COUNTY OF MARIN

DEPARTMENT OF PUBLIC WORKS

Quality, Excellence, Innovation

Raul M. Rojas
DIRECTOR

July 20, 2015

Administration
PO Box 4186
San Rafael, CA 94913-4186
415 473 6528 T
415 473 3799 F
415 473 3232 TTY
CRS Dial 711
www.marincounty.org/pw

Accounting

Airport

Building Maintenance

Capital Projects

Certified Unified Program Agency (CUPA)

Communications Maintenance

County Garage

Disability Access

Engineering & Survey

Flood Control & Water Resources

Land Development

Purchasing

Real Estate

Reprographic Services

Road Maintenance

Stormwater Program

Transportation & Traffic Operations

Waste Management

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eighth Street, Oakland, CA 94607
Email: info@mtc.ca.gov
Fax: 510.817.5848

SUBJECT: Richmond-San Rafael Bridge Access Improvement Project

Dear Ms. Nguyen:

Marin County Public Works supports the proposal to add the Richmond-San Rafael Bridge Access Improvement Project to Plan Bay Area and to the 2015 Transportation Improvement Program (TIP). We would also like to thank Metropolitan Transportation Commission (MTC) staff for coordinating with Marin County and Caltrans staff regarding the overlaps between our San Quentin- Main Street Sidewalk Improvement Project and the proposed Richmond-San Rafael Bridge Access Improvement Project. We want to express our appreciation for including the portion of the Main Street sidewalk that is located in Caltrans right of way in the Richmond-San Rafael Bridge Access Improvement Project Description. In a previous meeting, the addition of a bus shelter at the transit stop located in Caltrans right of way was also discussed, but no decision was made. We would appreciate further discussions and coordination to see if the bus stop can also be added to the Richmond-San Rafael Bridge Access Improvement Project Description.

In reviewing the documents that were provided on-line, we have one additional comment. The FEIR Addendum project location map (at the end) does include Main Street connections, but it looks like it falls short of connecting to E. Sir Francis Drake Blvd. (by way of an added 3rd EB lane or a proposed Bay Trail), which is contrary to the following Project Overview Figure 2 and the map shown on the attached Fact Sheet.

If you have any questions or need additional information, please contact me at (415) 473-3076 or rgoralka@marincounty.org

Respectfully,

Bob Goralka
Principal Civil Engineer

Attachment: Project Fact Sheet
Bay Area Plan Draft Addendum

c: Bill Whitney, Project Manager, Transportation Authority of Marin
Ernest Klock, Principal Civil Engineer, County of Marin
Raul Rojas, Director of Public Works, County of Marin
Craig Tackabery, Chief Assistant Director of Public Works, County of Marin

PROJECT FACT SHEET

Richmond-San Rafael Bridge Access Improvement Project

PROJECT OVERVIEW

The project will reduce congestion on the Richmond-San Rafael Bridge by converting the existing shoulder on eastbound I-580 to a peak-period use lane between Sir Francis Drake Boulevard (Marin County) and Marine Street (Contra Costa County). To allow for the peak-period use lane and maintain bicycle access to Point Molate in Richmond, the project will upgrade the current bicycle access that relies on the I-580 shoulder with a separate bicycle/pedestrian path on the north side of I-580 adjacent to westbound traffic.

The project also will install a concrete barrier system on the upper deck of the Richmond-San Rafael Bridge to convert the existing freeway shoulder to a barrier-separated path for bicycles and pedestrians.

Peak-Period Use Lane on I-580 Freeway

The peak-period use lane will be open to motorists during the weekday evening commute hours, when eastbound traffic is highly congested. To accommodate the additional traffic, the lane will require reconstruction of some components of the freeway. These include:

- Reconstruct the Main Street on-ramp (Marin County) with a retaining wall to improve the traffic merge with the new lane.
- Replace pavement on the bridge approach to accommodate traffic loads.
- Reconstruct a retaining wall in Richmond to achieve a safe sight distance for vehicles traveling in the new lane.
- Provide a barrier-separated bicycle and pedestrian path to Point Molate.

