



Draft

Amendment to

Plan Bay Area (2013)

Draft Issued: June 19, 2015



June 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 (this path would replace the existing one-way shared bicycle-motor vehicle shoulder use in both eastbound and westbound directions of I-580 between Marin Street and the Toll Plaza);*
- 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.

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 will be prepared and presented to the governing boards of MTC and ABAG prior to action on the Final Amendment to Plan Bay Area (2013).

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 (3) Transportation Improvement Program (TIP Amendment 15-18).

This Amendment is scheduled for review and approval of the governing boards of the MTC and ABAG in Fall 2015 (tentatively scheduled for September 2015). These pending adopting resolutions – MTC Resolution No. 4197 and ABAG Resolution No. ____ (to be determined) – approving the Amendment will be included for reference as part of the Final Amendment to Plan Bay Area document (see **Attachment A**).

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	Financially Un-Constrained Vision Element	Notes	Reason For Amendment
Bay Area Region/Multi-County						
21013	State-Owned Toll Bridge Rehabilitation/Replacement/Retr ofit	\$16,019 \$15,945	\$16,019 \$15,945	\$0	<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	\$0	<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/>

ATTACHMENT A

**MTC Resolution 4197 and ABAG Resolution ____
Adopting the Amendment to the Plan Bay Area**

**PLACEHOLDER:
MTC RESOLUTION 4197 AND ABAG RESOLUTION ____
TO BE INSERTED INTO FINAL AMENDMENT TO
PLAN BAY AREA WHEN RESOLUTIONS ARE APPROVED BY
MTC AND ABAG EXECUTIVE BOARD IN FALL 2015**