

**FINAL
AMENDMENT TO THE
TRANSPORTATION 2030 PLAN
FOR THE SAN FRANCISCO BAY AREA**

**Draft: March 9, 2007
Final: May 23, 2007**



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Amendment to the Transportation 2030 Plan for the San Francisco Bay Area

1. Introduction

The Metropolitan Transportation Commission adopted the Transportation 2030 Plan for the San Francisco Bay Area on February 23, 2005 (MTC Resolution No. 3681).

The Transportation 2030 Plan represents a strategic investment plan to improve system performance for Bay Area travelers over the next 25 years and includes a set of highway, transit, local roadway, bicycle, and pedestrian projects identified through regional and local transportation planning processes. Key investments focused on adequate maintenance, system efficiency and operations, and strategic expansion. The Plan is made up of two separate elements. The “financially constrained” element includes those transportation projects that would be funded through revenues projected to be reasonably available over the 25-year horizon of the plan. The more comprehensive “vision” element identifies illustrative transportation projects that would be funded through revenue measures that may become available in the future through either legislative action or voter mandate.

MTC proposes to amend the Transportation 2030 Plan to take advantage of the funding opportunities presented by Proposition 1B, which is a roughly \$20 billion transportation bond approved by California voters on November 7, 2006. Proposition 1B features a \$4.5 billion statewide competitive Corridor Mobility Improvement Account (CMIA) aimed at improving performance on highly congested corridors. On January 10, 2007, MTC submitted the region’s proposed Program of Projects for the CMIA, totaling over \$2 billion in significant corridor mobility and congestion relief projects in the nine-county Bay Area. Following the project nomination and selection process, the California Transportation Commission adopted a Program of Projects for the CMIA on February 28, 2007. The Bay Area successfully received an allocation of close to \$1.7 billion in CMIA funds plus an additional \$300 million in Proposition 1B State Transportation Improvement Program (STIP) Augmentation funds, totaling \$2.0 billion.

1I. Amendment to the Transportation 2030 Plan

This Amendment to the Transportation 2030 Plan consists of the following updates:

1. Adds the \$2.0 billion in Proposition 1B funds into the financial assumptions for the financially constrained element of the plan, increasing the projected 25-year revenues for State revenues in the financially constrained element from \$14 billion to \$16 billion. In total, the 25-year revenue estimate for the plan increases from \$118 billion to \$120 billion.

2. Adds one new project into the financially constrained element. This project is the I-880 HOV Lanes Extension from SR 237 to U.S. 101, as described below.

This HOV gap closure project along I-880 in Santa Clara County involves adding an HOV lane in each direction, extending the HOV system connecting Santa Clara and Alameda counties by four miles. Either no or minimal right-of-way will be needed. This project is currently not identified in the Transportation 2030 Plan so the RTP Reference Number to be assigned to this new project is 22944. This Amendment will add this project into the financially constrained element and identify the estimated \$142.7 million project cost.

3. Shifts one current project from the vision element into the financially constrained element of the plan. This project is the I-880 Southbound HOV Lane Extension from Hegenberger Road to Marina Boulevard, as described below.

This HOV gap closure project along I-880 in Alameda County involves extending the existing southbound HOV lane from its current beginning point approximately 1,000 ft. south of the Marina Boulevard overcrossing to the Hegenberger on-ramp, extending the HOV lane by almost three miles. It also reconstructs bridges over I-880 at Davis Street and Marina Boulevard to provide standard vertical clearance over the freeway. This project is currently identified in the vision element under RTP Reference Number 22670 but without identification of its costs. The Amendment will shift this project into the financially constrained element and identify the estimated \$108 million project cost.

4. Updates the cost and financial information for all projects receiving Proposition 1B CMIA funds and/or other local/state/federal funds.

Table 1 reflects the above revisions to Appendix One of the Transportation 2030 Plan. No other changes are proposed in this Amendment.

11. Adoption of the Amendment to the Transportation 2030 Plan

The Transportation 2030 Plan and this Amendment to the Transportation 2030, taken together, constitute the complete Transportation 2030 Plan document. Refer also to the companion technical documents: (1) Addendum to the Environmental Impact Report (EIR) for the Transportation 2030 Plan and (2) Conformity Analysis for the Amendment to the Transportation 2030 Plan and 2007 Transportation Improvement Program Amendment 07-06.