Bicycle/Pedestrian Path

To complete the path across San Francisco Bay, the westbound shoulder on the Richmond-San Rafael Bridge may be converted with a movable barrier-separated bicycle/pedestrian path. The movable barrier would allow Caltrans and BATA to complete bridge maintenance activities during short duration closures of the path. These closures will typically occur at night. The path will be 10-feet wide and will comply with standards outlined by the Americans with Disabilities Act.

PROJECT BENEFITS

- Reduces traffic congestion in eastbound direction of 1-580 in Marin County
- Provides bicycle and pedestrian access between Contra Costa and Marin counties

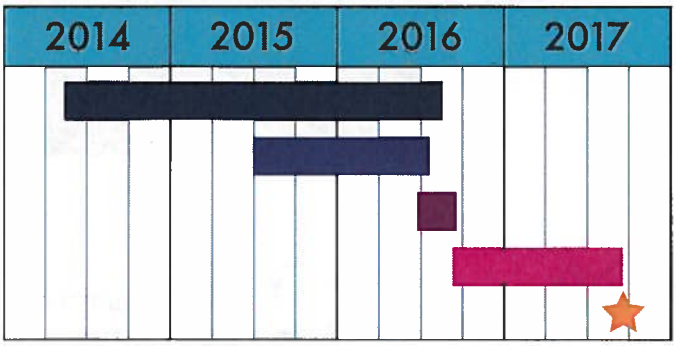
COST ESTIMATE

(May 2015)

Cost estimate by major project element	
3rd I-580 Eastbound Lane	$32 M
R-SR Bridge — Bicycle Path	$30 M
Contingency	$12 M
Total	**$74 M**

Eastbound I-580 requires widening in Contra Costa County to accommodate the third eastbound lane. The retaining wall shown must be removed and replaced with a wall set further back from I-580.

PROJECT SCHEDULE (as of May 2015)



