

**FINAL
ADMINISTRATIVE MODIFICATION
TRANSPORTATION 2035 PLAN**

May 25, 2010



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Administrative Modification to the Transportation 2035 Plan

1. Introduction

The Metropolitan Transportation Commission (MTC) adopted the *Transportation 2035 Plan: Change in Motion* on April 22, 2009 (MTC Resolution No. 3893).

The vision of the Transportation 2035 Plan is to support a prosperous and globally competitive Bay Area economy, provide for a healthy and safe environment, and promote equitable mobility opportunities for all residents. The Transportation 2035 Plan represents a strategic investment plan to improve asset condition and 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. As required by federal and state planning regulations, the long-range plan is financially constrained, identifying investments that are funded within the \$218 billion 25-year revenue estimate.

MTC staff has prepared an administrative modification to the Transportation 2035 Plan. This document constitutes the administrative modification.

2. Administrative Modification to the Transportation 2035 Plan

An administrative modification means a minor revision to the long-range plan that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates (23 CRF §450.104). Furthermore, an administrative modification does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination in nonattainment and maintenance areas (23 CRF §450.104). As stipulated in MTC's Public Participation Plan (MTC Resolution No. 3821), an administrative modification is not subject to public review and is approved by the MTC Executive Director. Upon the MTC Executive Director's approval, the administrative modification would be posted on MTC's Web site at www.mtc.ca.gov.

This administrative modification to the Transportation 2035 Plan consists of the revisions identified in Table 1, which only affect Appendix 1 – Projects by County of the Transportation 2035 Plan. These revisions do not change the plan's fiscal constraint because no new funds are added to the 25-year plan budget. The revisions also do not trigger a new conformity determination because there are no changes to project scopes for projects previously identified in the plan and no additions of regionally significant, non-exempt projects to the plan.

No other changes are proposed in this administrative modification.

Table 1: Revisions to Appendix 1 – Projects By County

Deletions are marked by strike-outs, additions are shown in bold and italics.

Reference Number	Project/Program	Total Project Cost (in millions)	Committed Funds	Discretionary Funds	Notes	Reason For Revisions
Bay Area Region/Multi-County						
21342	Extend Caltrain to Transbay Terminal and replace Transbay Terminal, including the construction of the new Transbay Transit Center Building and rail foundation (Phase 1)	\$1,189.0 <i>\$1,589.0</i>	\$1,189.0 <i>\$1,589.0</i>	\$0.0	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program; for Phases 2a and 2b, see Bay Area Region/Multi-County projects #22008 and #230290	The total project cost and financial plan for this project has been updated to reflect the addition of \$400 million in high-speed rail funding available through the American Recovery and Reinvestment Act (ARRA). The \$400 million was transferred from Bay Area Region/Multi-County project #230710. This revision does not affect the plan's financial constraint since the funds were previously identified in the plan. It also does not affect the plan's regional conformity determination because the funds do not change the project scope.
230710	Funding reserve to implement High-Speed Rail and related corridor improvements	\$2,130.0 <i>\$1,730.0</i>	\$2,130.0 <i>\$1,730.0</i>	\$0.0		The total project cost and committed funds for this program has been adjusted downward to reflect the transfer of \$400 million to Bay Area Region/Multi-County project #21342. This revision does not affect the plan's financial constraint because it simply shifts funds from one project to another in the plan.

Reference Number	Project/Program	Total Project Cost (in millions)	Committed Funds	Discretionary Funds	Notes	Reason For Revisions
230713	State highway operation and maintenance	\$17,000.0	\$4,000.0	\$0.0	Shortfall remains	State highway operation and maintenance needs and funding are described in Ch. 4: Investments on page 45; however, there is no corresponding project listing identified in Appendix 1. This revision corrects this error. This revision does not affect the plan's financial constraint because these revenues were previously accounted for in the 25-year plan budget. This revision does not affect the plan's regional conformity determination because maintenance and safety projects are exempt from regional conformity.
230714	Local bridge maintenance (regionwide)	\$2,065.0	\$1,023.0	\$0.0	Shortfall remains	Local bridge maintenance needs and funding are detailed in the Transportation 2035 Project Notebook (Part 5: Local Streets and Roads Financial Analysis, page 5-B); however, there is no corresponding project listing identified in Appendix 1. This revision corrects this error. This revision does not affect the plan's financial constraint because these revenues were previously accounted for in the 25-year plan budget. This revision does not affect the plan's regional conformity determination because maintenance and safety projects are exempt from regional conformity.

Reference Number	Project/Program	Total Project Cost (in millions)	Committed Funds	Discretionary Funds	Notes	Reason For Revisions
230715	Safe Routes to School Program	\$40.0	\$40.0	\$0.0	Funding is available through competitive processes for the federal and state Safe Routes to School Programs	Safe Routes to School Program is described in Ch. 4: Investments on page 47. The Commission commits to providing funds to expand existing federal and state SR2S programs as part of the Climate Action Campaign. There is no project listing for the existing federal and state Safe Routes to School Programs. This revision corrects this error. This revision does not affect the plan's financial constraint because these revenues were previously accounted for in the 25-year plan budget. This revision does not affect the plan's regional conformity determination because bicycle and pedestrian facilities are exempt from regional conformity.

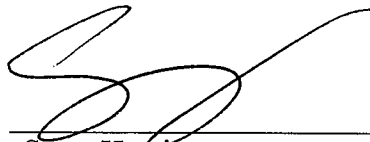
Reference Number	Project/Program	Total Project Cost (in millions)	Committed Funds	Discretionary Funds	Notes	Reason For Revisions
230716	Human Service and Community Transportation Programs: provide funds to projects, programs and services that address transportation gaps specific to seniors, persons with disabilities, and rural communities (including mobility management projects)	\$323.5	\$323.5	\$0.0	Funded with Federal Transit Administration (FTA) Section 5310 (Transportation for Elderly Person and Persons with Disabilities), FTA Section 5311 (Nonurbanized Area), and FTA Section 5317 (New Freedom) funds	The \$325.5 million for the Human Service and Community Transportation Programs was accounted for as part of the \$218 billion 25-year revenue projections. However, there is no corresponding project listing identified in Appendix 1. This revision corrects this error. This revision does not affect the plan's financial constraint because these revenues were previously accounted for in the 25-year plan budget. This revision does not affect the plan's regional conformity determination because projects funded through this program (such as outreach, mobility management services, rehabilitation of transit vehicles, operating assistance to transit agencies, and purchase of support vehicles) are exempt from regional conformity.

3. Approval of the Administrative Modification to the Transportation 2030 Plan

The Transportation 2035 Plan, along with this administrative modification, taken together, constitute the complete Transportation 2035 Plan 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. 3821.

Approved on May 25, 2010

A handwritten signature in black ink, appearing to read 'S. Heminger', is written over a horizontal line.

Steve Heminger
Executive Director