



Interstate 680 Express Bus Service

The 2018 California State Rail Plan (Rail Plan) envisions a seamless system of commuter trains integrated with local transit that provides user-friendly connections for riders to reach all parts of the state. To achieve this vision, the Rail Plan calls for express bus services that use the existing highway systems to get riders to the state's rail stations. Interstate 680 is a corridor that can accommodate such express bus service, and therefore a partnership was formed between County Connection, the Livermore-Amador Valley Transit Authority (LAVTA) and the Contra Costa Transportation Authority (CCTA) to make this express bus option a reality and help thousands of Californians get where they need to go.

MAKING THE CONNECTION WORK

The Interstate 680 (I-680) corridor currently does not have a train or bus service that connects the Tri-Valley area to Martinez. An express bus route on I-680 is necessary to close this gap and serve those passengers that have no other means of traveling along the corridor.

Several key elements are necessary to make this express bus connection work, including the shared mobility hubs being planned as part of the Innovate 680 program. These hubs will be strategically placed along I-680 at several convenient locations such as the Bollinger Canyon Park and Ride lot. They will have useful amenities like information kiosks and storage lockers, and they will support multiple green modes like bikes, autonomous shuttles and car share. Other elements under development for this express bus service include the purchase of hydrogen fuel-cell buses, fueling stations, and shoulder improvements to support part-time transit lane express buses.



Purchase of hydrogen fuel-cell buses



Fueling stations for buses



Shared mobility hubs for passenger pick up/drop off



Shoulder improvements to support part-time transit lane express buses



County Connection



CONTRA COSTA
transportation
authority

KEY ELEMENTS

There are four key elements to our express bus service strategy. Here is how each will contribute to a smooth, efficient, and useful connection between the Tri-Valley area and Martinez.



Hydrogen Fuel-Cell Buses

A total of six buses, including one spare, would be needed for the service. The vehicles will have twice the fuel economy and are less expensive to maintain than diesel combustion engines. Implementation of these buses and related infrastructure will drive forward the transition to zero-emission technology for County Connection and LAVTA.



Fueling Stations and Special Infrastructure

Hydrogen fuel-cell buses require special infrastructure for fueling and maintenance services. The planned route will need facilities and fueling stations and bus bays or curbside bus space at each of the proposed stops to drop off and pick up riders. Proposed terminus stops will need space for the buses to have a 15-minute layover period to allow the driver to take a break between routes.



Shared Mobility Hubs

The I-680 express bus service will be enhanced by the development of shared mobility hubs at strategic locations along the corridor. The purpose of shared mobility hubs is to facilitate and encourage travelers to take alternative modes of transportation. Hubs will have services and amenities that will make it easier for travelers to connect to transit, micromobility and car share options.



Shoulder Improvements for Part-Time Transit Lanes

A variety of shoulder pavement improvements, lane striping and signage will be implemented to create a part-time transit lane system along the corridor that will serve as an alternative for the express bus service vehicles, to avoid congestion and stay on schedule.