Project Approval/Environmental Document

Design

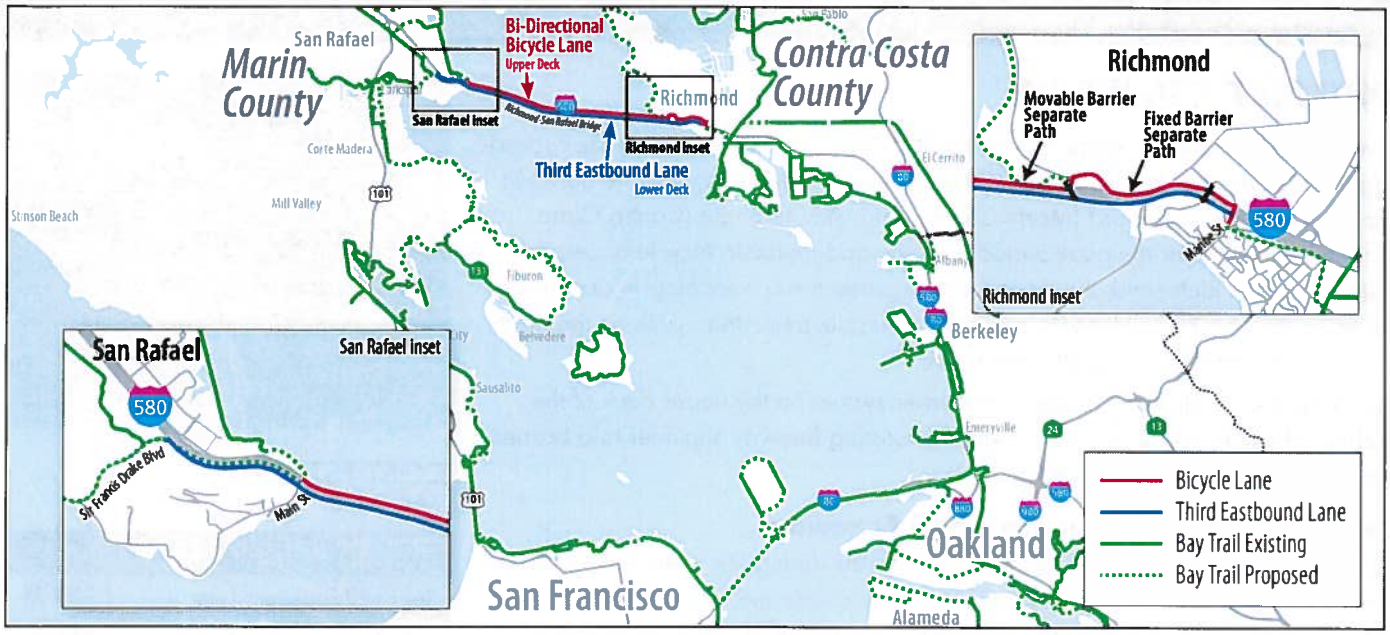
Advertise & Award

Construction

Open 3rd Eastbound Lane and Bike Path

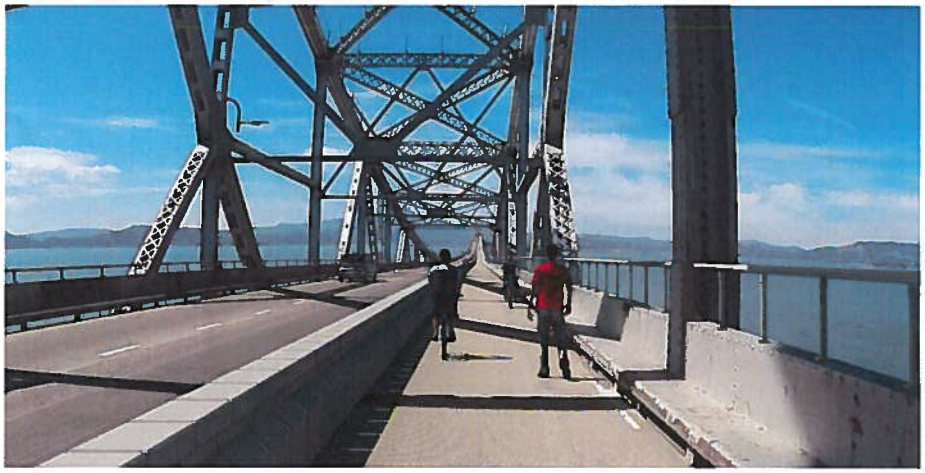
For more information visit www.mtc.ca.gov or contact MTC Public Information at 510.817.5757

Richmond-San Rafael Bridge Access Improvement Project

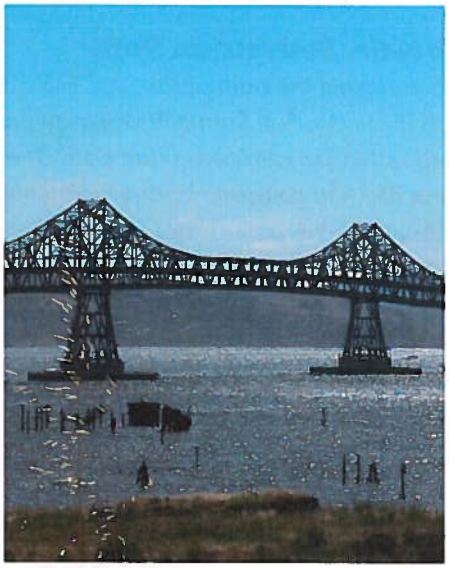


Going Green! Connecting Marin and Contra Costa Counties for Bicyclists and Pedestrians

For the first time ever the Richmond-San Rafael Bridge will connect the Bay Trail between Contra Costa and Marin counties for bicyclists and pedestrians. Adding another link to the future 500-mile bicycle and hiking network benefits residents in both counties. The proposed path will begin in Richmond at Marine Street and continue adjacent to westbound I-580 to Main Street in San Rafael. A mix of permanent and moveable barriers will separate bicyclists from vehicle traffic.



The above rendering shows the proposed 10-foot bi-directional bicycle-pedestrian path on the upper deck of the Richmond-San Rafael Bridge. Path users will be separated from traffic by a concrete barrier system.



