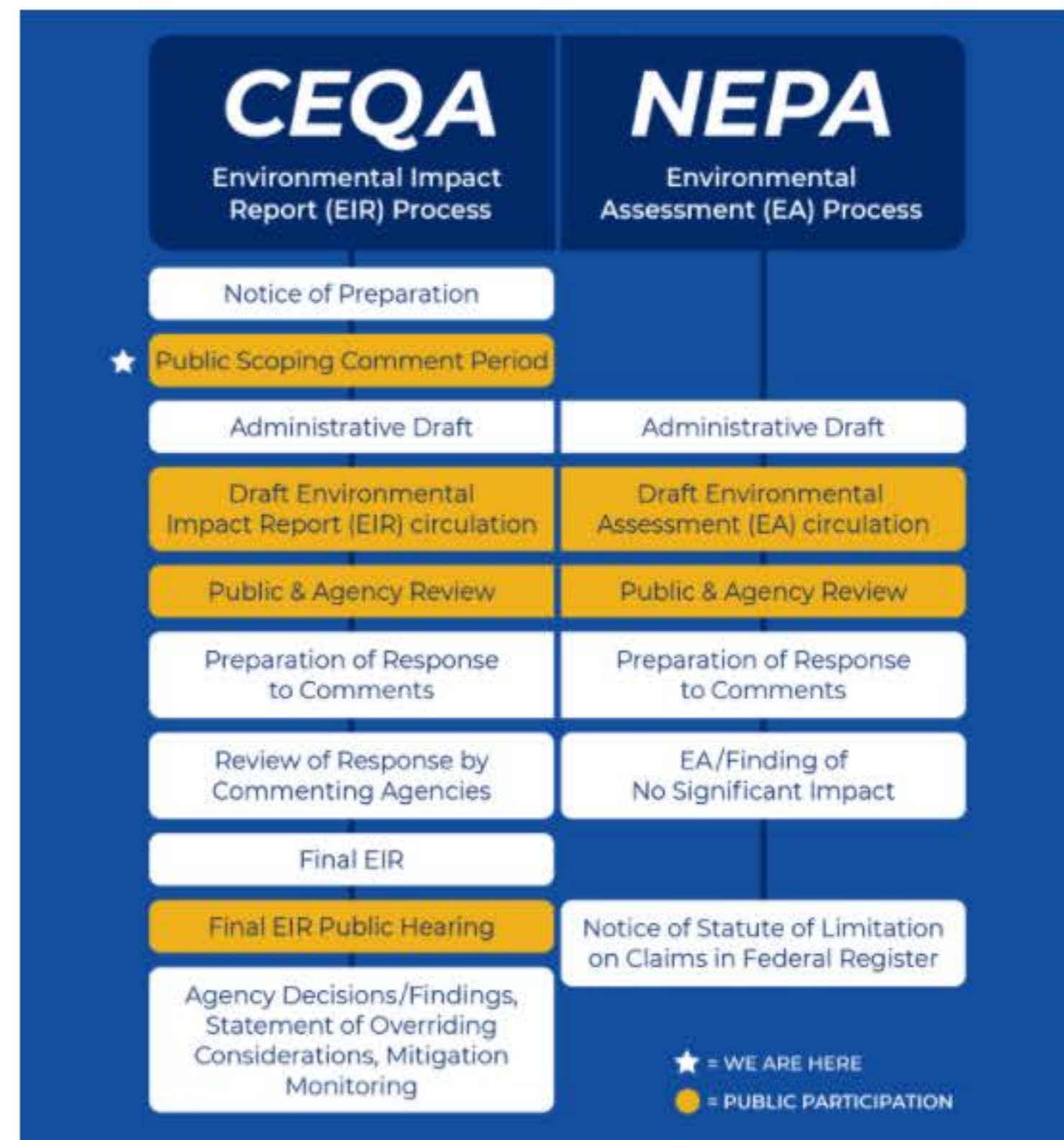
A Draft EIR/EA will be prepared that identifies build and no-build alternatives, analyzes the environmental impacts of proposed alternatives and proposes mitigation measures to minimize potential impacts. The Draft EIR/EA will be made available for public comment. Comments will be addressed in the Final EIR/EA, which will be approved by Caltrans, the lead agency for the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA).

