



Regional Transportation Plan (RTP) and Alternative Planning Strategy (APS) FACT SHEET

What is a Regional Transportation Plan (RTP)?

- The RTP is a plan that specifies policies, projects and programs necessary over a 25 year period to maintain, manage, and improve the region's transportation system.
- It is required by state and federal law.
- The plan is updated no less than once every four years.
- The plan:
 - Provides a comprehensive long term view of transportation needs and opportunities.
 - Establishes goals and objectives for the future transportation system.
 - Describes a funding strategy and options for implementation.
- An RTP allows for federal and state investments into the region's transportation systems.

The 2014 RTP

- The MCAG Governing Board adopted the RTP in September 2014.
- It was developed over 2 years, with 3 rounds of outreach and over 20 public meetings.
- Plan goals include maintaining and enhancing transportation, supporting the economy, and protecting farmland, the environment, and the air.

Financial Outlook

- The RTP proposes an \$870 million investment over 25 years:
 - About 20% to road maintenance;
 - 30% to road expansion;
 - 40% to transit;
 - 10% to bicycling and pedestrian projects.
- The RTP identifies a funding shortfall of over \$1 billion for roads: \$200 million for maintenance and \$800 million for expansion.
- Priority projects include
 - Los Banos Bypass on Highway 152
 - Highway 99 widening from 4 to 6 lanes through Livingston and Delhi
 - Campus Parkway from Childs Ave. to Yosemite Ave.

Climate Change and Greenhouse Gas Reductions

- State law (SB 375) requires the RTP to contain a “**Sustainable Communities Strategy**” (SCS) which aims to reduce greenhouse gas emissions associated with new development and travel behavior.
- Research shows that more compact growth and more travel choices encourage greenhouse gas reductions and less car dependency.
- In 2010 the California Air Resources Board set a “target” for MCAG’s RTP/SCS to show a per capita reduction in Greenhouse Gas emissions relative to 2005. The targets are:
 - 5% reduction by 2020
 - 10% reduction by 2035
- The 2014 RTP/SCS meets the 2020 target but does not meet the 2035 target – the RTP/SCS shows a 6% reduction by 2035.
- None of the scenarios in the draft RTP met the target.
- The 2014 RTP/SCS identifies a “Blueprint” scenario (B) for the future which assumes compact growth principles and is consistent with recently adopted city and County General Plans.
- Note that the RTP/SCS is not a land use plan and does not take away local land use authority.

Alternative Planning Strategy

- Since the RTP/SCS does not meet the target, MCAG must prepare an “**Alternative Planning Strategy**” which does meet the target.
- Like the SCS, the Alternative is a scenario of future land use and transportation.
- The APS **must** meet the target.
- The APS is not part of the RTP
- The APS may assume additional transportation funding and/or land uses inconsistent with General Plans, to the extent they are necessary to meet the target.

What’s new in transportation

- Ribbon-cuttings were held on two major projects in November 2014:
 - Highway 99 widening and new interchange at Arboleda Rd.;
 - Bradely Overhead replacement on Highway 140.
- Construction continues on major projects including:
 - Highway 99 widening and new interchange at Plainsburg Rd.;
 - Atwater-Merced Expressway interchange with Highway 99 near Buhach.
- The Bus redesigned its routes, added real-time information (thebuslive.com), and added evening and Sunday service.
- Millions of dollars of air quality funding is going to bicycle and pedestrian projects.
- Multi-county ridesharing and vanpool services and promotion continues.
- Local oversight of Amtrak service may result in additional trains and schedule options.
- YARTS bus service to Yosemite is expanding to include Fresno.