



One Harbor Center, Suite 130
Suisun City, California 94585

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**Arterials, Highways, and Freeways Element
*Revised Committee Meeting Agenda
Wednesday, September 10, 2008
4:00-5:15 p.m.**

**Meeting Location: Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City 94585**

Members:

- Benicia
- Dixon
- Fairfield
- Rio Vista
- Solano County
- Suisun City
- Vacaville
- Vallejo

ITEM

BOARD/STAFF PERSON

- | | |
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| <p>I. CALL TO ORDER – SELF INTRODUCTIONS
(4:00-4:05 p.m.)</p> <p>II. APPROVAL OF SEPTEMBER 10, 2008 ARTERIALS, HIGHWAYS AND FREEWAYS AGENDA
(4:05-4:10 p.m.)</p> <p>III. APPROVAL OF JUNE 25, 2008 ARTERIALS, HIGHWAYS AND FREEWAYS MEETING MINUTES- Pg.1
(4:10-4:15 p.m.)</p> <p>IV. DISCUSSION ITEMS</p> <p style="padding-left: 20px;">A. Solano County Travel Demand Model
Pg.5
(4:15-4:30p.m.)</p> <p style="padding-left: 20px;">B. Solano County Congestion Management Program
Pg.14
(4:30-4:40p.m.)</p> <p>V. ACTION ITEMS*</p> <p style="padding-left: 20px;">A. Solano County Routes of Regional Significance*
<i>Recommendation:</i> Forward a recommendation to the STA Board to approve the Solano Routes of Regional Significance Criteria as described in Attachment B.
Pg.16
(4:40-5:00p.m.)</p> <p style="padding-left: 20px;">B. I-80/I-680/State Route (SR) 12 Interchange Fund* Request
<i>Recommendation:</i> Forward a recommendation to the STA Board to authorize the Executive Director to forward a fund request to the California Transportation Commission (CTC) to move the bid savings from the I-80 HOV Lanes Project to the I-80/I-680/SR 12 Interchange.
Pg.22
(5:00-5:15 p.m.)</p> | <p>Len Augustine, Chair</p> <p>Len Augustine, Chair</p> <p>Len Augustine, Chair</p> <p>Robert Macaulay, STA</p> <p>Robert Macaulay, STA</p> <p>Robert Guerrero, STA</p> <p>Janet Adams, STA</p> |
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ARTERTIALS, HIGHWAYS, AND FREEWAYS COMMITTEE MEMBERS

Len Augustine Chair City of Vacaville	Elizabeth Patterson City of Benicia	Jack Batchelor City of Dixon	Harry Price, Vice-Chair City of Fairfield	Ed Woodruff City of Rio Vista	Pete Sanchez City of Suisun City	Mike Reagan County of Solano	Paul Wiese Technical Advisory Committee
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VI. NEXT MEETING DATE

Len Augustine, Chair

(5:15 p.m.)

Establish date and agenda for next Committee meeting.

VII. ADJOURNMENT- 5:15 p.m.

Len Augustine, Chair

*Under the Brown Act, discussion and action on an item not appearing on the posted agenda may occur if the legislative body determines by a two-thirds vote of the members of the legislative body present at the meeting (or a unanimous vote if less than two-thirds of the members are present) there is both: (1) the need to take action immediately; and (2) the need for action came to the attention of the agency after the agenda was posted. This provision of the Brown Act is found at California Government Code § 54954.2(b)(2).

ARTERTIALS, HIGHWAYS, AND FREEWAYS COMMITTEE MEMBERS

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Elizabeth Patterson
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Jack Batchelor
City of Dixon

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City of Fairfield

Ed Woodruff
City of Rio Vista

Pete Sanchez
City of Suisun City

Mike Reagan
County of Solano

Paul Wiese
Technical Advisory
Committee



**SOLANO TRANSPORTATION AUTHORITY
Arterials, Highways, and Freeways Committee
Draft Minutes for Meeting
June 25, 2008**

I. CALL TO ORDER

Chair Augustine called the meeting to order at 8:30 a.m. A quorum was confirmed.

MEMBERS

PRESENT: Mayor Len Augustine (Chair) City of Vacaville
Mayor Pete Sanchez City of Suisun City
Mayor Elizabeth Patterson (via conference) City of Benicia
Council Member Jack Batchelor, Jr. City of Dixon
Mayor Harry Price City of Fairfield
Mayor Eddie Woodruff City of Rio Vista
Supervisor Mike Reagan County of Solano
Paul Wiese Technical Advisory Committee

MEMBERS

ABSENT: None.

STA STAFF

PRESENT: Daryl Halls Executive Director
Janet Adams Assistant Executive
Director/Director of Projects
Robert Macaulay Director of Planning
Robert Guerrero Senior Planner
Sara Woo Planning Assistant

ALSO

PRESENT: *In Alphabetical Order by Last Name:*
Barry Eberling Daily Republic

II. COMMITTEE VICE CHAIRPERSON APPOINTMENT

With a nomination and a motion by Mayor Woodruff, and a second by Mayor Sanchez, Mayor Price was unanimously approved to be the Committee Vice Chairperson.

III. APPROVAL OF AGENDA

On a motion by Mayor Price, and a second by Mayor Woodruff, the STA Arterials, Highways, and Freeways Committee unanimously approved the agenda.

IV. INFORMATIONAL ITEMS

A. CTP History and Organization

Robert Macaulay, STA, provided an overview and history of the Comprehensive Transportation Plan (CTP). Mr. Macaulay described the CTP's three core elements and structure. Mr. Macaulay also described additions the 2005 CTP that were not included in the 2001 CTP.

B. Summary of the 2005 Arterials, Highways, and Freeways Element

Robert Guerrero, STA, summarized each section of the 2005 Arterials, Highways, and Freeways Element. Daryl Halls, STA, commented that the 2005 Element was a snapshot of the priorities at the time. Mr. Halls discussed progress since the 2005 Element was adopted, such as developing the Solano Travel Demand Model and the recent groundbreaking ceremony for Solano County's first High Occupancy Vehicle (HOV) network.

