Project Overview: I-680 Express Lanes from SR 84 to Alcosta Boulevard
CONTENTS

Click through this presentation for a brief overview of:

- The proposed project,
- The environmental process, and
- The project schedule.

For more information on this project, be sure to visit www.alamedactc.org/680gapclosure.
Proposed Project
The proposed project would build express lanes on northbound and southbound Interstate 680 (I-680) from State Route (SR) 84 (Vallecitos Road) in Alameda County to north of Alcosta Boulevard in Contra Costa County.
WHAT’S BEING PLANNED

The project would also:

- Install electronic tolling equipment and signage, including toll gantries, toll readers and antennas;
- Widen pavement in the median and shoulders;
- Widen or modify bridges;
- Construct or replace concrete barriers, retaining walls, and sound walls; and
- Upgrade safety features throughout the project corridor.
Express lanes allow freeways to be used more efficiently by:

- Managing capacity and speed to provide reliable travel times;
- Allowing some traffic to shift from the remaining lanes, reducing congestion for all travelers; and
- Using tolls to cover express lane operation and maintenance costs.

$ \textit{Remaining funds are reinvested in other transportation improvements in the corridor}$
WHAT’S BEING PLANNED

The proposed project would connect to other express lanes to the north and south, providing 35 miles of express lanes from:

- (Southbound) Rudgear Road in Walnut Creek to SR 237 in Milpitas
- (Northbound) SR 262 in Fremont to Livorna Road in Alamo

Future programmed projects will complete express lanes south to SR 237 and north to Marina Vista Avenue in Martinez, providing a 48-mile express lane system.
Environmental Process
The California Department of Transportation (Caltrans) has studied the project’s potential environmental effects. The report that describes the results of the study is a combined:

- Initial Study with Proposed Mitigated Negative Declaration (under the California Environmental Quality Act), and
- Environmental Assessment (under the National Environmental Policy Act)

For short—“Draft IS/EA”

The Draft IS/EA is available for public review and comment through June 30, 2020.
The Draft IS/EA covers:

- Purpose and need;
- Alternatives;
- Environmental findings; and
- Avoidance, minimization, and mitigation measures.

The Draft IS/EA accounts for planned growth through 2045.
PROJECT PURPOSE

The purposes of the project are to:

- Increase the efficiency of I-680 between the SR 84 interchange and north of the Alcosta Boulevard interchange to accommodate current and future traffic demand;
- Improve travel time and reliability for all users, including high occupancy vehicle (HOV) and transit users;
- Optimize freeway system management and traffic operations; and
- Contribute to the completion of 48 miles of contiguous express lanes between Santa Clara County and Contra Costa County.
PROJECT NEED

- I-680 in the project area is congested for around 10 hours each weekday.
- Future Bay Area job and housing growth will increase the level and duration of congestion.
  - Estimated 20% growth in I-680 corridor by 2040 (Plan Bay Area 2040)
  - Tri-Valley area grew 7 times faster than Alameda County, 1970-2010
ALTERNATIVES

Two alternatives are evaluated in the Draft IS/EA:

- **Build**
  - Could be constructed by phase, depending on funding
  - Phase 1 (Southbound) and Phase 2 (Northbound)

- **No Build**

  *Both alternatives were evaluated through 2045.*

Other alternatives were considered but eliminated:

- Shorter express lane segments
- Reversible traffic lanes
ENVIRONMENTAL REVIEW

Resources studied in the Draft IS/EA:

**No Effects**
- Agriculture and forestry resources
- Land use and planning
- Mineral resources
- Population and housing
- Recreation
- Tribal cultural resources

**Less than Significant Effects**
- Aesthetics
- Air quality
- Cultural resources
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Transportation
- Public services
- Noise
- Utilities and service systems
- Wildfire

**Less than Significant Effects with Mitigation Incorporated**
- Biological resources
  - Sensitive natural communities
  - Trees
  - Wetlands and other waters of the U.S.
  - Threatened and endangered species

**No significant effects for any resources**
ENVIRONMENTAL REVIEW

Anticipated changes with the project include:

- Changes in views due to overhead signs, lighting, and vegetation removal
- 0 to 3 decibel increase in traffic noise through 2045
- Impacts to trees and species habitat
- Reduced traffic delays through 2045
## ENVIRONMENTAL REVIEW

Vehicle Hours of Delay (VHD) Savings

<table>
<thead>
<tr>
<th>Study Period</th>
<th>No Project VHD</th>
<th>Plus Project VHD</th>
<th>VHD Reduced with Project? (Yes/No, % change)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2025 AM</td>
<td>8,240</td>
<td>4,410</td>
<td>Yes – 46% reduction</td>
</tr>
<tr>
<td>2025 PM</td>
<td>5,390</td>
<td>3,540</td>
<td>Yes – 34% reduction</td>
</tr>
<tr>
<td>2045 AM</td>
<td>49,500</td>
<td>23,000</td>
<td>Yes – 54% reduction</td>
</tr>
<tr>
<td>2045 PM</td>
<td>51,500</td>
<td>39,500</td>
<td>Yes – 23% reduction</td>
</tr>
</tbody>
</table>

2025 represents opening year, and 2045 represents future (horizon) year.
Project Schedule
## ENVIRONMENTAL SCHEDULE

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Environmental Analysis / Preliminary Design</td>
<td>September 2018</td>
</tr>
<tr>
<td>Public Information Meetings</td>
<td>October 2018</td>
</tr>
<tr>
<td>Draft IS/EA Preparation</td>
<td>May 2020</td>
</tr>
<tr>
<td>Public review for Draft IS/EA</td>
<td>May-June 2020</td>
</tr>
<tr>
<td>Final IS/EA</td>
<td>September 2020</td>
</tr>
</tbody>
</table>

After the public circulation period ends:
- All comments will be considered,
- The Project Development Team (PDT) will select a preferred alternative, and
- Caltrans will make the final determination of the project’s effect on the environment.

The Final Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact will include responses to public comments.
# PROJECT SCHEDULE

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Year of Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Study Report/Project Development Support</td>
<td>2018</td>
</tr>
<tr>
<td>Environmental</td>
<td>2020</td>
</tr>
<tr>
<td>Detailed Design and Right-of-Way*</td>
<td>Phase 1 (Southbound): 2021</td>
</tr>
<tr>
<td></td>
<td>Phase 2 (Northbound): 2024</td>
</tr>
<tr>
<td>Construction*</td>
<td>Phase 1 (Southbound): 2024</td>
</tr>
<tr>
<td></td>
<td>Phase 2 (Northbound): 2027</td>
</tr>
</tbody>
</table>

*Contingent upon funding availability

# PROJECT COST

- Preliminary total cost estimate: $480 million (includes support cost)
WHERE YOU COME IN

- Please review the complete Draft IS/EA. 
  Need a printed copy? Call Brian Gassner, 510-286-6025 (voice) or e-mail ALA680expresslanes@dot.ca.gov.

- Attend a virtual open house (see www.alamedactc.org/680gapclosure).

- Visit www.alamedactc.org/680gapclosure for more information.

- Share your comments by June 30, 2020:
  
  ALA680expresslanes@dot.ca.gov
  
  Caltrans District 4
  Attn: Brian Gassner
  111 Grand Avenue MS 8B
  Oakland, CA 94612
WHERE YOU COME IN

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Thank you

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