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Plan Bay Area 2040: Amendment

May 2020

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1. Introduction

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) jointly adopted Plan Bay Area 2040 on July 26, 2017 (MTC Resolution No. 4300 and ABAG Resolution No. 10-17).

Plan Bay Area 2040 (the “Plan”) is the updated long-range Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the nine-county San Francisco Bay Area. Plan Bay Area 2040 is the Bay Area’s roadmap for forecasting transportation needs through the year 2040, preserving the character of our diverse communities, and adapting to the challenges of future population growth. The Plan discusses how the Bay Area will grow over the next two decades and identifies transportation and land use strategies to enable a more sustainable, equitable and economically vibrant future. Starting with the current state of the region, the Plan describes Plan Bay Area 2040 and its goals, a proposed growth pattern and supporting transportation investment strategy, and key actions needed to address ongoing and long-term regional challenges. The Plan also includes supplemental reports for additional details. These documents and the adopted Plan can be found at http://2040.planbayarea.org/reports.

MTC and ABAG propose to amend Plan Bay Area 2040 (Plan Amendment) to add the project scope and cost of the Interstate 680 Express Lanes Gap Closure Project in Alameda County.

2. Amendment to Plan Bay Area 2040

An amendment is a major revision to the Plan, including adding or deleting a project, major changes in project costs and scope (e.g., changing project locations or the number of through traffic lanes). As stipulated in MTC’s Public Participation Plan (2015), a Plan amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation conformity mandates. Amendments that require an update to the air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

In March 2018, MTC and ABAG adopted the first amendment to Plan Bay Area 2040 to modify the project scope and cost of the U.S. Highway 101 Managed Lanes Project in San Mateo County (RTPID 17-06-0007). The amendment aligned the Plan’s project assumptions to those of the preferred alternative in the project’s Environmental Impact Report (EIR).

In June 2019, the Alameda County Transportation Commission (ACTC) requested the second amendment to Plan Bay Area 2040 to add the project scope and cost of the Interstate 680 Express Lanes Gap Closure Project in Alameda County. The project will add an express lane to the southbound and northbound travel lanes of Interstate 680 between Alcosta Boulevard and State Route 84, closing the gap between existing and in-progress express lane projects directly to the north and south. The accelerated project development would allow for coordinated project delivery with a planned rehabilitation project on the same corridor.

The amendment’s total project cost is $480 million. Funds for the amendment’s cost are derived from the Plan’s set aside for East and North Bay express lanes projects via the East and North Bay Express Lanes Reserve (RTPID 17-10-0056). Because the project funding is redirected from one adopted project to another within the Plan’s financially constrained transportation investment strategy, and no new funds are added to the Plan’s investment strategy as part of this amendment, the Plan remains financially constrained as required by federal and state planning laws.
The Amendment to the Plan changes the following:

1. Adds the description, cost, and schedule of the Interstate 680 Express Lanes Gap Closure Project in Alameda County (RTPID 17-01-0065):
   a. **Basic Information** | What would this project/program do?
      “Add an express lane to the southbound and northbound travel lanes of Interstate 680 between Alcosta Boulevard and State Route 84.”
   b. **Cost and Funding** | How much does this project/program cost?
      $252 millions (Southbound)
      $228 millions (Northbound)
   c. **Schedule** | By when is the project/program anticipated to open?
      2024 (Southbound)
      2030 (Northbound)

2. Changes the cost of the East and North Bay Express Lanes Reserve (RTPID 17-10-0056):
   a. **Cost and Funding** | How much does this project/program cost?
      $2,164 $1,684 (millions)

No other changes or revisions are proposed in this amendment.

3. **Comments & Response to Comments**

In accordance with MTC’s Public Participation Plan, MTC and ABAG released the Draft Amendment to Plan Bay Area 2040 for a 30-day public review and comment period, starting March 26, 2020, and ending on April 24, 2020. Opportunities to comment were publicized via MTC’s website, email notifications, a press release, and display ads in local newspapers. The following is a list of the public comments submitted to MTC along with staff’s responses to these comments.