BAY AREA TOLL AUTHORITY

Caltrans

TAM Transportation Authority of Marin

CONTRA COSTA transportation authority

Draft Addendum to the Final Environmental Impact Report Plan Bay Area

(State Clearinghouse No. 2012062029)

Draft Issued: June 19, 2015

Association of Bay Area Governments

METROPOLITAN TRANSPORTATION COMMISSION

June 2015

Table of Contents

Figures

Tables

1 Introduction

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), acting as Lead Agencies' under the California Environmental Quality Act (CEQA), have prepared this Addendum to the Draft Environmental Impact Report (DEIR) and Final Environmental Impact Report (FEIR) for Plan Bay Area. The FEIR (State Clearinghouse No. 2012062029) was certified by MTC and ABAG on July 18, 2013.

Since July 2013 and the approval of the FEIR, the Bay Area Toll Authority (BATA), in cooperation with the California Department of Transportation (Caltrans) District 4, have initiated the Richmond-San Rafael (RSR) Bridge Access Improvement Project (project), which was not identified at the time of the adoption of Plan Bay Area and certification of the FEIR. The project proposes to convert the existing shoulders on the RSR Bridge to accommodate bicycle and pedestrian access on the upper bridge deck (westbound), and a new automobile travel lane on the lower deck (eastbound). Refer to **Figure 1** for the location of the proposed project and **Figure 2** for an overview of the specific improvements proposed.

Accordingly, this Addendum evaluates the potential impacts of inclusion of the project in Plan Bay Area relative to the conclusions reached in the FEIR prepared for Plan Bay Area. This Addendum has been prepared to conform to the requirements of CEQA and CEQA Guidelines §15164.

This addendum also includes some technical revisions that are the result of updated air quality and transportation modeling completed by MTC in 2015. These revisions are minor and are noted as such, and do not change the conclusions that were made in the 2013 FEIR.

1.1 PURPOSE OF AN ADDENDUM

CEQA Guidelines § 15164(a) provides that the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR or Negative Declaration ("ND") if some changes or additions are necessary but none of the conditions described in CEQA Guidelines § 15162 calling for preparation of a subsequent EIR or ND have occurred (CEQA Guidelines, § 15164(a)).

An addendum need not be circulated for public review but can be included in or attached to the FEIR or ND (CEQA Guidelines § 15164(c)). The decision-making body shall consider the addendum with the FEIR prior to making a decision on the project (CEQA Guidelines § 15164(d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or ND pursuant to § 15162 (CEQA Guidelines § 15164(e)).

Once an EIR or ND has been certified for a project, no subsequent EIR or ND is required under CEQA unless, based on substantial evidence:[1]

1. substantial changes are proposed in the project which will require major revisions of the previous EIR or ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

[1] (CEQA Guidelines, § 15162, subd. (a); see also Pub. Resources Code, Section 21166).

2. substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the ND was adopted, shows any of the following:
    a. the project will have one or more significant effects not discussed in the previous EIR or ND;
    b. significant effects previously examined will be substantially more severe than shown in the previous EIR;
    c. mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    d. mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but he project proponents decline to adopt the mitigation measure or alternative.

There are no substantial changes proposed by the project or in the circumstances in which the project would be undertaken that require major revisions of the existing FEIR, or preparation of a new, subsequent or supplemental EIR or ND, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. As illustrated herein, the project is consistent with the 2013 DEIR and FEIR and would involve only minor changes.

1.2 INTENDED USES OF THIS ADDENDUM

An Addendum to a FEIR is an informational document used in the planning and decision-making process. The intent of this Addendum to the FEIR is to provide MTC and ABAG with additional information regarding the potential environmental impacts resulting from Plan Bay Area resulting from the inclusion of the project that was not available at the time of the certification of the FEIR. MTC and ABAG may approve the amendment to add this project into Plan Bay Area based on this Addendum. The impacts of the project remain within the impacts previously analyzed in the DEIR and FEIR (CEQA Guidelines § 15061(b)(3)).

The project does not require any revisions to the DEIR or FEIR. No new significant information or significant changes in circumstances surrounding the project have occurred since the certification of the FEIR. The previous analysis included in the DEIR and FEIR therefore remains adequate under CEQA. However, MTC and ABAG remain obligated to comply with all applicable mitigation measures and conditions of approval contained within the DEIR and FEIR.