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 23, 2016, and executed by the Federal Highway Administration and Caltrans.

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[Click the schedule graphic shown here to enlarge.](#)



- » WELCOME
- » PROJECT INTRODUCTION
- » PROJECT PURPOSE AND NEED
- » WHY EXPRESS LANES
- » PRELIMINARY ENGINEERING
- » ENVIRONMENTAL REQUIREMENTS
- » ENVIRONMENTAL PROCESS
- » KEY ENVIRONMENTAL ISSUES
- » STAY CONNECTED



KEY ENVIRONMENTAL ISSUES

While the proposed project will analyze the full suite of environmental issues, a couple of areas stand out:

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Vehicle Miles Traveled (VMT)



Study of vehicle miles traveled (VMT) as a transportation impact is a new requirement under CEQA. Because new roadway capacity is proposed for the project, VMT will likely increase. We will be looking closely at appropriate mitigation measures. VMT is 'one vehicle traveling on a roadway for one mile.' Implementation of Senate Bill (SB)-743 will require evaluation of transportation impacts in VMT to determine CEQA significance.

Noise Concerns and Mitigation



Noise is frequently a concern for project neighbors. As part of this proposed project, a sound wall will be constructed along northbound I-680 adjacent to Jones Road between Lawrence Way and Treat Blvd. Construction of that wall is a commitment from the I-680 Southbound HOV Completion project. If additional areas qualify for sound walls based on the noise analysis, those walls will be proposed as part of the project.

- » WELCOME
- » PROJECT INTRODUCTION
- » PROJECT PURPOSE AND NEED
- » WHY EXPRESS LANES
- » PRELIMINARY ENGINEERING
- » ENVIRONMENTAL REQUIREMENTS
- » ENVIRONMENTAL PROCESS
- » KEY ENVIRONMENTAL ISSUES
- » STAY CONNECTED



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Project Resources and Next Steps

Thank you for your interest in the I-680 Express Lane Completion Project. Input received during the scoping period will be shared with the project team to aid in project development. **The comment period for this meeting has closed.**

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Share Your Thoughts

The submission period for comments concerning the proposed environmental scope of the project was open until July 29, 2020 and is now closed. If you would like to contact the project team you can use the following options:

E-MAIL SENT TO:

info@innovate680.com

LETTER SENT TO:

Caltrans District 4 Office

Office of Environmental Analysis
111 Grand Ave, Mail Station 8B, Oakland, CA 94612
Attention: Wahida Rashid, Caltrans Senior EP, CC & ALA

ONLINE COMMENT CARD:

Click "[Contact](#)" button in upper-right corner

Project Website

For more information and to stay connected, visit the Innovate 680 Program website at ccta.net/innovate680 to sign up to receive updates.



Project Milestones

Data Collection, Alternatives Feasibility, Project Scoping SPRING 2019 - SUMMER 2020	●
Environmental Studies SPRING 2019 - SUMMER 2021	●
Public Scoping Period SUMMER 2020	★ = WE ARE HERE
Draft Environmental Document (EIR/EA) WINTER 2021 - SPRING 2022	●
Public Comment Period SPRING 2022	●
Final Environmental Document (EIR/EA) WINTER 2022 - SPRING 2023	●
Completion of Preliminary Engineering and Environmental Phase SPRING 2023	●
Design Phase SPRING 2023 - SPRING 2025	●
Construction SPRING 2025 - WINTER 2027	●

● = CURRENT PHASE OF WORK ● = FUTURE PHASES OF WORK

- » WELCOME
- » PROJECT INTRODUCTION
- » PROJECT PURPOSE AND NEED
- » WHY EXPRESS LANES
- » PRELIMINARY ENGINEERING
- » ENVIRONMENTAL REQUIREMENTS
- » ENVIRONMENTAL PROCESS
- » KEY ENVIRONMENTAL ISSUES
- » STAY CONNECTED