MTC Resolution No. 3804 approving the Amendment to the Transportation 2030 Plan is attached for reference (forthcoming).

Table 1: Revisions to Appendix One – Projects By County

Proposed Revisions Shown in Bold and Italics.

Reference Number	Project/Program	Total Project Cost (in millions)	Financially Constrained Element	Vision Element	Notes	Reason For Amendment
Bay Area Region/Multi-County						
21001	Freeway Traffic Operations (includes Traffic Operations System/Transportation Management Center enhancements, Freeway Service Patrol, incident management and technical assistance)	\$466.2 \$546.7	\$109.5 \$190.0	\$356.7	<i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	
Alameda County						
22670	Widen I-880 for <i>southbound</i> HOV lanes northbound from Hacienda overcrossing to 98th Avenue and southbound from 98th Avenue Hegenberger Road to Marina Boulevard (<i>includes reconstructing bridges at Davis Street and Marina Boulevard</i>)	TBD \$108.0	\$108.0	TBD	<i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	Update project cost and finance plan; shift project into Financially Constrained Element
22013	I-580 corridor improvements (includes widen I-580 in both directions for HOV and auxiliary lanes from Hacienda Tassajara Road to Greenville Road, construct HOV direct connector from westbound I-580 to southbound I-680, construct eastbound truck climbing lane from Flynn Road to Greenville Road (Altamont Summit), and acquire express buses)	\$445.0 \$620.0	\$445.0 \$620.0		<i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	Update project cost and finance plan
21105	I-580/Isabel interchange improvements (Phases 1 and 2)	\$100.0 \$153.0	\$100.0 \$153.0		<i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	Update project cost and finance plan
Contra Costa County						
98999	Widen Route 4 from 4 lanes to 8 lanes from Somersville Road to Route 160	\$232.0 \$445.0	\$232.0 \$445.0		<i>Funded with Prop. 1B Corridor Mobility Improvement Account, Regional Measure 2, and AB 1171 funds, Measure C and J sales tax, and other local funds</i>	Update project cost and finance plan

Reference Number	Project/Program	Total Project Cost (in millions)	Financially Constrained Element	Vision Element	Notes	Reason For Amendment
21206	Caldecott Tunnel fourth bore	\$218.0 \$420.0	\$218.0 \$420.0		Includes \$8 million from Alameda County and \$20 million from Contra Costa County; e-Cost assumes 2-lane bore on the north side; Partially funded with Prop. 1B Corridor Mobility Improvement Account funds	Update project cost and finance plan
98142	Widen Route 4 from 4 lanes to 8 lanes with HOV lanes from Loveridge Road to Somersville Road	\$70.0 \$140.0	\$70.0 \$140.0		Funded with TCRP, Measure C sales tax, Regional Measure 2, and SAFETEA earmark funds	Update project cost and finance plan

Reference Number	Project/Program	Total Project Cost (in millions)	Financially Constrained Element	Vision Element	Notes	Reason For Amendment
Marin County						
98154	Widen US 101 from Route 37 to the Sonoma County line from 4 lanes to 6 lanes (including 2 HOV lanes) and convert some highway sections to freeway standards	\$200.0 \$320.0	\$200.0 \$320.0		Joint project between Marin and Sonoma counties. <i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	Update project cost and finance plan
21325	U.S. 101/Greenbrae interchange improvements	\$47.5 \$70.0	\$47.5 \$70.0		<i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	Update project cost and finance plan
Napa County						
94074	Widen Route 12 (Jamieson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Napa County portion of project)	\$52.0 \$70.0	\$52.0 \$70.0		See companion Solano County project #94152 on page 110; <i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	Update project cost and finance plan
San Francisco County						
21505	Local bridge seismic work	\$8.0 \$200.0	\$4.0 \$200.0	\$4.0	<i>Funded with Prop. 1B funds</i>	Update project cost and finance plan
94089	Reconstruct South Access to the Golden Gate Bridge: Doyle Drive to Broderick Street (includes Route 1/US 101 interchange improvements)	\$446.7 \$810.0	\$446.7 \$810.0		<i>Funded with State Highway Operation and Protection Program (SHOPP) funds</i>	Update project cost and finance plan