1.3 INCORPORATION BY REFERENCE

In compliance with CEQA Guidelines § 15150, this Addendum has incorporated by reference:

- The 2013 DEIR and FEIR (SCH No. 2012062029) and all technical studies, analyses, and technical reports that were prepared as part of the 2013 DEIR and FEIR or for this Addendum.

Relevant information from documents incorporated by reference into this Addendum have been briefly summarized in the following section, and the relationship between the incorporated part of the referenced document and this Addendum has been described.

2 Project Description

This section provides a description of Plan Bay Area that was evaluated in the FEIR and the new project proposed by BATA for inclusion in Plan Bay Area.

2.1 OVERVIEW OF PLAN BAY AREA

Plan Bay Area (the Plan) reinforces land use and transportation integration per Senate Bill (SB) 375 and presents a vision of what the San Francisco Bay Area's (Bay Area) land use patterns and transportation networks might look like in 2040. **Figure 1.2-1** included in the DEIR illustrates the regional location of the Bay Area.

The Plan serves as the 2013 Regional Transportation Plan (RTP) for the Bay Area region and includes the region's Sustainable Communities Strategy (SCS) as required under SB 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 (GHG) 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/

As a programmatic document, the 2013 DEIR and FEIR present a region-wide assessment of the potential impacts of the Plan and included mitigation measures to offset potentially significant effects. It focused on the entire set of projects and programs contained in the Plan (see **Section 1.1** of the DEIR for a list of projects included in the Plan). Specific analysis of localized impacts in the vicinity of individual projects was not included in the program level DEIR; all impacts of individual projects will be evaluated in future environmental review, as relevant, by the appropriate implementing agency as required under CEQA and/or NEPA prior to each project being considered for approval, as applicable.

2.2 RICHMOND-SAN RAFAEL BRIDGE ACCESS IMPROVEMENT PROJECT

The project proposes to convert the existing shoulders on the RSR Bridge to accommodate bicycle and pedestrian access on the upper bridge deck (westbound), and a new automobile travel lane on the lower deck (eastbound). Bicycle and pedestrian access on the upper deck of the RSR Bridge would be provided by installing a barrier to separate bicyclists and pedestrians from motorists (see **Figure 1**).

The total length of this project is approximately 6 miles [Contra Costa County post mile (PM) R4.98 to Marin County PM 3.16]. Within the project limits there are six existing structures; San Quentin Undercrossing (Main Street) (Br. No. 27-0070), the RSR Bridge (Br. No. 28-0100), Western Drive Undercrossing (Stenmark Drive) (Br. No. 28-0141R), Scofield Avenue Undercrossing (Br. No. 28-0140 L/R), Marine Street Undercrossing (Br. No. 28-0139), and the Castro Street Undercrossing (Br. No. 28-0290 L/R). All proposed improvements are anticipated to be within existing highway and local street rights-of way, except as noted below in Project Element 3.

The project consists of three major components that are interrelated:

- Element 1: Eastbound I-580 travel lane between Marin County and Contra Costa County
- Element 2: Bicycle/Pedestrian Path in Contra Costa County
- Element 3: Bicycle/Pedestrian Path on the RSR Bridge and connections to bridge

Purpose

The purpose of the proposed project is to:

- Reduce congestion and travel time on eastbound I-580/RSR Bridge
- Provide pedestrian and bicycle travel along the I-580/RSR Bridge corridor

Need

Congestion and Delay - Regional growth and local development in Marin County has resulted in significant traffic increases on eastbound I-580 and the RSR Bridge approach during evening peak commute periods. During evening peak periods, this results in significant traffic delays along I-580 eastbound, eastbound Sir Francis Drake Boulevard, and US 101 northbound south of Sir Francis Drake exit, with unacceptable level of service conditions occurring at the intersections of Bellam Boulevard/I-580 eastbound ramps, US 101 northbound ramps/Sir Francis Drake Boulevard, Larkspur Landing Circle (west)/Sir Francis Drake Boulevard, Larkspur Landing Circle (east)/Sir Francis Drake Boulevard, San Quentin Gates/Sir Francis Drake Boulevard, Anderson Drive/Sir Francis Drake Boulevard, and Main Street/I-580 eastbound ramps. Additional evening traffic congestion occurs on northbound US 101, from the Tamalpais Drive interchange to the Sir Francis Drake Boulevard off-ramp, and continues onto eastbound I-580. Because substantial growth is projected to occur in this region, there is a need to improve and expand eastbound bridge capacity to reduce and avoid additional traffic congestion and delay during peak commute hours.