Mayor Sanchez asked what is the current estimate of the \$3.16 billion shortfall identified in the 2005 Element. Mr. Halls indicated this shortfall will be updated as part of the CTP update. Mayor Patterson commented that the State Route (SR) 113 Major Investment and Corridor Study's focus on relocating SR 113 is a major area for future discussion.

C. Highway Studies and Project Status

Janet Adams, STA, summarized current Solano County highway corridor studies and project implementation, including the status of the I-80 Truck Scales and Caltrans ramp metering efforts. Mayor Price asked if there were any surprises in the environmental documents for the I-80 Truck Scales. Ms. Adams responded that PG&E transmission towers will need to be relocated and might need the Public Utilities Commission's approval. Mayor Augustine commented that ramp metering might have an impact on local roads. Mayor Price added that an extensive ramp metering education campaign is needed. Mayor Augustine also commented on SR 37 and the need to include the corridor for future highway needs assessment.

Supervisor Reagan commented that Delta Commission recently had a panel discussion with topics that may be challenging for future improvements on SR 12 and other highways in the delta region in the near future. Paul Wiese, Solano County, asked about an update on Travis Air Force Base access improvements.

Ms. Adams provided a status on the Travis AFB north and south gate access projects. Mayor Patterson signed off the conference call at 9:02 a.m. but requested a callback for the agenda's action item.

C. Solano County Travel Demand Model:

Robert Macaulay discussed the Napa-Solano Travel Demand Model and the overall travel patterns and future trends for Solano County. Supervisor Reagan asked if the travel patterns forecasted is due to building the levees. Mr. Macaulay responded that it's based on the land use changes from Solano County and other regions. Mr. Macaulay asked whether the Committee would like to begin discussing what the obstacles are for the roadway system. Mayor Augustine suggested that we bring that question back for discussion at the next meeting.

Mayor Woodruff asked STA staff if the Traffic Demand Model can provide "what if" type scenario's to gauge the impact on the SR 12 if the Delta Commission recommends relocating or closing SR 12 and/or other State Routes around the delta. STA staff confirmed this is possible. Supervisor Reagan asked if the traffic model is able to adjust for potential levee failure/ abandonment scenarios. STA staff indicated they would look into this.

D. Arterials, Highways and Freeways Subsidiary Studies and Committee Meeting Schedule

Robert Guerrero, STA, described the subsidiary documents related to the Arterials, Highways and Freeways Element. Mr. Guerrero explained that the subsidiary documents can be categorized into focus areas which will be the themes for future committee meetings.

V. ACTION ITEMS

A. Arterials, Highways and Freeways Element Purpose Statement and Goals

The Committee contacted Mayor Patterson at 9:40 a.m. for her participation via conference call as requested by Ms. Patterson.

Robert Guerrero, STA, provided an overview of the draft Purpose Statement and Goals.

Robert Macaulay, STA, distributed written comments submitted by Mayor Patterson for the committee to review. Ms. Patterson suggested the Committee consider adding greenhouse gases to the goal related to air emission reduction. Mayor Patterson explained that it is a good term that the general public can relate to and understand. Supervisor Reagan commented that a goal addressing sea-level rising as a result of climate change should be added. Mr. Macaulay responded that the overall goals of the CTP include a similar goal.

Mayor Patterson suggested that the goal to be consistent with the Habitat Conservation Plan's mitigation measures should be changed to "support". Mayor Woodruff cautioned the committee and noted that the Habitat Conservation Plan is not completed; however, upon its completion being consistent with it would be more appropriate.

Mayor Augustine suggested that a project check list be included as part of a project implementation goal. Mayor Patterson agreed and suggested that the checklist be consistent with the State Attorney General's California Environmental Quality Act (CEQA) checklist. There was consensus among the committee members to review the checklist, but not to commit to the CEQA checklist at this time.

STA staff indicated that the STA Board will consider the Purpose Statement and Goals at their July 9, 2008 meeting and will include the amendments/comments provided by the committee. On a motion by Mayor Sanchez and Mayor Price, the committee unanimously agreed to forward a recommendation to the STA Board to approve the Arterials, Highways and Freeways Purpose Statement and Goals as amended.

VI. NEXT MEETING DATE

The Committee unanimously agreed to schedule the next Arterials, Highways and Freeways Committee meeting for September 10, 2008 at 4 p.m. in the STA Conference Room.

VII. ADJOURNMENT

The Arterials, Highways and Freeways Committee meeting was adjourned at 9:55 a.m.



DATE: September 5, 2008
TO: Arterials, Highways and Freeways Sub Committee
FROM: Robert Macaulay, Director of Planning
RE: Solano County Travel Demand Model

Background:

The STA uses a travel demand model to forecast future traffic patterns and areas of congestion. The Napa Solano Travel Demand Model has been updated over the past two years as part of the multi-agency “I-80 Smart Growth Study”. The new model, adopted by the STA Board in June of 2008, includes traffic analysis zones for communities as far away as Lake and Monterey counties, in order to give the greatest possible accuracy in predicting trip origins and destinations.

The model examines almost ten thousand road segments in Solano County. These are highways and freeways, intercity connections, major arterials within each community, and county roads. Most local streets are not directly monitored in the model, but are instead covered in each local jurisdiction’s model. The model assumes that improvements to the roadway network that are funded at this time are installed and operating by 2030. The model also assumes the current levels of car pool and van pool usage and transit ridership do not vary substantially from what they are now.

Traffic congestion is measured for the “peak hour” – the one-hour period of the morning or evening commute that has the largest number of vehicle trips. The evening peak hour is usually more congested than the morning peak hour.

The model measures traffic congestion by comparing each road segment’s capacity (based upon factors such as the number of lanes and the speed limit) to the projected volume of traffic. This volume to capacity (V/C) ratio is then translated into the more common letter grade Level of Service (LOS). Most communities identify LOS “C” as an acceptable level of service. Roadways operating at LOS “C” or better are not discussed below unless they are prominent roadways.

