



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: Partnership TAC

DATE: January 9, 2007

FR: Ashley Nguyen

W. I.

RE: **Proposed Amendment to the Transportation 2030 Plan**

### **Background**

The Regional Transportation Plan (RTP) is a major policy document of the Commission, and is required under State and Federal planning regulations. Adopted in February 2005, the *Transportation 2030 Plan* is our long-range plan that features comprehensive policy and investment strategies to maintain and operate the existing transportation network and to enhance mobility and improve access to schools, jobs, medical services and other vital destinations for Bay Area residents. Projects cannot be programmed for State or Federal funding nor implemented unless identified in the RTP.

### **Proposed RTP Amendment**

MTC staff proposes to amend the *Transportation 2030 Plan* to take advantage of the new funding opportunities presented by Proposition 1B, which is a roughly \$20 billion transportation bond approved by California voters on November 7, 2006. Specifically, Proposition 1B features the \$4.5 billion statewide competitive Corridor Mobility Improvement Account (CMIA) aimed at improving performance on highly congested corridors. The CMIA program has been advancing on an aggressive schedule with a required regional submittal to the California Transportation Commission (CTC) by January 16, 2007. The Commission will hold a special meeting on January 10, 2007 to adopt the regional CMIA program and programming strategies for the Interregional Transportation Improvement Program (ITIP) and Trade Corridors of the bond.

The scope of the proposed RTP Amendment will be narrow and targeted towards incorporating those projects identified on the Commission-approved CMIA program into the Financially Constrained Element of the Transportation 2030 Plan. No other changes are being proposed in this RTP Amendment. The proposed RTP Amendment will add the following two HOV gap closure projects:

- I-880 Southbound High-Occupancy Vehicle (HOV) Extension from Hegenberger to Marina: This project extends the existing southbound HOV lane from its current beginning point approximately 1,000 ft. south of the Marina Boulevard over crossing 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 but without identification of its costs. The RTP Amendment will shift this project into the Financially Constrained Element and identify the estimated \$108 million project cost.
- I-880 HOV Improvements (SR 237 in Milpitas to U.S. 101 in San Jose): The project fills an HOV gap by widening I-880 to add 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 RTP. The RTP Amendment will add this project into the Financially Constrained Element and identify the estimated \$142.7 million project cost.

### **Proposed Air Quality Conformity and Environmental Analyses**

This proposed RTP Amendment will necessitate the preparation of a transportation-air quality conformity analysis and an Addendum to the programmatic EIR for the Transportation 2030 Plan. MTC staff will prepare a new conformity analysis to reflect the inclusion of the two HOV gap closure projects in financially constrained element of the RTP. This conformity analysis will also serve to conform the proposed amendment to the 2007 Transportation Improvement Program.

The California Environmental Quality Act (CEQA) permits a lead agency to prepare an Addendum to a previously certified Environmental Impact Report (EIR) if some changes or additions are necessary but none of the changes or additions would require major revisions of the previous EIR due to the involvement of new significant environmental effects. MTC staff proposes to prepare an Addendum to the EIR for the Transportation 2030 Plan to address this proposed RTP Amendment. Changes to be addressed in the Addendum do not raise any new issues or new significant regional environmental impacts resulting from this proposed RTP Amendment. Except for minor technical revisions, the environmental assessment for the Transportation 2030 Plan remains unchanged as a result of this proposed RTP Amendment. The Addendum does not need to be circulated for public review. The Commission shall consider the Addendum with the Final EIR prior to making a decision on the proposed RTP Amendment.

### **Proposed Schedule**

While the CTC will not approve the CMIA program until February 28, 2007, MTC staff proposes to prepare the proposed RTP Amendment and associated conformity analysis and EIR Addendum immediately in anticipation of possible CMIA funding for the two HOV gap closure projects. The proposed schedule is as follows:

- MTC staff to prepare Draft RTP Amendment, Draft Conformity Analysis and Draft RTP Addendum and review them with the Partnership and Air Quality Conformity Task Force by February 28.
- If the CTC approves one or both of the HOV projects, the Planning Committee will be asked to release these draft reports for a 30-day public review period at its meeting on March 9. If the CTC approves neither project for CMIA funding, the RTP amendment process would terminate at this point.
- The Commission will hold two public hearings on the Draft RTP Amendment: on April 13, preceding the Planning Committee meeting, and on April 25, preceding the Commission meeting.
- The Planning Committee will be asked to refer the proposed final reports and MTC resolutions adopting the RTP Amendment, conformity analysis, and EIR Addendum at the May 10 meeting for Commission action on May 23.
- MTC staff will transmit the adopted RTP Amendment and conformity analysis to the Federal Highway Administration (FTA)/Federal Transit Administration (FTA) for their joint review and approval in June. We will also file the certified EIR Addendum with the State Clearinghouse and Bay Area county clerks.