Accessibility for Bicyclists and Pedestrians – The current lack of bicycle and pedestrian facilities across the RSR Bridge represents a major gap in the planned 500-mile Bay Trail. Overall, an estimated 37.9 million annual trips were made on the existing Bay Trail in 2005, making it one of the most heavily used recreational and non-motorized transportation corridors in the region, but

no access was available over the RSR Bridge. Sections of the Bay Trail adjoin the bridge on both sides and this gap prevents non-motorized access across a major transportation corridor linking Marin and Contra Costa County.

Description of Work

Project Element 1 - Eastbound I-580 Third Lane (including RSR Bridge Pilot Project)

Element 1 of the proposed project would construct a new third travel lane by converting the existing shoulder of the eastbound direction of I-580 across the lower deck of the RSR Bridge to a travel lane. The new lane will begin immediately downstream from the eastbound Main Street off-ramp in Marin County and terminate on the Contra Costa County side of the bridge, slightly downstream of the Marine Street/East Standard Avenue eastbound off-ramp in Richmond. The exact hours of operation of the lane will be outlined in the Project Report. Electronic and static signs will be used to operate and manage the lane during the hours of operations (refer to **Figure 2**). The third travel lane on the RSR Bridge is part of a pilot project (along with Element 3) that will run for a duration of four years, intended to test and evaluate the performance and use of the third travel lane. After 4 years, the third lane on the RSR Bridge may be made permanent, or will return to function as a shoulder during the off-peak hours. All other constructed components of this element would be permanent. All improvements for this element will be within existing state and local right-of-way.

Project Element 2 – Bicycle/Pedestrian Path in Contra Costa County

The proposed bi-directional bicycle/pedestrian path (bi-directional path) in Contra Costa County would be constructed along the north side of westbound I-580 from the Marine Street interchange in Contra Costa County to Stenmark Drive (formerly Western Drive) and the Toll Plaza where it would then connect to Project Element 3, discussed below. The bi-directional path would be implemented 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. All improvements for this element will be within existing state and local right-of-way.

Project Element 3 – Bicycle/Pedestrian Path on RSR Bridge and Related Connections to RSR Bridge (Pilot Project)

Project Element 3 includes the continuation of the proposed bi-directional path between the Stenmark Drive off-ramp at the eastern end of the RSR Bridge, continuing onto and across the RSR Bridge to the Main Street (San Quentin) interchange at the western end of the bridge. This portion of the bi-directional path would be part of the pilot project that would run for four years, intended to test and evaluate the performance and use of bicycle/pedestrian path on the RSR Bridge. After the 4 years, the bi-directional path on the RSR Bridge may be made permanent, or will return to functioning as a shoulder. Pedestrian/bicycle access improvements are also included in this project element to improve multimodal circulation and connections to the RSR Bridge. With the exception of the segment of the bicycle and pedestrian path adjacent to the maintenance facility (on an easement to be provided by Chevron), all improvements for this element will be located within state and local right-of-way.

3 CEQA Checklist and Impact Analysis

3.1 SCOPE OF ANALYSIS

This Addendum considers whether the inclusion of the project in Plan Bay Area could result in any significant effects on the environments that were not already described in the 2013 DEIR and FEIR.

The level of significance of impacts resulting from the inclusion of the proposed project in the Plan would not result in any new impacts that were not previously disclosed, nor has the environmental baseline in the Bay Area changed since the 2013 FEIR, such that new impacts would be created. This addendum evaluates potential environmental impacts resulting only from the addition of the proposed project to the Plan, in comparison to what was evaluated in the 2013 DEIR and FEIR.