Below are the California Department of Transportation descriptions of the range of LOS, and the standard roadway capacities for freeways and major local roadways.

LOS	V/C RATIO	DESCRIPTION
A	0.0 – 0.6	No congestion or delay. Free flow.
B	0.61 – 0.7	No congestion or delay. Free to stable flow, light to moderate volumes.
C	0.71 – 0.8	No or minimal delays. Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
D	0.81 – 0.9	Minimal to substantial delays. Approaches unstable flow, heavy volume, very limited freedom to maneuver.
E	0.91 – 1.0	Significant delays. Extremely unstable flow, maneuverability and psychological comfort extremely poor.
F	>1.0	Considerable delays. Breakdown of traffic flow.

Functional Classification	Number of Lanes	Maximum Bi-Directional Peak Hour Traffic Volume at				
		LOS A	LOS B	LOS C	LOS D	LOS E
Freeway	4	2,100	3,300	4,900	6,200	7,000
	6	3,000	4,700	7,000	8,900	10,500
	8	3,900	6,100	9,100	11,600	14,000
Urban minor arterial	2	N/A	N/A	820	1,230	1,380
	4	N/A	N/A	1,730	2,540	2,800
Rural minor arterial	2	N/A	N/A	640	1,150	1,250
Collector	2	N/A	N/A	550	820	920

Discussion:

The model projects traffic conditions for the year 2030. In most cases, roadways that suffer morning peak-hour congestion also suffer evening peak-hour congestion. For simplicity’s sake, the discussion below does not differentiate between morning and evening peak-hour congestion. In addition, roadways are divided into corridors to simplify the discussion. Subarea maps showing projected LOS of E and F for major roadways in each corridor are attached (See Attachment A).

Vallejo-Benicia-Fairfield This is the most intensely traveled and contested area in Solano County, as it serves two of the largest cities in the county. This corridor is also the gateway to the Bay Area and Napa.

In 2030, the freeway corridors in this area will be operating near or over capacity in both the morning and evening commutes. State Route (SR) 37 and the Carqinez bridges will operate at LOS F; the I-80/I-6980/SR 12 interchange will also have more traffic than it can handle, even with local traffic utilizing the North Connector.

Many of the major arterials in the City of Vallejo will also be highly congested, including the major links into Napa County – SR 29 and Fairgrounds Drive. Access roads to and from Mare Island will all be operating at LOS F. The major arterials connecting Vallejo

and Benicia – Columbus Parkway and Lake Herman Road – will not be significantly congested, with most segments operating at 60% of capacity.

Congestion is anticipated for the following areas:

I-80	Carqinez Bridge to Tennessee Street	LOS F
	SR 37 to the I-80/I-680/SR 12 Interchange	LOS E and F
	the I-80/I-680/SR 12 Interchange to SR 12 east	LOS E and F
I-680	I-780 to Lake Herman Road	LOS D and E
	Lake Herman Road to I-80/I-680/SR 12 interchange	LOS E and F
I-780	I-680 to Vallejo City Limits	LOS D and E (LOS F around Columbus Parkway connection)
	Benicia City Limits to I-80	LOS D, E and F
SR 29	Napa County line to I-80	LOS E and F (small segments of LOS D)
SR 37	Napa County Line to Mare Island Straight	LOS F
	Mare Island Straight to I-80	LOS D
SR 12	Napa County Line to Red Top Road	LOS C or better
Columbus Parkway	I-780 to I-80	LOS C or better (LOS D at I-80 connection)
Lake Herman Road	I-680 to Columbus Parkway	LOS C or better
Curtola Parkway	I-780 to SR 29	LOS D and E
Benicia Road	Columbus Pkwy to I-80	LOS D (LOS E and F near I-80)
Mare Island Causeway/Tennessee St	Railroad Ave to SR 29	LOS F
North Connector	SR 12 to Abernathy Road	LOD E and F

Fairfield-Suisun City-Vacaville-Dixon

While the total number of trips in this corridor is less than the Vallejo-Benicia corridor, the choice of freeway/highway routes is also much more limited, forcing regional traffic into a single corridor (I-80). SR 12 through Suisun City and Fairfield handles both local

and through traffic, but has a large number of signalized intersections that limit the capacity of this highway. Traffic moving east on I-80 from Solano County into Yolo and Sacramento counties will encounter significant congestion in the Dixon area during both the morning and evening commutes. I-505 will operate at less than 60% of capacity.

Although the freeway options in this area are limited, there are more city-to-city arterial connection options. These include the Jepson Parkway corridor from Vacaville, through the county and Fairfield, to Suisun City; Peabody Road; Sunset Avenue, Pennsylvania Avenue, Old Cordelia Road and Airbase Parkway connecting Fairfield and Suisun City; Peasants Valley Road, Allendale Road and Gibson Canyon Road providing access from the rural residential areas of English Hills to the interstate highway system; and, Midway Road connecting Vacaville and Dixon. In addition, Dixon has local roadway connections to Davis.

Some of the most concentrated jobs centers in the county are located in this area: Travis AFB and the business parks in Cordelia, Fairfield and northeast Vacaville. Much of the county's future employment and residential growth is expected in the communities along this corridor. With the exception of Peabody Road, the northern portions of Leisure town Road, and portions of Airbase Parkway and Old Cordelia Road, the arterial network in this area is expected to operate at LOS C in 2030.