<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Agency/Organization</th>
<th>Date/Source</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bill Mellberg</td>
<td>No affiliation</td>
<td>03/31/2020, Email</td>
<td>“To say you are adding a lane to fill the gap from Alcosta to Sunol or Washington to 580 is a play on words. There is no &quot;new&quot; lanes other than the existing 3 lanes, you can designate the third lane as an express lane, but that is not adding a lane. Let's be honest until there is a fourth lane added both north of Sunol and south of 580 nothing changes. I believe anything you do will be obsolete and ineffective before you even start.”</td>
</tr>
<tr>
<td>2</td>
<td>Michael T. Henn</td>
<td>No affiliation</td>
<td>03/31/2020, Email</td>
<td>“I strongly oppose the construction of any more toll express lanes on any freeway. The High Occupancy Vehicles lanes should be reserved for car pools. It is socially and environmentally counterproductive to allow a single-occupant vehicle to be allowed to pay to drive in a Lexus Lane. It’s analogous to being able to pay to have a red light turn green for some and not others. It’s fundamentally unfair. Furthermore, having free-flowing HOV lanes encourages people to carpool, thus reducing traffic and pollution. That’s why such lanes were created. Filling the lanes up with solo drivers removes the incentive. So-called Express Lanes are the worst idea you could come up with. Please, stop this misguided program.”</td>
</tr>
</tbody>
</table>
3 David Vartanoff  No affiliation  03/31/2020, Web Comment

“Building a new HOV lane is no longer the right idea. When and if the current covid crisis abates, thousands of workers will continue WFH. Secondly, if a new lane is added, it will simply encourage more (induced demand is a well understood concept). Redesignating an existing lane to discourage SOVs; fine. Better still deploy Express buses in the no longer wasted lane on short headways with ‘bus pads’ similar to those on 101, allowing quick off/quick on. and rapid trips from BART in either WC or PH to Dublin. adding a third track and second platform at Bayfair so that trains from Dublin can offer crossplatform connections to Berryessa is the next step.

NO new freeway lanes!”

4 John Weeks  No affiliation  03/31/2020, Web Comment

“No Fee Cap: Please do not cap the fees on Express Lanes. In high congestion scenarios only a fee which will actually discourage SOV access will maintain throughput. The caps on regional express lanes that are already in place are too low.

Driver Education: Please make sure the public knows about safe speeds in express lanes. I operate buses in the express lanes and get complaints from other SOV drivers that think the express lane is the fast lanes on the freeway. They complain that buses operating below the speed limit are in their way and slowing them down and dangerously pass.”

5 Steven Dunbar  No affiliation  04/07/2020, Web Comment

“I can’t believe we are still adding lanes in 2020. Sure, they are better than standard carpool lanes and induce marginally less traffic than regular lanes.

But they are not anywhere CLOSE to the level of mitigation we need to be doing in our transportation environment.

The highway is already 3 lanes in each direction. You need to do much better than one more express lane.”

4. Adoption of the Amendment to Plan Bay Area 2040

Plan Bay Area 2040 and this Amendment to Plan Bay Area 2040, taken together, constitute the complete Plan Bay Area 2040 document. Refer also to the companion technical documents that accompany this Draft Amendment: (1) Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and Amended 2019 Transportation Improvement Program, (2) Addendum to the Final Environmental Impact Report (EIR) for Plan Bay Area 2040, and (3) Amended 2019 Transportation Improvement Program.

This amendment is scheduled for review and approval of the governing boards of the MTC and ABAG in May 2020. These pending adopting resolutions – MTC Resolution No. 4425 and ABAG Resolution No. 13-2020 – approving the amendment will be included for reference as part of the Amendment to Plan Bay Area 2040 (see Attachment A).