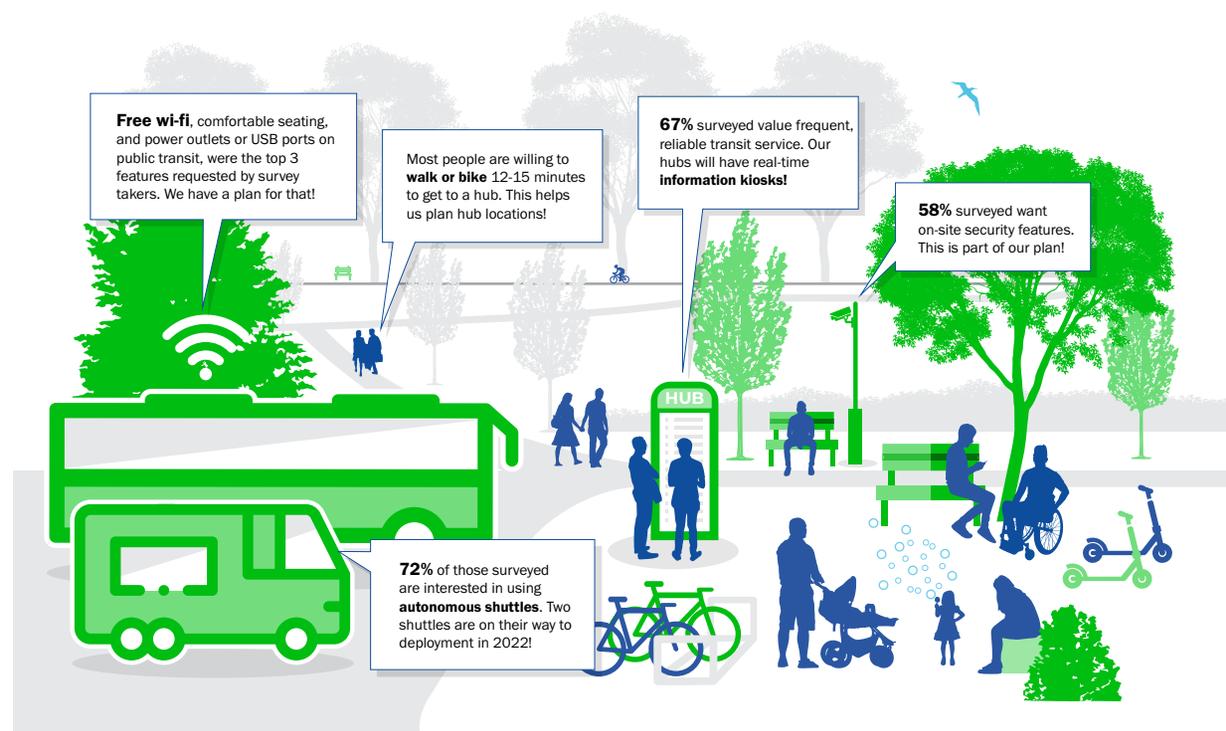




RIGHT INVESTMENT, RIGHT TIME

The I-680 corridor serves some of the fastest growing residential areas and job centers in Alameda and Contra Costa counties. This growth is expected to continue well into the future which will spur demand for transit options. Transit already serves the corridor's mainline rail stations in Pleasanton and Martinez, but there is no service that links the Tri-Valley with the Martinez Amtrak station- a stop for both the Capitol Corridor and San Joaquin trains.

CCTA's recent travel behavior study revealed that a majority of drivers in the corridor are interested in driving less but are not certain it is possible for them. An express bus service along I-680 coupled with shared mobility hubs at key locations along the corridor will provide seamless options for those drivers who want to get out of their cars and into transit. To ease first and last mile connectivity, our shared mobility hubs will support local bus and shuttle drop off/pick up, secure bike storage, car share, electric vehicle charging, and walking.



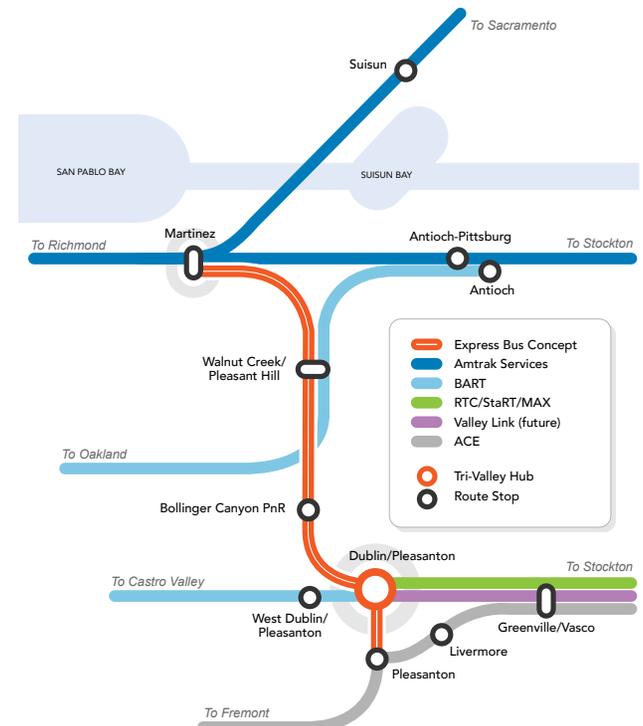
A 2020 survey of residents along I-680 is helping us plan better shared mobility hubs.



EVERYONE WINS

The I-680 Express Bus service would provide a much-needed connection between the northern edge of Contra Costa County, at the Solano County border, and the southern edge of the county known as the Tri-Valley. It is the vital connection needed between the eastern and southern rail services. Some passengers have no other means of travel along the corridor, highlighting the importance of this link. In addition to filling an unmet need for passengers, this route will provide additional travel options to all who live and work along the corridor, it will help reduce congestion, and it will reduce vehicle miles traveled (VMT) thereby improving the environment.

PLANNED ROUTE and STOPS for the I-680 EXPRESS BUS SERVICE



35,000 VMT Avoided/day

1,000+ Riders Served/year

2,700+ Metric Tons of CO2 Emissions Avoided/year



source: MEGA BCA



County Connection

CONTRA COSTA transportation authority