Congestion is anticipated for the following areas:

I-80	SR 12 East to Alamo Drive	LOS E and F
	Alamo Drive to I-505	LOS D and E
	A Street to I-80/SR 113 North interchange	LOS E and F (LOS C east of Kidwell Road)
SR 12 East	Beck Avenue to Emperor Drive	LOS F (LOS E around Civic Center Drive)
Airbase Parkway	I-80 to Dover Avenue	LOS E
	Walters Road to Peabody Road	LOS D
Peabody Road	Airbase Parkway to Vanden Road	LOS F
	Vanden Road to Fairfield City Limits	LOS D and E
Leisure Town Road	Royal Oaks Drive to Sequoia Drive	LOS D and E
	Sequoia Drive to I-80	LOS F
Sunset Avenue	Railroad Avenue to Travis Blvd	LOS D and F
Pennsylvania Avenue	Travis Blvd to SR 12	LOS D and E

Rio Vista-Dixon

This eastern portion of the county serves the two smallest cities and the majority of the unincorporated county’s productive farmland. As noted above, SR 12 handles significant traffic traveling into and through Solano County from the Central Valley. It should be noted that the regional run of the traffic model does not indicate heavy congestion in downtown Dixon. However, a more detailed look at Dixon traffic conducted for the SR 113 Corridor Study does show LOS D and F in downtown Davis in 2030. The description below includes the information from the Corridor Study.

Congestion is anticipated for the following areas:

SR 12	Suisun City to SR 113	LOS D
	SR 113 to Church Road	LOS F
	Church Road to Sacramento River	LOS D and E
SR 113	North Adams to I-80	LOS D and F

One of the most important uses of the model is to guide future investment decisions. As the Comprehensive Transportation Plan update proceeds, information such as areas of future congestion and anticipated future revenues will identify what type and location of investment in the transportation system that would have the greatest benefit. The model includes assumptions regarding transit and bike/pedestrian trips. Therefore, projects that increase transit ridership and bicycle/pedestrian mode choices can be examined to help determine what level of investment in these systems is most effective.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment: A. Solano County Sub-Area Level of Service (LOS) Maps

Vallejo Benicia Sub-Area Level of Service (LOS) Map

Legend

**Year 2030 Congested Road Segments
(LOS and v/c ratio)**

- LOS E - v/c 0.9 - 1.0
- LOS F - v/c > 1.0

Transit and Park and Ride Facilities

- | | | | |
|---|-----------------------------------|---|-----------------------|
| E | Intercity Bus Stop/Station | | Ferry Facility |
| E | Future Intercity Bus Stop/Station | | Future Ferry Facility |
| G | Intercity Bus Route Transfer Site | ⊠ | Rail Station |
| C | Intercity Bus Service Yard | ⊠ | Future Rail Station |
| P | Park and Ride Lot | | |

Cities and Major Employment Centers

- Benicia
- Dixon
- Fairfield
- Rio Vista
- Suisun
- Vacaville
- Vallejo



Fairfield Suisun Vacaville Sub-Area Level Of Service (LOS) Map

Legend

Year 2030 Congested Road Segments (LOS and v/c ratio)

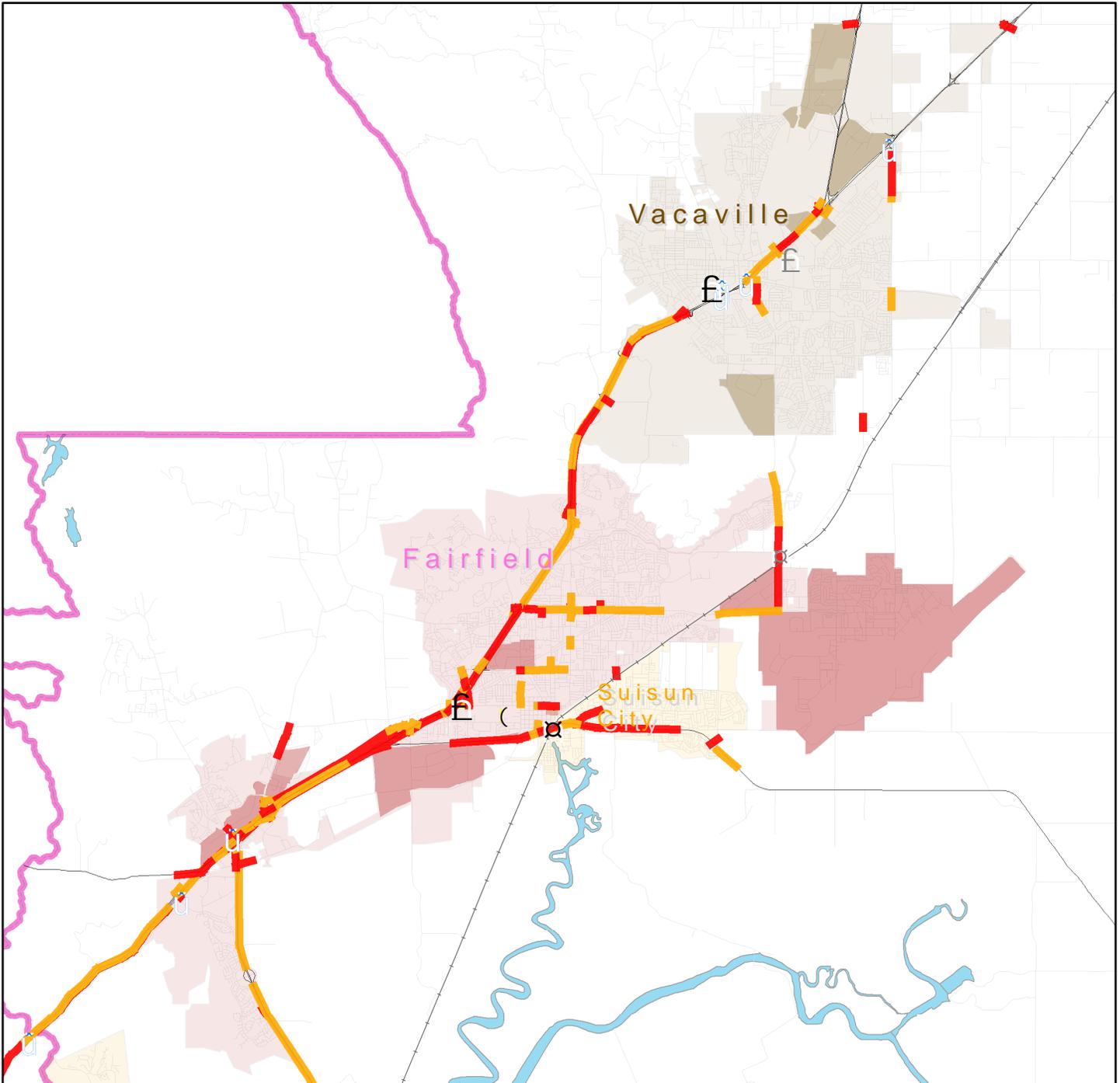
- LOS E - v/c 0.9 - 1.0
- LOS F - v/c > 1.0