Reference Number	Project/Program	Total Project Cost (in millions)	Financially Constrained Element	Vision Element	Notes	Reason For Amendment
San Mateo County						
21608	US 101 northbound and southbound auxiliary lanes from Marsh Road to Santa Clara County line SR-85	\$91.2 \$215.0	\$91.2 \$215.0		<i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	Update project scope, cost and finance plan
Santa Clara County						
<i>New 22944</i>	<i>Widen I-880 for HOV lanes in both directions between Route 237 in Milpitas to U.S. 101 in San Jose</i>	<i>\$142.7</i>	<i>\$142.7</i>		<i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	Add new project into Financially Constrained Element
22848	Develop High Occupancy Toll (HOT) lane demonstration project on one two freeway corridor in Santa Clara County	\$2.0 \$34.0	\$2.0 \$34.0		<i>AB 2032 authorized HOT demos in two freeway corridors</i>	Update project scope per AB 2032
22142	US 101/Capitol Expressway interchange improvements (includes new northbound on-ramp from Yerba Buena Road)	\$20.0 \$42.0	\$20.0 \$42.0		<i>Funded by local funds</i>	Update project cost and finance plan
22134	Widen US 101 southbound from Story Road to Yerba Buena Road	\$11.0 \$22.0	\$11.0 \$22.0		<i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	Update project cost and finance plan
21723	US 101/Tully Road interchange modifications	\$22.0 \$42.0	\$22.0 \$42.0		<i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	Update project cost and finance plan
21719	I-880/I-280/Stevens Creek Boulevard interchange improvements (Phase 1)	\$14.0 \$110.0	\$14.0 \$110.0			Update project cost and finance plan
Solano County						
94152	Widen Route 12 (Jameson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Solano County portion of project)	\$52.0 \$70.0	\$52.0 \$70.0		See companion Napa County project #94074 on page 99; <i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	Update project cost and finance plan
21807	I-80/I-680/Route 12 interchange improvements (Phase 2); includes widen I-80 from Route 12 to Air Base Parkway for HOV lanes (includes a braided ramp from I-680 to Suisun Valley Road and improvements to Red Top Road)	\$139.5 \$325.0	\$139.5 \$325.0		Partially funded with Regional Measures 1 and 2 Toll Bridge Program funds; <i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	Update project cost and finance plan

Reference Number	Project/Program	Total Project Cost (in millions)	Financially Constrained Element	Vision Element	Notes	Reason For Amendment
Sonoma County						
21908	Ferry service from Port Sonoma <i>environmental studies only</i>	\$25.0 \$20.0	\$25.0 \$20.0		<i>SAFETEA federal earmark project</i>	Update project cost and finance plan
22655	Widen US 101 for HOV lanes (one in each direction) from Rohnert Park Expressway to Santa Rosa Avenue (includes interchange improvements and ramp metering)	\$40.0 \$85.5	\$40.0 \$85.5		<i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	Update project cost and finance plan
21902	Widen US 101 for HOV lanes from Old Redwood Highway to Rohnert Park Expressway	\$99.0 \$184.0	\$99.0 \$184.0		<i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	Update project cost and finance plan
98183	Widen US 101 for HOV lanes between Steele Lane and Windsor River Road	\$100.0 \$170.0	\$100.0 \$170.0		<i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	Update project cost and finance plan
98147	Widen US 101 (adding an HOV lane in each direction) from the Marin/Sonoma County line north to Old Redwood Highway in Petaluma and convert some highway sections from expressway to freeway	\$200.0 \$220.0	\$200.0 \$220.0		See Marin project #98154. Improvements to the Petaluma River Bridge in this project are distinct from Sonoma project #21346. <i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>	Update project cost and finance plan

MTC Resolution 3804
Adopting the Amendment to the Transportation 2030 Plan

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Date: May 23, 2007
W.I.: 1121
Referred by: Planning Committee

ABSTRACT

Resolution No. 3804

This resolution approves the Amendment to the Transportation 2030 Plan.

Further information is contained in the Executive Director's memorandum dated April 6, 2007.