The following environmental categories were specifically examined in the context of the modification to the Plan discussed above:

- Transportation
- Air Quality
- Land Use and Physical Development
- Energy
- Climate Change and GHGs
- Noise
- Geology and Seismicity
- Water Resources
- Biological Resources
- Visual Resources
- Cultural Resources
- Public Utilities and Facilities
- Hazards
- Public Services and Recreation

3.2 ANALYSIS

Additional analysis has been conducted for the environmental topics listed above and the results are discussed below in **Table 1**. All of the environmental topics examined in the FEIR have been assessed and found not to have any material change from what has already been presented in the 2013 FEIR. All mitigation measures adopted in the 2013 DEIR/FEIR continue to remain in effect and are incorporated by reference in this Addendum.

Table 1 Summary of Impacts and Mitigation

Environmental Impact in DEIR/FEIR	Conclusion in DEIR/FEIR	Substantial Increase in the Severity of Previously Identified Significant Effects?	DEIR/FEIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Project
Transportation					
Impact 2.1-1: Implementation of the proposed Plan could result in a substantial increase in per trip travel time for commute travel by any mode over existing conditions. A substantial increase in per trip travel time is defined as greater than 5 percent.	Less than significant	No. Implementation of the proposed project would not substantially increase (greater than 5%) per trip travel time for commute travel by any mode (see **Table 4**). The potential impacts or the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. There would not be a substantial Increase in the severity of any previously Identified effects.	NA	No	Less than significant
Impact 2.1.-2: Implementation of the proposed Plan could result in a substantial increase in per trip travel time for non-commute travel by any mode over existing conditions. A substantial increase in per trip travel time is defined as greater than 5 percent.	Less than significant	No. Implementation of the proposed project would decrease travel time for non-commute travel by all modes (see **Table 5**). The potential impacts or the proposed project are covered within the parameters of the previous environmental analysis conducted for Plan Bay Area. There would not be a substantial Increase in the severity of any previously Identified effects.	NA	No	Less than significant

I-580 Access Improvement Project

N

0 .25 .5 1 Miles

Project Location Figure 1

Source: HNTB and Circlepoint, 2015

Table 17 Revised FEIR Table 2.5-10, Total Regional Annual GHG Emissions

	2010 Baseline $MTCO_2e$	2040 Proposed Plan $MTCO_2e$	Change from Existing	Percent Change from Existing (2013 Plan Bay Area)
Land Use Emissions Subtotal	24,266,000	21,402,000	-2,864,000	-12%
Transportation Emissions Subtotal	26,193,000	19,912,202	-4,668,798	-19% (-13%)
Regional Emissions Total	**50,459,000**	**41,314,202**	**-9,144,798**	**-18% (-12%)**

Notes: * Where there is no change in percentage between the 2013 Plan Bay Area and Plan Bay Area with the project included, no parentheses containing the 2013 Plan Bay Area percentage is provided. Figures may not sum due to independent rounding.

Source: Metropolitan Transportation Commission, 2013 and 2015; Dyett & Bhatia, 2013.