Transit and Park and Ride Facilities

- | | | | |
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Cities and Major Employment Centers

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- Dixon
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Legend

**Year 2030 Congested Road Segments
(LOS and v/c ratio)**

- LOS E - v/c 0.9 - 1.0
- LOS F - v/c > 1.0

Transit and Park and Ride Facilities

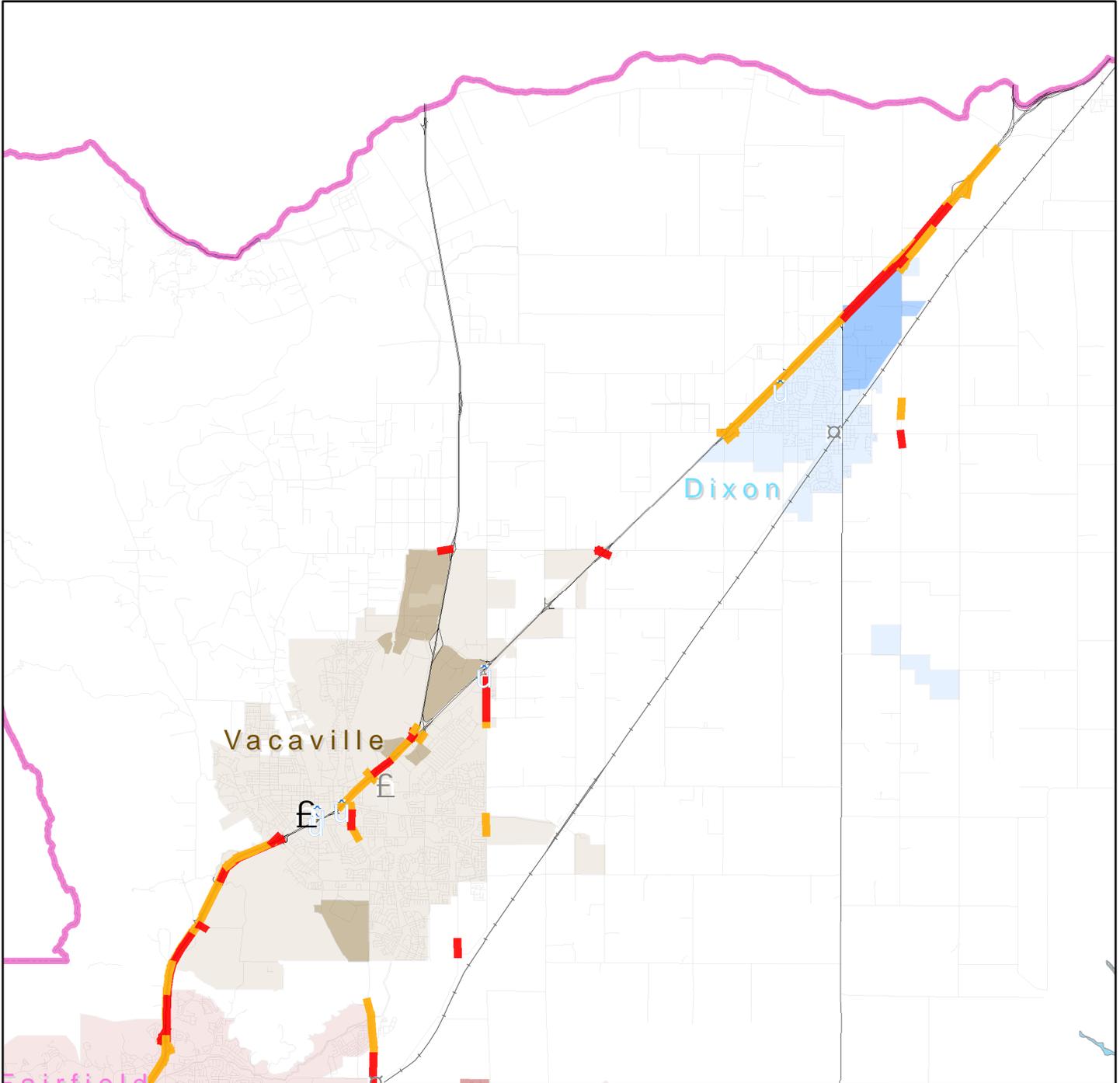
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| E | Future Intercity Bus Stop/Station | | Future Ferry Facility |
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| C | Intercity Bus Service Yard | ⊠ | Future Rail Station |
| P | Park and Ride Lot | | |

Vacaville Dixon

Sub-Area Level of Service Map

Cities and Major Employment Centers

- Benicia
- Dixon
- Fairfield
- Rio Vista
- Suisun
- Vacaville
- Vallejo



Rio Vista Sub-Area Level Of Service Map

Legend

Year 2030 Congested Road Segments (LOS E and v/c ratio)

