

# Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2020060297

Project Title: CCTA Interstate 680 (I-680) Northbound Express Lane Completion Project

Lead Agency: California Department of Transportation (District 4)

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Project Location: Alamo, Walnut Creek, Pleasant Hill, Concord, and Martinez

Contra Costa

*City*

*County*

## Project Description (Proposed actions, location, and/or consequences).

The California Department of Transportation (Caltrans), in partnership with the Contra Costa Transportation Authority (CCTA), presents the Interstate 680 (I-680) Northbound Express Lane Completion Project to improve corridor-wide congestion, travel delays, and operational challenges. The project would construct a northbound express lane from Livorna Road to State Route (SR-) 242 and convert the existing northbound High Occupancy Vehicle (HOV) Lane from SR-242 to north of Arthur Road near Martinez to an express lane – which means both HOV and single-occupancy drivers who pay a toll can use the lane. The project has four build alternatives (Alternative 1C, 2, 3, and 5) and one no-build alternative. The project would construct a northbound express lane from Livorna Road to SR-242 through either lane addition (Alternatives 1C, 2, or 3) or conversion (Alternative 5). All Build Alternatives would convert the existing high occupancy vehicle lane from SR-242 to north of Arthur Road near Martinez to an express lane. Alternatives 2 and 5 would leave a gap in the express lane at the SR-24 interchange in Walnut Creek. Alternatives 2, 3, and 5 would add braided ramps at Treat Boulevard. The project is located within Alamo, Walnut Creek, Concord, Pleasant Hill, and Martinez on I-680. The post mile (PM) limits are between realignment (R) 10.7 at the southern limit to PM 23.1 at the northern limit.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

All Build Alternatives would impact approximately 1.73 acres of brome grassland and a combined total of 1.53 acres of non-native woodland and semi-natural ornamental habitats. Alternatives 1C, 2, and 3 would impact approximately 0.16 acre of coast live oak woodland; Alternative 5 would not impact coast live oak woodland. The Project would impact between 192 and 309 trees, of which 65 to 140 are native species. In accordance with Measure BIO-MM-1 (Draft EIR/EA Section 2.3.1.3), native oak woodlands would be avoided to the maximum extent feasible. Oak trees that are impacted would be mitigated through replacement or compensatory mitigation. The impact would be less than significant with mitigation incorporated.

All Build Alternatives could impact up to approximately 0.26-acre of aquatic resources, which may fall within United States Army Corps of Engineering, Regional Water Quality Control Board, and/or California Department of Fish and Wildlife jurisdiction. Measure BIO-MM-2 (Draft EIR/EA Section 2.3.2.4) would be implemented requiring the compensatory mitigation of wetlands and other waters at a ratio that would be determined in consultation with the permitting agencies during final design. The impact would be less than significant with mitigation incorporated.

Alternatives 1C, 2, and 3 would increase vehicle miles traveled (VMT); Alternative 5 would not. Compared to the No-Build, Alternatives 1C, 2, and 3 would result in an increase of approximately 99,389, 82,353, and 99,986 VMT, respectively. Should either Alternative 1C, 2, or 3 be selected, TRAN-MM-1 (the I-680 express bus service; Draft EIR/EA Section 2.1.8.4), TRAN-MM-2 (shared mobility hubs; Draft EIR/EA Section 2.1.8.4), and TRAN-MM-3 (expansion of Contra Costa County's existing county-wide TDM program; Draft EIR/EA Section 2.1.8.4) would be in place to offset the Project's forecasted induced VMT through the Design Year. For Alternatives 1C, 2, and 3, the impact would be significant and unavoidable, even with proposed mitigation.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Key issues raised during the project's scoping process include the project's purpose and need, alternatives and project features being considered, and impacts on transportation, equity, greenhouse gas emissions, air quality, and noise/sound walls.

Provide a list of the responsible or trustee agencies for the project.

California Department of Transportation, District 4  
Contra Costa Transportation Authority  
California Transportation Commission  
California Department of Fish and Wildlife (Fish and Game Region #3)  
Metropolitan Transportation Commission