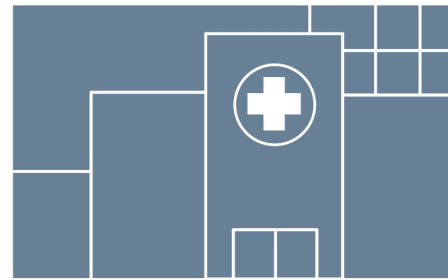
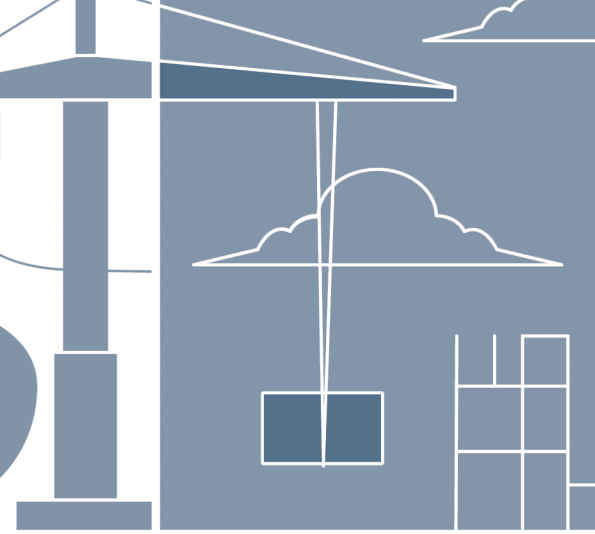




## PLAN BAY AREA 2040 ADMINISTRATIVE MODIFICATION



# Plan Bay Area 2040

FINAL SUPPLEMENTAL REPORT



Metropolitan Transportation Commission



Association of Bay Area Governments

SEPTEMBER 2020

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City of San Jose / Santa Clara

### Advisory Members

**William Kissinger** Regional  
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Plan Bay Area 2040:

# Administrative Modification

September 2020



METROPOLITAN  
TRANSPORTATION  
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# 1. Introduction

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) jointly adopted Plan Bay Area 2040 on July 26, 2017 (MTC Resolution No. 4300 and ABAG Resolution No. 10-17).

Plan Bay Area 2040 (the “Plan”) is the updated long-range Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the nine-county San Francisco Bay Area. Plan Bay Area 2040 is the Bay Area’s roadmap for forecasting transportation needs through the year 2040, preserving the character of our diverse communities, and adapting to the challenges of future population growth. The Plan discusses how the Bay Area will grow over the next two decades and identifies transportation and land use strategies to enable a more sustainable, equitable and economically vibrant future. Starting with the current state of the region, the Plan describes Plan Bay Area 2040 and its goals, a proposed growth pattern and supporting transportation investment strategy, and key actions needed to address ongoing and long-term regional challenges. The Plan also includes supplemental reports for additional details. These documents and the adopted Plan can be found at <http://2040.planbayarea.org/reports>.

MTC and ABAG prepared an administrative modification to Plan Bay Area 2040 to increase the cost of the BART Silicon Valley Extension - San Jose (Berryessa) to Santa Clara project in Santa Clara County. This document constitutes the administrative modification.

# 2. Administrative Modification to Plan Bay Area 2040

An administrative modification is a revision to the Plan, including minor changes to project/project phase costs, funding sources, and/or initiation dates. As stipulated in MTC’s Public Participation Plan (MTC Resolution 4246), an administrative modification does not require public review and comment, nor does it require a finding that the change is consistent with federal transportation conformity mandates. An administrative modification is approved by the MTC Executive Director and posted on MTC website following approval.

MTC and ABAG have adopted two amendments to revise Plan Bay Area 2040 since its adoption in 2017. The first occurred in March 2018 to modify the project scope and cost of the U.S. Highway 101 Managed Lanes Project in San Mateo County (RTPID 17-06-0007). The amendment aligned the Plan’s project assumptions to those of the preferred alternative in the project’s Environmental Impact Report (EIR). The second occurred in May 2020 to add the project scope and cost of the Interstate 680 Express Lanes Gap Closure Project in Alameda County (RTPID 17-01-0065). The amendment added an express lane to the southbound and northbound travel lanes of Interstate 680 between Alcosta Boulevard and State Route 84, closing the gap between existing and in-progress express lane projects directly to the north and south.

In July 2020, the Santa Clara Valley Transportation Authority (VTA) requested an administrative modification to Plan Bay Area 2040 to alter the total project cost of the BART Silicon Valley Extension - San Jose (Berryessa) to Santa Clara project in Santa Clara County (17-07-0012) from \$5.5 billion (\$5.2 billion in capital) to \$6.9 billion. VTA has advanced the design on the extension and has determined to use tunnel construction methods that significantly reduce the impacts on the Priority Development Areas and Communities of Concern on the BART extension alignment, but the tunnel construction method also increases construction costs.

Revisions made pursuant to this administrative modification do not require a new regional emissions analysis because the projects were found to conform as part of a previous analysis. There are no changes to project scopes for projects previously identified in the Plan nor were there any additions of regionally significant, non-exempt projects to the Plan. Because project funding is redirected from adopted projects to another within the Plan's financially constrained transportation investment strategy, and no new funds are added to the Plan's investment strategy as part of this modification, the Plan remains financially constrained as required by federal and state planning laws.

The administrative modification to the Plan revised the cost and funding of the following projects:

1. Modifies the cost of the BART Silicon Valley Extension - San Jose (Berryessa) to Santa Clara project in Santa Clara County (17-07-0012):

**Cost and Funding** | How much does this project/program cost?  
~~\$5,467~~ \$6,860 (millions)

2. Modifies the costs of the Cost Contingency and Financing project (17-10-0016):

**Cost and Funding** | How much does this project/program cost?  
~~\$452~~ \$252 (millions)

3. Modifies the costs of the Additional Local Road Preservation/Rehab project (17-07-0004):

**Cost and Funding** | How much does this project/program cost?  
~~\$1,400~~ \$500 (millions)

4. Modifies the costs of the Minor Roadway Expansions project (17-07-0005):

**Cost and Funding** | How much does this project/program cost?  
~~\$980~~ \$680 (millions)

No other changes or revisions are proposed in this modification.

### 3. Approval of the Administrative Modification to Plan Bay Area 2040

Plan Bay Area 2040, its prior approved amendments and this administrative modification, taken together, constitute the complete Plan Bay Area 2040 document.

An administrative modification is not subject to public review and is to be approved by the MTC Executive Director as stipulated in MTC Resolution No. 4246.

Approved on September 29, 2020



Therese W. McMillan  
Executive Director