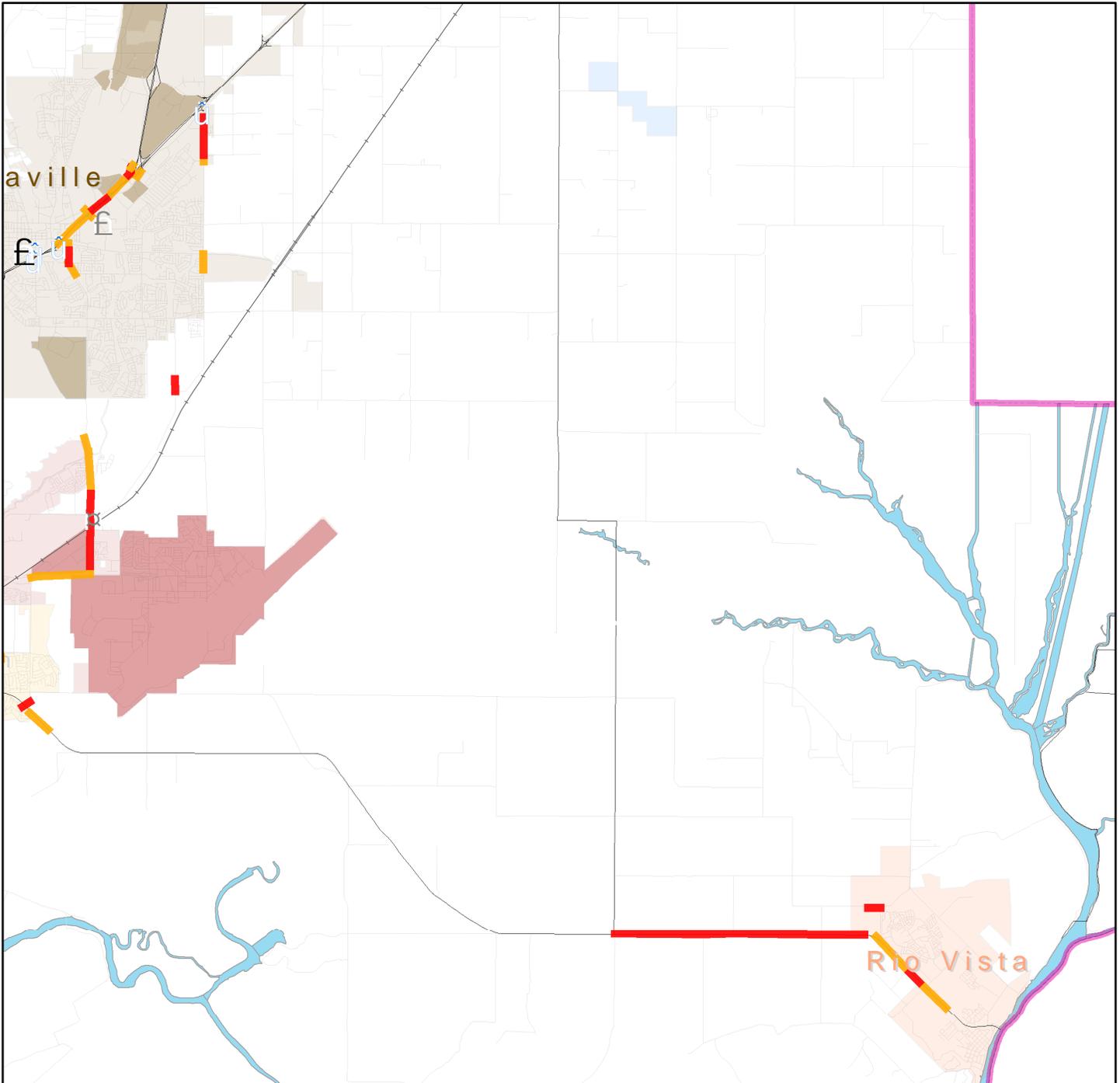
- LOS E - v/c 0.9 - 1.0
- LOS F - v/c > 1.0

Transit and Park and Ride Facilities

- | | |
|--|--|
| <ul style="list-style-type: none"> E Intercity Bus Stop/Station E Future Intercity Bus Stop/Station G Intercity Bus Route Transfer Site C Intercity Bus Service Yard P Park and Ride Lot | <ul style="list-style-type: none"> Ferry Facility Future Ferry Facility ⊠ Rail Station □ Future Rail Station |
|--|--|

Cities and Major Employment Centers

- Benicia
- Dixon
- Fairfield
- Rio Vista
- Suisun
- Vacaville
- Vallejo





DATE: September 5, 2008
TO: Arterials, Highways, and Freeways Subcommittee
FROM: Robert Macaulay, Director of Planning
RE: Solano County Congestion Management Program

Background:

California law requires urban areas to develop a Congestion Management Program (CMP) that plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax revenue. This includes Level of Service (LOS) standards on the CMP network and transit performance measures. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed these standards are required to create a deficiency plan to meet the mobility standards within the seven-year time frame of the CIP. The STA Board approved the current Solano CMP in July of 2007. The Metropolitan Transportation Commission (MTC) reviews the Bay Area's nine CMPs for consistency every two years.

MTC also periodically adopts a new Regional Transportation Plan (RTP), and uses CMPs as one of the sources of information for roadway networks and land uses used in the RTP update. MTC is in the process of updating the Transportation 2030 plan, and will use the 2007 Solano CMP to inform that update.

Discussion:

The CMP is a mobility monitoring and planning tool for California counties that contain an urbanized area with a population of 200,000 or more. The 1991 CMP legislation allows the local Congestion Management Agency (CMA) to prepare, monitor, and update the CMP. As the Congestion Management Agency for Solano County, the Solano Transportation Authority has revised the Solano County CMP once every two years since 1991.

The major goals of the Solano County CMP are:

- To maintain mobility on Solano County's streets and highways;
- To ensure that the Solano County transportation system operates effectively as a part of the larger Bay Area and northern California transportation systems;
- To conform with MTC's 25-year Transportation 2030 Plan (T-2030) and the Metropolitan Transportation System (MTS), the Bay Area's multimodal network of highways, major arterials, transit services, rail lines, seaports and transfer hubs critical to the regions movement of people and freight; The MTS is the focus of MTC's planning and investment activities.

- To provide a basis for the STA to review and comment upon land use proposals that may impact roadways and intersections listed in the CMP.

The CMP specifically includes discussions related to the following issues:

- Solano County's CMP System
- Level of Service standards on the CMP System
- Performance measures for the CMP System
- Travel demand in Solano County
- Goods movement
- Traffic forecast and modeling
- Land use analysis
- Capital Improvement Program

The Solano County CMP aims to maintain a high level of transportation system operations by requiring analysis of the effects of land use decisions on the transportation system and coordinating mitigation of the impacts to the system on an area-wide and multi-jurisdictional basis. To accomplish this, the STA developed and maintains a travel demand model to gauge the impacts of current and future developments on Solano County's CMP network. The current traffic model was adopted by the STA Board on June 11, 2008.

