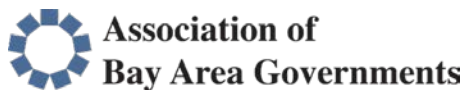




Final
Amendment to
Plan Bay Area (2013)
September 2015



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Amendment to Plan Bay Area (2013)

1. Introduction

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) adopted Plan Bay Area on July 18, 2013 (MTC Resolution No. 4110 and ABAG Resolution No. 05-13).

Plan Bay Area serves as the 2013 Regional Transportation Plan (RTP) for the San Francisco Bay Area region and includes the region's Sustainable Communities Strategy (SCS) as required under Senate Bill 375. The Plan is by definition the combined land use and transportation plan, serving as a blueprint of how the Bay Area addresses its transportation mobility and accessibility needs, land development, and greenhouse gas emissions reduction requirements through the year 2040. The Plan document presents its purpose and goals, tracks trends and evaluates project performance, details financial assumptions and expenditures, profiles key investments, and sets forth actions that the region would advocate and pursue over the next several years. See Plan Bay Area and supplementary reports for full details. These documents can be found at:

http://www.mtc.ca.gov/planning/plan_bay_area/

MTC and ABAG propose to amend Plan Bay Area to add the \$74 million Richmond-San Rafael Bridge Access Improvement Project into the financially constrained element of the Plan. This new bridge access improvement project converts the existing shoulders on the Richmond-San Rafael Bridge to accommodate bicycle and pedestrian access on the upper bridge deck (westbound), and constructs a new travel lane on the lower deck (eastbound). See the detailed project description for the Richmond-San Rafael Bridge Access Improvement Project in **Section 2** below. The \$74 million in Bay Area Toll Authority (BATA) toll funds for this new bridge improvement project is derived from the \$16,019 million in funds allocated to the State-Owned Toll Bridge Rehabilitation/Replacement/Retrofit project (RTP ID 21013) programmatic project. Because the project funding is redirected from one transportation project to another within the financially constrained element of the Plan and no new funds are added as part of this Amendment, Plan Bay Area remains financially constrained as required by federal and state planning laws. No other changes or revisions are proposed in this Amendment.

2. Amendment to Plan Bay Area (2013)

This Amendment to Plan Bay Area (2013) consists of the following updates:

1. Reduces the total cost of \$16,019 million for the State-Owned Toll Bridge Rehabilitation/Replacement/Retrofit project (RTP ID 21013) by \$74 million,

resulting in a new total cost of \$15,945 million. The funding source for this project is BATA toll funds. The \$74 million would be directed to fund the new Richmond-San Rafael Bridge Access Improvement Project (RTP ID 240758).

2. Adds a new bridge access improvement project called the Richmond-San Rafael Bridge Access Improvement Project (RTP ID 240758) into the financially constrained element of the plan. The total cost of the project is \$74 million, which is derived from BATA toll funding identified within the State-Owned Toll Bridge Rehabilitation/Replacement/Retrofit project (RTP ID 21013).

The detailed project description for the Richmond-San Rafael Access Improvement Project is as follows:

The Richmond-San Rafael Bridge Access Improvement Project spans approximately six miles between Contra Costa County and Marin County. The purpose of the proposed project is to reduce congestion and travel times on eastbound I-580/Richmond-San Rafael Bridge and provide pedestrian and bicycle travel along the I-580/Richmond-San Rafael Bridge corridor. The project converts the existing shoulders on the Richmond-San Rafael Bridge to accommodate bicycle and pedestrian access on the upper bridge deck (westbound), and constructs a new travel lane on the lower deck (eastbound).

The project includes three major elements:

- 1) *Construction of a new third travel lane by converting the existing shoulder of the eastbound direction of I-580 across the lower deck of the Richmond-San Rafael Bridge to a travel lane;*
- 2) *Construction of a bi-directional bicycle/pedestrian path in Contra Costa County along the north side of westbound I-580 from Marine Street interchange to Stenmark Drive and the Toll Plaza where it would then connect to Project Element 3 (below). The bi-directional path would continue along the existing westbound I-580 shoulder and would replace the existing one-way Class III bicycle lanes in both eastbound and westbound directions of I-580 between Marine Street and the Toll Plaza. The proposed bi-directional path would be separated from vehicle traffic by a continuous concrete barrier. At the Marine Street interchange an existing Class I path crosses underneath I-580 and terminates at the Marine Street/I-580 off-ramp/Standard Avenue intersection. The barrier separated bi-directional path will also be extended east from that intersection to the Castro Street/Standard Avenue intersection (on the south side of Standard Avenue).*
- 3) *Construction of a continuous bi-directional path between Stenmark Drive off-ramp at the eastern end of the Richmond-San Rafael Bridge, continuing onto and across the Richmond-San Rafael Bridge to the Main Street (San Quentin) interchange.*

The estimated project cost is \$74 million, which is fully funded with BATA toll funds already identified in Plan Bay Area. The project is sponsored by the BATA. Major stakeholders include Caltrans, Transportation Authority of Marin, and Contra Costa Transportation Authority.

Table 1 reflects the above revisions to Plan Bay Area. No other changes are proposed in this Amendment.

