



DATE: April 13, 2011  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Solano Regional Transportation Plan (RTP) Projects List Public Hearing

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**Background:**

The Regional Transportation Plan (RTP) is the long-range transportation plan for the 9-county Bay Area. It is prepared every 4 years by the Metropolitan Transportation Commission (MTC). The RTP sets out a 25-year vision for the region's transportation system, establishes goals and milestones for achieving that vision, and lists projects that are designed to help meet those goals. The RTP is a financially constrained document; only projects that can be funded through reasonably-anticipated revenues can be included in the RTP. Projects that receive federal and/or state financing must be listed in the RTP. In addition, local projects that have no federal or state funds may still be listed in the RTP in order to undergo air quality conformity analysis as part of the RTP review. It is therefore beneficial to have a project included in the RTP.

In order to provide a transportation network for the Sustainable Communities Strategy (SCS) analysis and the next RTP (which will use a horizon year of 2040, and will be known as T2040), MTC has already begun the process of updating the current RTP (T2035). Because of the RTP update schedule, only a short amount of time is allocated by MTC for STA to develop Solano County's RTP project list. All projects must be submitted to MTC by April 29, 2011.

MTC has adopted Performance Measures to be used in development of the RTP. These measures will be used to compare the base case (business as usual) land use development and transportation network with several alternative scenarios. The adopted Performance Measures are included as Attachment B.

MTC requires each Congestion Management Agency to solicit public input on projects for submittal to the RTP, including holding at least one public hearing. On March 9, 2011, the STA Board issued a Call for Projects for the Solano RTP project list. To date, the following meetings have been held to solicit public input on the Solano RTP Project List:

- STA Bicycle Advisory Committee – March 16
- STA Paratransit Coordinating Council – March 17
- Solano Express Intercity Transit Consortium and STA Technical Advisory Committees – March 30
- STA Pedestrian Advisory Committee – April 6

The input from those meetings is contained in the Solano RTP Project List (Attachment A). Any recommendations from STA staff that are not consistent with the input received at these meetings is explained below.

**Discussion:**

MTC has provided STA with a preliminary financial projection for the RTP Call for Projects. That projection is \$3.36 billion over the next 25 years. MTC has stated that the projections are based on the foreseeable revenues plus a 75% mark-up. The baseline revenue would therefore be \$1.92 billion. During the last RTP update cycle, MTC provided STA with an initial financial projection of \$1.6 billion, but later revised the projection downward to approximately \$600 million. STA is anticipating a similar lowering of the financial projection in this RTP cycle. The projects and programs identified in Attachment A are consistent with the fund estimate provided to STA by MTC.

The Solano RTP Project List includes 32 projects. Of these, 11 are either fully funded or will be funded entirely with local funds, and will not require any discretionary funds from MTC. The remaining 21 projects include major investments such as the I-80/I-680/SR-12 interchange, Jepson Parkway and the western end of the North Connector, expansion of the Curtola, Fairfield and Vacaville transit centers, construction of a new intermodal center in Benicia, improvements around the downtown Dixon rail depot, and signalization of the SR-12/SR-113 intersection.

The RTP submittals also include the Programmatic Categories established by MTC, covering items such as bicycle and pedestrian facility expansion, non-capacity local bridge rehabilitation/replacement/retrofit, and transit operation and maintenance. The Programmatic Categories are shown in Attachment C. STA is not proposing to assign any funds to categories 15 (Non-Capacity Increasing Local Road Intersection Modifications and Channelization, 17 (Freeway/Expressway Incident Management (freeway service patrol, call boxes)) or 23 (Toll Bridge Rehabilitation/Replacement/Retrofit. STA is also proposing to add three categories: Senior and Disabled Mobility, Safe Routes to Schools and Safe Routes to Transit, and MTC staff has stated their acceptance of these three categories.

Once the STA Board adopts the Solano RTP Project List, the Solano Express Intercity Transit Consortium and the STA TAC will make a final recommendation on funding levels and tier for each project, program and programmatic category. These funding recommendations will be made at the meetings of April 27, leaving just enough time for STA and the member agencies to finish entering projects into MTC's on-line RTP data base. The final project list with costs will be brought back to the STA Board for adoption at the May Board meeting.

**Fiscal Impact:**

None at this time. However, the RTP project list will identify those projects and programmatic categories that are covered under the RTP federal air quality attainment conformity analysis and which projects are eligible for state or federal funds, both of which strongly influence STA and member agency spending options.

**Recommendation:**

Hold a public hearing on the Draft Solano RTP Project List, and approve those projects to be submitted to MTC for inclusion in the RTP.