Date: May 23, 2007
W.I.: 1121
Referred by: Planning Committee

RE: Approval of the Amendment to the Transportation 2030 Plan

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3804

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, the Metropolitan Transportation Commission (MTC) by Resolution No. 85 first adopted its Regional Transportation Plan (RTP) on June 27, 1973, in accordance with the provisions of Government Code Section 66508; and

WHEREAS, the RTP is subject to review and revision, pursuant to Government Code §§ 66513 and 65080; and

WHEREAS, all prior revisions to the RTP are listed in Attachment A of this Resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, the last major update of the RTP, called the Transportation 2030 Plan, was adopted by the Commission on February 23, 2005 (MTC Resolution No. 3681); and

WHEREAS, Attachment B of this resolution, attached hereto and incorporated herein as though set forth at length, is the Amendment to the Transportation 2030 Plan, and

WHEREAS, the Amendment to the Transportation 2030 Plan increases the 25-year revenue estimate for the financially constrained element of the plan from \$118 billion to \$120 billion; and

WHEREAS, the revision is within the financial constraints of the Transportation 2030 Plan; and

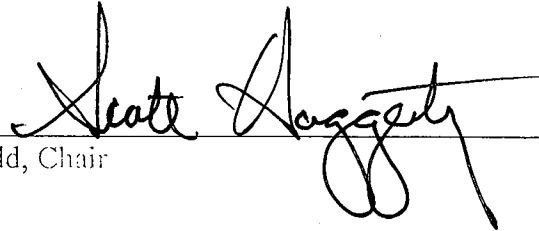
WHEREAS, the Draft Amendment to the Transportation 2030 Plan has been circulated for public comment, including two public hearings, and is consistent with the Federal Public Involvement Procedures (MTC Resolution No. 2648, Revised); and

WHEREAS, revisions to the Amendment to the Transportation 2030 Plan is accompanied by a certification by MTC that the Addendum to the Final Environmental Impact Report for the Transportation 2030 Plan complies with the California Environmental Quality Act (CEQA) (MTC Resolution No. 3802) and by a determination by MTC that the revisions conform to the region's federal air quality plan (MTC Resolution No. 3803); now, therefore be it

RESOLVED, that MTC adopts the Amendment to the Transportation 2030 Plan, as set forth in Attachments B; and be it further

RESOLVED, the staff is directed to publish a final Amendment to the Transportation 2030 Plan (which is a companion document to the Transportation 2030 Plan), which incorporates the herein referenced amendments.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Bill Dodd", is written over a horizontal line. The signature is stylized and cursive.

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on May 23, 2007.

Date: May 23, 2007
W.I.: 1121
Referred by: Planning Committee

Attachment A
Resolution No. 3804
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Prior Revisions to the RTP

1. August 28, 1974 (Resolution No. 187)
2. March 26, 1975 (Resolution No. 231)
3. December 15, 1976 (Resolution No. 381)
4. April 27, 1977 (Resolution No. 416)
5. September 30, 1978 (Resolution No. 595)
6. October 24, 1979 (Resolution No. 733)
7. October 22, 1980 (Resolution No. 914)
8. December 17, 1980 (Resolution No. 924)
9. October 28, 1981 (Resolution No. 1054)
10. October 27, 1982 (Resolution No. 1189)
11. October 18, 1983 (Resolution No. 1344)
12. October 24, 1984 (Resolution No. 1438)
13. October 23, 1985 (Resolution No. 1568)
14. October 22, 1986 (Resolution No. 1684)
15. December 26, 1987 (Resolution No. 1835)
16. October 26, 1988 (Resolution No. 1960)
17. September 23, 1991 (Resolution No. 2339)
18. September 23, 1992 (Resolution No. 2463)
19. September 22, 1993 (Resolution No. 2600)
20. June 22, 1994 (Resolution No. 2687)
21. September 13, 1996 (Resolution No. 2930)
22. October 28, 1998 (Resolution No. 3116)
23. May 26, 1999 (Resolution No. 3166)
24. May 24, 2000 (Resolution No. 3255)
25. December 19, 2001 (Resolution No. 3427)
26. November 20, 2002 (Resolution No. 3427, Revised)
27. February 23, 2005 (Resolution No. 3681)

Date: May 23, 2005
W.I.: 1121
Referred by: Planning Committee

Attachment B
Resolution No. 3804
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Amendment to the Transportation 2030 Plan

A copy of the Amendment to the Transportation 2030 Plan is on file at the MTC/ABAG Library located in the Joseph P. Bort MetroCenter, 101 Eighth Street, Oakland, CA 94607.

