



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
FAX 510.817.5848  
E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: MTC Advisory Council

DATE: February 3, 2010

FR: Jennifer Yeaman

RE: Staff Liaison Report

### **Policy Advisory Council Recruitment Update**

The application deadline for MTC's new Policy Advisory Council was February 1. The Commission is currently scheduled review the applications in February and suggest appointments for Commission approval in March. If you have any questions about the recruitment process, please contact Pam Grove at [pgrove@mtc.ca.gov](mailto:pgrove@mtc.ca.gov) or (510) 817-5706.

### **Oakland Airport Connector Update**

At its January meeting, MTC reaffirmed its support for programming \$70 million ARRA Federal Transit Administration (FTA) funds to BART's Oakland Airport Connector (OAC) Project, subject to FTA approving a BART Title VI action plan by February 16, 2010. Should FTA fail to approve an action plan by February 16 as confirmed by MTC's Executive Director, then MTC will move the funds from the OAC Project to the Tier 2 system preservation project list. MTC will convene a special Commission meeting scheduled to take place February 17, 2010, (time TBD) at the MetroCenter to review the action plan.

### **High Speed Rail Funding for U.S., California**

President Barack Obama and Vice President Joe Biden announced January 28 that the U.S. Department of Transportation is awarding \$8 billion to states across the country to develop America's first nationwide program of high-speed intercity passenger rail service. Funded by the American Recovery and Reinvestment Act (ARRA), these dollars are intended to help create jobs and transform travel in America.

More than a quarter of the funding is going to California, which is slated to receive \$2.35 billion — more than any other state — for its planned project to connect Los Angeles to San Francisco and points in between with trains running up to 220 miles per hour. The Transbay Transit Center in San Francisco is in line for \$400 million of that money. The facility will replace the outdated Transbay Terminal and serve as the San Francisco hub for the high-speed rail line.

### **Caldecott Tunnel Fourth Bore Breaks Ground**

MTC Chair Scott Haggerty and other officials thrust ceremonial shovels into the dirt January 22, breaking ground on the Caldecott Tunnel Fourth Bore Project, a four-year, \$420 million project that will reduce congestion on Route 24 by building a fourth tunnel bore at the Caldecott Tunnel linking Oakland to Orinda and the rest of central Contra Costa County. The Fourth Bore Project is funded with \$197.5 million in American Recovery and Reinvestment Act (ARRA) funds, better known as federal stimulus funds, money allocated for boosting the economy while providing critical

infrastructure. The Caldecott Tunnel Fourth Bore Project is the largest Recovery Act allocation to date in the nation.

### **Toll Bridge Seismic Retrofit Program Update**

On January 27, the Bay Area Toll Authority (BATA) today took a major step toward ensuring seismic safety on all state-owned toll bridges in the Bay Area by adopting a package of toll increases. The toll increases will go into effect July 1, 2010, on all seven of the region's state-owned toll bridges: the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Mateo-Hayward, and San Francisco-Oakland Bay bridges.

The new toll schedule is designed to generate an additional \$165 million a year, much of which will go toward the estimated \$750 million seismic retrofitting of the 27-year-old Dumbarton Bridge and the 31-year-old Antioch Bridge, the last two state spans in the region to undergo strengthening to bring them up to modern earthquake safety standards.

In response to an Advisory Council member's question regarding how retrofit work on the bridges would affect traffic flow, particularly for transit or carpools, BATA staff provided the following information for all seven of the Bay Area's state-owned bridges:

- The Benicia-Martinez, Carquinez, Richmond-San Rafael, and San Mateo-Hayward Bridges and the west span of the San Francisco-Oakland Bay Bridge have already been retrofit.
- San Francisco-Oakland Bay Bridge East Span Seismic Replacement Project: The new East Span will have five lanes and shoulders in each direction. The north side of the bridge will have a pedestrian/bicycle lane. Bridge maintenance can occur in the shoulders with minimized the traffic impacts. During construction, scheduled lane closures are limited to times that have minimal traffic impacts (midday or night), i.e. non-peak hours. Full bridge closures are not typical and only for extraordinary needs.
- Antioch: The Antioch bridge is one lane each direction with no shoulders. There are no full bridge closures anticipated during construction. One-way traffic control can be performed Monday through Friday from 9 p.m. to 5 a.m. (20-minute delays can be expected). No traffic is permitted on Saturday of Sunday. Normal weeknight one-way traffic control will begin each week on Sunday night at 10:00 p.m.
- Dumbarton: The Dumbarton bridge is three lanes in each direction plus a separated bike/ped path and has no shoulders. There are 2 full bridge closures anticipated which will require the bridge to be closed for 3 full days. Normal lane closures at night should be expected with minimal to no delay expected. Occasional minor delays on the bike/ped path may also occur.

No scheduled lane closures are permitted during peak hours for any of the bridges.

### **Packet Attachments**

The packet includes the following materials:

- Agenda Item 6 – Information – Handout included
- Agenda Item 7 – Information – No handout
- Agenda Item 8 – Discussion/Possible action – Memo included
- Agenda Item 9 – Discussion/Possible action – Handout included