**Attachments:**

- A. Solano RTP Project List (To be provided under separate cover.)
- B. SCS/RTP Performance Targets
- C. Programmatic Categories

Date: January 26, 2011  
 W.I.: 1121  
 Referred by: Planning Committee

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 Resolution No. 3987  
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## Performance Targets for the Sustainable Communities Strategy/Regional Transportation Plan

GOAL/OUTCOME	#	RECOMMENDED TARGET <i>Unless noted, all targets are for year 2035 compared to a year 2005 base</i>
CLIMATE PROTECTION	<b>1</b>	Reduce per-capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% <i>Statutory - Source: California Air Resources Board, as required by SB 375</i>
ADEQUATE HOUSING	<b>2</b>	House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents <i>Statutory - Source: ABAG adopted methodology, as required by SB 375</i>
HEALTHY & SAFE COMMUNITIES	<b>3</b>	Reduce premature deaths from exposure to particulate emissions: <ul style="list-style-type: none"> <li>• Reduce premature deaths from exposure to fine particulates (PM<sub>2.5</sub>) by 10%</li> <li>• Reduce coarse particulate emissions (PM<sub>10</sub>) by 30%</li> <li>• Achieve greater reductions in highly impacted areas</li> </ul> <i>Source: Adapted from federal and state air quality standards by BAAQMD</i>  Associated Indicators <ul style="list-style-type: none"> <li>• Incidence of asthma attributable to particulate emissions</li> <li>• Diesel particulate emissions</li> </ul>
	<b>4</b>	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) <i>Source: Adapted from California State Highway Strategic Safety Plan</i>
	<b>5</b>	Increase the average daily time walking or biking per person for transportation by 60% (for an average of 15 minutes per person per day) <i>Source: Adapted from U.S. Surgeon General's guidelines</i>

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GOAL/OUTCOME	#	<b>RECOMMENDED TARGET</b> <i>Unless noted, all targets are for year 2035 compared to a year 2005 base</i>
OPEN SPACE AND AGRICULTURAL PRESERVATION	<b>6</b>	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries) <ul style="list-style-type: none"> <li>• Scenarios will be compared to 2010 urban footprint for analytical purposes only.</li> </ul> <i>Source: Adapted from SB 375</i>
EQUITABLE ACCESS	<b>7</b>	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing <i>Source: Adapted from Center for Housing Policy</i>
ECONOMIC VITALITY	<b>8</b>	Increase gross regional product (GRP) by 90% – an average annual growth rate of approximately 2% (in current dollars) <i>Source: Bay Area Business Community</i>
TRANSPORTATION SYSTEM EFFECTIVENESS	<b>9</b>	<ul style="list-style-type: none"> <li>• Decrease average per-trip travel time by 10% for non-auto modes</li> <li>• Decrease automobile vehicle miles traveled per capita by 10%</li> </ul> <i>Source: Adapted from Caltrans Smart Mobility 2010</i>
	<b>10</b>	Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> <li>• Increase local road pavement condition index (PCI) to 75 or better</li> <li>• Decrease distressed lane-miles of state highways to less than 10% of total lane-miles</li> <li>• Reduce average transit asset age to 50% of useful life</li> </ul> <i>Source: Regional and state plans</i>

## Attachment A.2 Programmatic Categories

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional transportation conformity. Many projects which address the concerns of communities, such as pedestrian bulbouts, bicycle lanes, transit passenger shelters, ridesharing, etc. are often taken into account in a programmatic category. Therefore individual projects of this nature do not need to be specified. Projects grouped in a programmatic category are viewed as a program of multiple projects. Projects that add capacity or expand the network are not included in a programmatic category. Projects that do not fit within the identified programmatic categories are listed separately in the RTP/SCS. Programmatic categories to be used include, but are not limited to the following:

1. **Bicycle/Pedestrian Expansion** (new facilities, expansion of existing bike/pedestrian network)
2. **Bicycle/Pedestrian Enhancements** (enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements)
3. **Bicycle/Pedestrian Facilities Rehabilitation**
4. **Lifeline Transportation** (Community Based Transportation Plans projects such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e. bus shelters). Does not include fixed route transit projects.)
5. **Transit Enhancements** (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks)
6. **Transit Management Systems** (TransLink<sup>®</sup>, Transit GPS tracking systems (i.e. Next Bus))
7. **Transit Safety and Security Improvements** (Installation of security cameras)
8. **Transit Guideway Rehabilitation**
9. **Transit Station Rehabilitation**
10. **Transit Vehicle Rehabilitation/Replacement/Retrofit**
11. **Transit O&M** (Ongoing non-capital costs, preventive maintenance)
12. **Transit Operations Support** (purchase of operating equipment such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
13. **Local Road Safety** (shoulder widening, realignment, non-coordinated signals)
14. **Highway Safety** (implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers)
15. **Non-Capacity Increasing Local Road Intersection Modifications and Channelization**
16. **Non-Capacity Increasing State Highway Enhancements** (noise attenuation, landscaping, roadside rest areas, sign removal, directional and informational signs)
17. **Freeway/Expressway Incident Management** (freeway service patrol, call boxes)
18. **Non-Capacity Increasing Freeway/Expressway Interchange Modifications** (signal coordination, signal retiming, synchronization)
19. **Freeway/Expressway Performance Management** (Non-ITS Elements, performance monitoring, corridor studies)
20. **Non-Capacity Increasing Local Road Rehabilitation** (Pavement resurfacing, skid treatments)
21. **Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit**
22. **State Highway Preservation** (Caltrans SHOPP, excluding system management)
23. **Toll Bridge Rehabilitation/Replacement/Retrofit**
24. **Local Streets and Roads O&M** (Ongoing non-capital costs, routine maintenance)
25. **State Highway O&M** (Caltrans non-SHOPP maintenance, minor 'A' and 'B' programs)
26. **Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
27. **Local Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies)
28. **Regional Planning and Outreach** (regionwide planning, marketing, and outreach)
29. **Transportation Demand Management** (continuation of ridesharing, shuttle, or vanpooling at current levels)
30. **Parking Management** (Parking cash out, variable pricing, etc.)