

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

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TRANSPORTATION  
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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   |
|-------------------------------------|--|--------------------------------------|--------------------------------------|--------------------|--|--|
| <b>Bay Area Region/Multi-County</b> |  |                                      |                                      |                    |  |  |
| 21001                               | Freeway Traffic Operations (includes Traffic Operations System/Transportation Management Center enhancements, Freeway Service Patrol, incident management and technical assistance)  | <del>\$466.2</del><br><b>\$546.7</b> | <del>\$109.5</del><br><b>\$190.0</b> | <del>\$356.7</del> | <i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>  |  |
| <b>Alameda County</b>               |  |                                      |                                      |                    |  |  |
| 22670                               | Widen I-880 for <i>southbound</i> HOV lanes <del>northbound from Hacienda overcrossing to 98<sup>th</sup> Avenue and southbound from 98<sup>th</sup> Avenue</del> <b>Hegenberger Road</b> to Marina Boulevard ( <i>includes reconstructing bridges at Davis Street and Marina Boulevard</i> )  | <del>TBD</del><br><b>\$108.0</b>     | <b>\$108.0</b>                       | <del>TBD</del>     | <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 <b>Hacienda Tassajara Road</b> 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) | <del>\$445.0</del><br><b>\$620.0</b> | <del>\$445.0</del><br><b>\$620.0</b> |                    | <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)   | <del>\$100.0</del><br><b>\$153.0</b> | <del>\$100.0</del><br><b>\$153.0</b> |                    | <i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>  | Update project cost and finance plan   |
| <b>Contra Costa County</b>          |  |                                      |                                      |                    |  |  |
| 98999                               | Widen Route 4 from 4 lanes to 8 lanes from Somersville Road to Route 160   | <del>\$232.0</del><br><b>\$445.0</b> | <del>\$232.0</del><br><b>\$445.0</b> |                    | <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   | <del>\$218.0</del><br><b>\$420.0</b> | <del>\$218.0</del><br><b>\$420.0</b> |                | <del>Includes \$8 million from Alameda County and \$20 million from Contra Costa County; e-Cost assumes 2-lane bore on the north side; <b>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</b></del> | 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 | <del>\$70.0</del><br><b>\$140.0</b>  | <del>\$70.0</del><br><b>\$140.0</b>  |                | <b>Funded with TCRP, Measure C sales tax, Regional Measure 2, and SAFETEA earmark funds</b>  | Update project cost and finance plan |

| Reference Number            | Project/Program   | Total Project Cost (in millions)     | Financially Constrained Element      | Vision Element | Notes   | Reason For Amendment                 |
|-----------------------------|---|--------------------------------------|--------------------------------------|----------------|---|--------------------------------------|
| <b>Marin County</b>         |   |                                      |                                      |                |   |                                      |
| 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 | <del>\$200.0</del><br><b>\$320.0</b> | <del>\$200.0</del><br><b>\$320.0</b> |                | 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   | <del>\$47.5</del><br><b>\$70.0</b>   | <del>\$47.5</del><br><b>\$70.0</b>   |                | <i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>   | Update project cost and finance plan |
| <b>Napa County</b>          |   |                                      |                                      |                |   |                                      |
| 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)             | <del>\$52.0</del><br><b>\$70.0</b>   | <del>\$52.0</del><br><b>\$70.0</b>   |                | 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 |
| <b>San Francisco County</b> |   |                                      |                                      |                |   |                                      |
| 21505                       | Local bridge seismic work   | <del>\$8.0</del><br><b>\$200.0</b>   | <del>\$4.0</del><br><b>\$200.0</b>   | \$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)                      | <del>\$446.7</del><br><b>\$810.0</b> | <del>\$446.7</del><br><b>\$810.0</b> |                | <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                                 |
|---------------------------|---|--------------------------------------|--------------------------------------|----------------|--|--|
| <b>San Mateo County</b>   |   |                                      |                                      |                |  |  |
| 21608                     | US 101 northbound and southbound auxiliary lanes from Marsh Road to <del>Santa Clara County line-SR-85</del>  | <del>\$91.2</del><br><b>\$215.0</b>  | <del>\$91.2</del><br><b>\$215.0</b>  |                | <i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>  | Update project scope, cost and finance plan          |
| <b>Santa Clara County</b> |   |                                      |                                      |                |  |  |
| <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 <del>one</del> <i>two</i> freeway corridor in Santa Clara County  | <del>\$2.0</del><br><b>\$34.0</b>    | <del>\$2.0</del><br><b>\$34.0</b>    |                | <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)  | <del>\$20.0</del><br><b>\$42.0</b>   | <del>\$20.0</del><br><b>\$42.0</b>   |                | <i>Funded by local funds</i>   | Update project cost and finance plan                 |
| 22134                     | Widen US 101 southbound from Story Road to Yerba Buena Road   | <del>\$11.0</del><br><b>\$22.0</b>   | <del>\$11.0</del><br><b>\$22.0</b>   |                | <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   | <del>\$22.0</del><br><b>\$42.0</b>   | <del>\$22.0</del><br><b>\$42.0</b>   |                | <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 ( <del>Phase 1</del> )   | <del>\$14.0</del><br><b>\$110.0</b>  | <del>\$14.0</del><br><b>\$110.0</b>  |                |  | Update project cost and finance plan                 |
| <b>Solano County</b>      |   |                                      |                                      |                |  |  |
| 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)  | <del>\$52.0</del><br><b>\$70.0</b>   | <del>\$52.0</del><br><b>\$70.0</b>   |                | 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) | <del>\$139.5</del><br><b>\$325.0</b> | <del>\$139.5</del><br><b>\$325.0</b> |                | 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                 |
|----------------------|---|--------------------------------------|--------------------------------------|----------------|--|--------------------------------------|
| <b>Sonoma County</b> |   |                                      |                                      |                |  |                                      |
| 21908                | Ferry service from Port Sonoma<br><i>environmental studies only</i>   | <del>\$25.0</del><br><b>\$20.0</b>   | <del>\$25.0</del><br><b>\$20.0</b>   |                | <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)                                  | <del>\$40.0</del><br><b>\$85.5</b>   | <del>\$40.0</del><br><b>\$85.5</b>   |                | <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  | <del>\$99.0</del><br><b>\$184.0</b>  | <del>\$99.0</del><br><b>\$184.0</b>  |                | <i>Partially funded with Prop. 1B Corridor Mobility Improvement Account funds</i>  | Update project cost and finance plan |
| 98193                | Widen US 101 for HOV lanes between Steele Lane and Windsor River Road   | <del>\$100.0</del><br><b>\$170.0</b> | <del>\$100.0</del><br><b>\$170.0</b> |                | <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 | <del>\$200.0</del><br><b>\$220.0</b> | <del>\$200.0</del><br><b>\$220.0</b> |                | 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 3805 adopting the Amendment to the Transportation 2030 Plan**  
(forthcoming)

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*Proposed Final Amendment to the Transportation 2030 Plan*