Table 1: Revisions to Plan Bay Area (2013)*

Proposed Revisions Shown in Bold and Italics.

Reference Number	Project/Program	Total Project Cost (in millions)	Financially Constrained Element	Notes	Reason For Amendment
21013	State-Owned Toll Bridge Rehabilitation/Replacement/Retr ofit	\$16,019 \$15,945	\$16,019 \$15,945	<i>Total project cost reduced by \$74 million; funds to be directed to Richmond-San Rafael Bridge Access Improvement Project</i>	Reduce project cost to reflect the transfer of \$74 million in BATA toll funds to the Richmond-San Rafael Bridge Access Improvement Project
240758	<i>Richmond-San Rafael Bridge Access Improvement Project</i>	\$74	\$74	<i>Project funded with BATA toll funds; funds derived from project #21013</i>	Add a new bridge access improvement project into the financially constrained element of the Plan; directs \$74 million in BATA toll funds towards this project

*Revisions are reflected in the Plan Bay Area online database, which can be found here: <http://rtp.mtc.ca.gov/2040/>

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3. Comments & Response to Comments

MTC and ABAG released this Draft Amendment to Plan Bay Area (2013) for a 30-day public review and comment period, starting June 19, 2015 and ending on July 20, 2015. Responses to comments received were prepared and presented to the governing boards of MTC and ABAG prior to action on the Final Amendment to Plan Bay Area (2013).

In all, 220 emails and letters were received in response to the 30-day public comment period between June 19, 2015 and July 20, 2015 (including late comments). Comments specific to the Environmental Impact Report (EIR) Addendum, the 2015 Transportation Improvement Program and the Transportation Conformity Analysis are addressed in-depth in the respective technical documents. The comment opportunity was publicized via MTC’s web site, email notifications, a news release and display ads placed in the *Marin Independent Journal* and the *West County Times*.

Comments generally fall into six categories. All letters received are available for review on MTC’s web site:

http://mtc.ca.gov/planning/plan_bay_area/comments/rsrb_comments.htm

General Position	Response	# Comment Letters
Support — Prioritize Reopening Third Lane: Supports prompt reopening of the third lane for vehicular traffic	Comments noted; the project is intended to expand the eastbound bridge capacity to ease congestion and reduce travel times during evening peak hours.	81
Support — Modify Project to Extend Bicycle/Pedestrian Path: Supports project but requests that bicycle/pedestrian path extend to Castro Street in Contra Costa County rather than ending at Marina Street (there were several variations on this request asking for a longer extension)	MTC agrees with your suggestion and will seek to include an extension of the bi-directional bicycle/ pedestrian path to Castro Street in Caltrans’ project level environmental studies and engineering plans. The design calls for a 10-ft barrier-separated bi-directional, Class 1 bike path from Marine St. to Castro St. along E. Standard Avenue (on the south side of I-580), tying into the existing bike/pedestrian path on Marine St. Caltrans approval of this bicycle/pedestrian path extension (including non-standard design features) will be required for BATA to move forward with the extension to	76

General Position	Response	# Comment Letters
	Castro Street.	
Support — Prioritize Bicycle and Pedestrian Access: Supports the expansion of bicycle access in the corridor and to trails.	Comments noted; the project is intended to accommodate pedestrian and bicycle travel along the bridge corridor consistent with the continued construction of the San Francisco Bay Trail by providing a multi-use path for non-motorized modes of transportation.	33
Oppose: Either opposes converting a shoulder to a traffic lane due to concerns over access by emergency vehicles, or opposes inclusion of a bicycle lane based on safety or cost concerns, or both.	Comments noted; the project is intended to improve bicycle and pedestrian access and ease traffic congestion. Caltrans will gather data and evaluate the project’s effectiveness after a four-year pilot.	16
Support – Amend Plan Bay Area: Amend Plan Bay Area and the TIP to include the Richmond-San Rafael Bridge Access Improvement	Comments noted; the amendments to the long-range plan and 4-year funding program are the necessary first step to implementing the project. The project is intended to improve bicycle and pedestrian access and ease traffic congestion.	9
Miscellaneous: A small number of letters came in requesting additional data to justify the inclusion of a bicycle/pedestrian path, requesting corrections or clarifications to the environmental document, or requesting project alternatives such a light rail or ferry service.	Requested data are provided to the commenter. See responses to environmental issues/clarifications within the Final EIR Addendum. Project alternatives are light rail or ferry services are not proposed and are beyond the scope of the project and would significantly increase costs.	5
		Total: 220

4. Adoption of the Amendment to Plan Bay Area (2013)

Plan Bay Area (2013) and this Amendment to Plan Bay Area, taken together, constitute the complete Plan Bay Area document. Refer also to the companion technical documents that accompany this Amendment: (1) Addendum to the Environmental Impact Report (EIR) for Plan Bay Area, (2) Conformity Analysis for the Amendment to Plan Bay Area and 2015 Transportation Improvement Program (Revision Number 2015-18) (3) Transportation Improvement Program (Revision Number 2015-18).

The ABAG Executive Board adopted the Final Amendment to Plan Bay Area on September 17, 2015 via ABAG Resolution No. 08-15 and the MTC Commission took the same action on September 23, 2015 via MTC Resolution No. 4198.