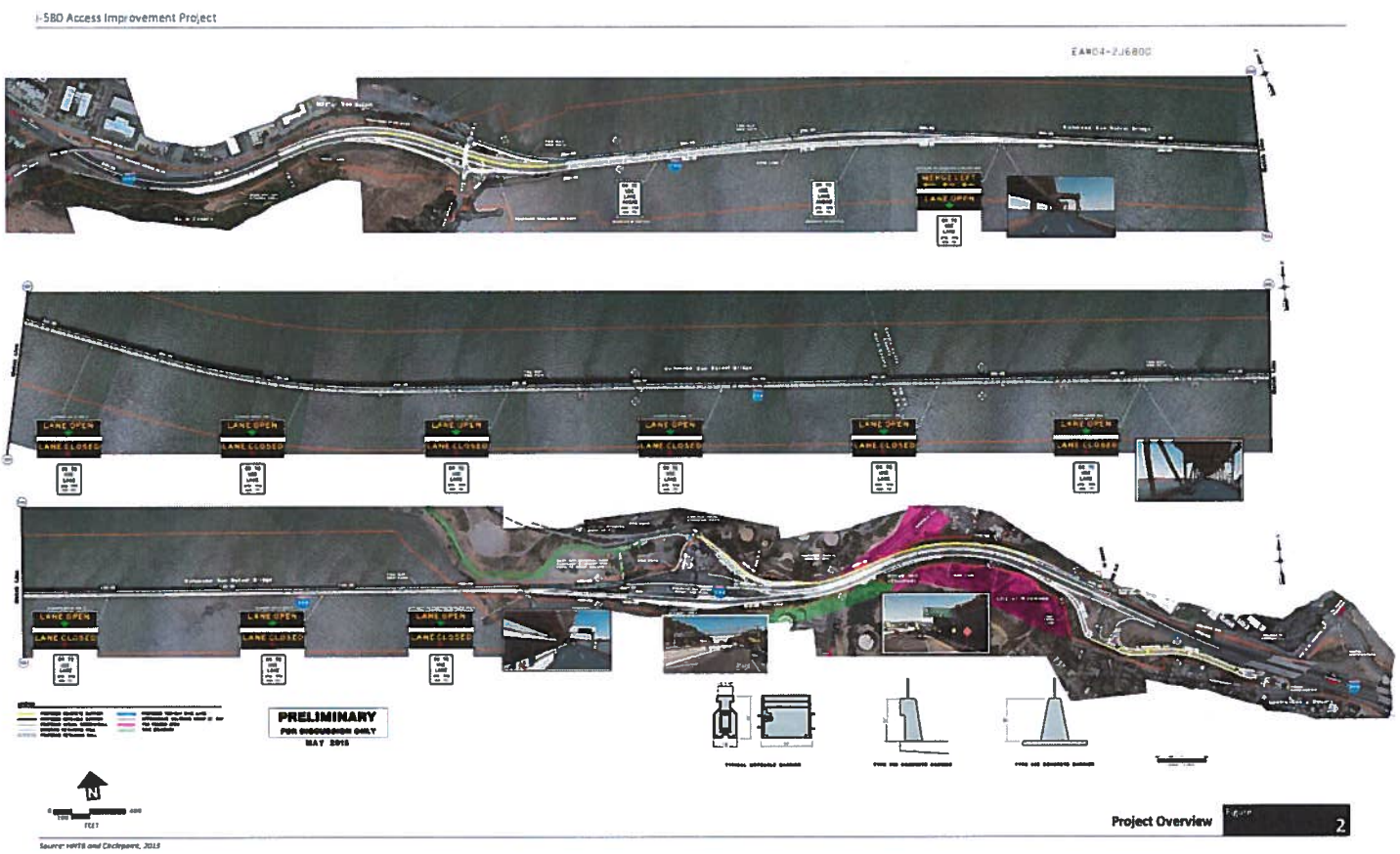
The project is intended to reduce existing and future traffic congestion and offer non-motorized alternatives to travelling on the RSR Bridge, which in turn should result in reduced GHG emissions. Forecasted annual GHG emissions estimates would be the same with inclusion of the project in the Plan as were estimated with Plan implementation in the 2013 DEIR/FEIR (refer to **Table 16**). Furthermore, as shown in **Table 17**, the total regional annual GHG emissions would be reduced by 6 percent with inclusion of the project in the Plan relative to the 2013 Plan that was assessed in the FEIR.

Therefore, inclusion of the project in the Plan would not result in a substantial increase in the severity of any previously identified impacts or result in any new impacts not previously identified. The project would also incorporate the mitigation measures/standard best management practices identified in the DEIR/FEIR as applicable.

5 Conclusion

The addition of the proposed project would not result in any new significant environmental effects or substantial increases in the severity of the previously identified significant effects presented in the 2013 DEIR and certified FEIR completed for Plan Bay Area.

None of the conditions described in §15162 of the CEQA Guidelines requiring the preparation of a subsequent FEIR have occurred. Therefore, this Addendum to the 2013 FEIR is an appropriate level of environmental review for the inclusion of the proposed project in Plan Bay Area as identified in §15164 of the CEQA Guidelines.


I-580 Access Improvement Project
PRELIMINARY
FOR DISCUSSION ONLY
MAY 2015
N
Project Overview
2