Recommendation:

Informational.



DATE: September 3, 2008
TO: Arterials, Highways, and Freeways Subcommittee
FROM: Robert Guerrero, Senior Planner
RE: Solano Routes of Regional Significance Criteria

Background

On November 8, 2000, the STA Board approved its first “Routes of Regional Significance” map. The map includes the entire interstate and state highway system in Solano County, plus those existing local arterials that provide major points of access to the State highway system or provide regional connections between communities and key transportation facilities.

The initial map was intended to only depict those routes that were deemed critical for maintaining existing mobility between and through cities. Existing traffic volumes and existing levels of service were mainly used to develop the map. The map was also used for the initial traffic analysis for the Solano Comprehensive Transportation Plan (CTP), which was adopted in May 2002. The map was later used to update the Solano County Traffic Demand Model and was re-adopted without change in May 2005 as part of the 2005 CTP (See Attachment A for current Routes of Regional Significance map).

When the Routes of Regional Significance map was first developed, it was assumed that new or other significant routes could be added to the system. The need to consider additional “reliever routes”, frontage roads, arterials or major collector roads to this system was discussed briefly during the STA Technical Advisory Committee (TAC) meetings in late 2006 and on January 31, 2007. However, it was decided that the Routes of Regional Significance would be updated as part of the 2008 CTP process, which began in January 2008.

Discussion

The primary function of the STA’s Routes of Regional Significance remains the same, they are the routes deemed critical for maintaining existing mobility between and through cities. However, in response to the CTP goals adopted by the STA Board on May 16, 2008, followed by the adoption of the CTP’s Arterials, Highways, and Freeways Element goals, the STA’s Routes of Regional Significance has become an important component in prioritizing funding for roadway networks in Solano County.

The goals include added benefits for road segments incorporated in the Solano Routes of Regional Significance, such as:

1. Being eligible for the STA’s 50/50 Funding Policy (STA’s 50/50 Funding Policy commits STA to fund 50% of local interchange improvements and significant roadways that provide a local alternative to using state highway for travel between two cities).

2. Maintaining a minimum Pavement Condition Index (PCI) of 63. Constructing improvements to accommodate transit routes and bicycle and pedestrian facilities consistent with MTC's Routine Accommodations for Non-motorized Vehicles.

On April 30, 2008, the STA Technical Advisory Committee (TAC) reviewed and recommended the following criteria for new roadway segments to be included in the 2008 Routes of Regional Significance. The proposed roadway segment will need to demonstrate that it meets at least one of the following criteria:

1. The roadway segment is included in the Solano County Congestion Management Program
2. Provides access to existing and planned transit centers serving intercity transit
3. Provides access to a major employment center with significant traffic volumes
4. Provides intercity, freeway to freeway, or freeway to highway connections with significant traffic volumes
5. Improves emergency response options
6. Has regional benefit

More details regarding the Routes of Regional Significance criteria are included in Attachment B.

STA staff met with public works and planning staff from each city and the County of Solano during the months of July and August 2008. The purpose of these individual meetings was to discuss potential roadway segments that meet the draft Routes of Regional Significance criteria. The results of these meetings will be presented at the September 10, 2008 Arterials, Highways, and Freeways Subcommittee meeting for discussion. The TAC is scheduled to review the proposed Routes of Regional Significance criteria and roadway network at their September 24, 2008 meeting for further discussion before being recommended for approval.

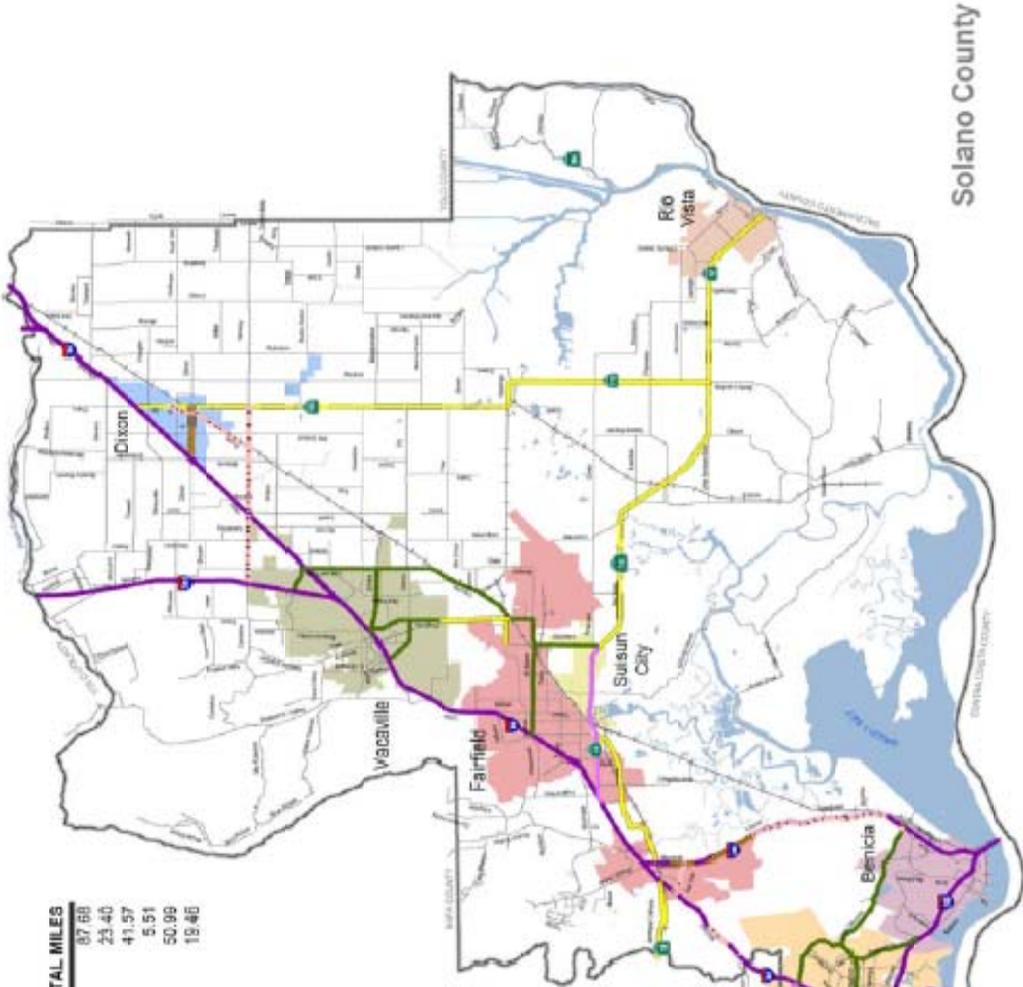
Recommendation:

Forward a recommendation to the STA Board to approve the Solano Routes of Regional Significance Criteria as described in Attachment B.

- Attachments: A. 2005 Routes of Regional Significance
B. 2008 Routes of Regional Significance Criteria

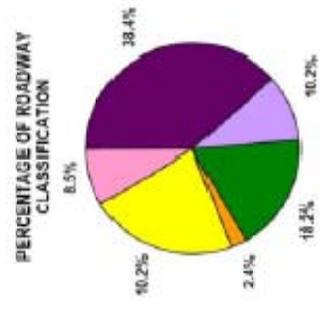


Figure 1.1



Routes of Regional Significance

ROADWAY CLASSIFICATION	TOTAL MILES
INTERSTATE	87.66
FREEWAY	23.40
MAJOR ARTERIAL	41.57
MINOR ARTERIAL	5.51
RURAL MAJOR ARTERIAL	50.99
MAJOR COLLECTOR	19.46



Comprehensive Transportation Plan

2008 Solano Routes of Regional Significance Criteria Description

In partnership with Solano County and each of the seven cities, the STA will select roadway segments that will be included in the 2008 Solano Routes of Regional Significance based on the following criteria:

1. Solano County Congestion Management Program (CMP) Network

The Solano County CMP includes a defined roadway system used for monitoring mobility in the county. The system consists of all State highways and principal arterials, which provide connections from communities to the State highway system and between the communities within Solano County. The STA monitors Level of Service (LOS) impacts to the CMP system from proposed development projects considered by each of the seven cities and the County of Solano. The STA has the authority to withhold gas tax subvention funds for the agency responsible for LOS impacts if the impacts are not addressed in a CMP deficiency plan.

Roadway segments included in the Solano CMP Network are Routes of Regional Significance.

2. Access to Existing and Planned Transit Centers Serving Intercity Trips

Intercity transit services enhance travel mobility to/from and within Solano County as well as providing increased transportation capacity. The Association of Bay Area Governments (ABAG) anticipates a significant increase in population and employment within Solano County and throughout the Bay Area over the next 25 years. The expected increase in Solano County commuters will add pressure on already congested roads. Without added investment in intercity transit services, regional roadways will become increasingly congested thereby adversely impacting the quality of life in Solano County and also its economic vitality.

Prioritizing transportation funding for roadway segments that provide access to existing and planned intercity transit services is an important option to address congestion. Therefore, roadway segments that provide access to intercity transit services can be considered Routes of Regional Significance. Examples of existing/planned transit centers serving intercity trips include:

- Fairfield Transportation Center
- Vacaville Transportation Center
- Existing Amtrak/Capitol Corridor Station in Suisun City and planned stations for Dixon and Fairfield
- Vallejo Ferry Terminal

3. Access to a Major Employment Center with Higher Traffic Volumes

According to the 2005 Bay Area Commuter Profile, Solano County commuters have the longest average commute trip compared to any other Bay Area County. Approximately 40% of Solano County residents commute outside the county for employment purposes. Efforts to attract and maintain major employers for economic and employment opportunities for Solano County residents are ongoing. Providing sufficient roadway facilities will support major employment centers to be located in Solano County. Major employment centers located in Solano County will take advantage of employees currently commuting long distances and will add to the economic vitality of the County.

Roadway segments that provide access to major employment centers with existing or projected traffic volumes on arterials that justify a separated 2-lane roadway can qualify as a Route of Regional Significance. Employment centers should take into account the total amount of traffic generated by employee trips or patron trips utilizing services within the employment center. Examples of existing major employment centers in Solano County are:

- Kaiser Permanente
- Marine World
- Genetech
- Westfield Shopping Mall

4. Intercity and Freeway/Highway Connection

Improving intercity mobility is one of the overall goals of the Solano Comprehensive Transportation Plans. Roadways that accommodate intercity trips, freeway to freeway trips, and freeway to highways connections can qualify as a Route of Regional Significance. These include roadway facilities with existing or projected traffic volumes arterials that justify a separated 2-lane roadway. Examples of roadways that provide intercity and freeway/highway connections are:

- Jepson Parkway
- North Connector
- Columbus Parkway

5. Improves Countywide Emergency Response

In case of emergency, emergency vehicles need to have adequate alternative access to respond to incidents. Solano County has experienced major incidences of grass fires, flooding, and traffic accidents that were extreme enough to close a freeway or highway corridor for hours. It is important to maintain frontage roads and parallel routes that are alternative options if freeway or highway corridor remains closed for long periods of time. Roads that may fit this description are:

- Lyon Road (Solano County near I-80)
- Lopes Road (Solano County near I-680)
- McCormick Road (Solano County near SR 12)

6. Has Regional Benefit

As part of the Routes of Regional Significance update process, the STA will request the seven cities and the County of Solano to submit roadway segments that can potentially qualify as a Route of Regional Significance. This criterion is subjective and allows STA's member agencies to justify routes that are not already included in previous criteria.

Comprehensive Transportation Plan (CTP) Overall Goals Related to Routes of Regional Significance

On February 13, 2008, the STA Board adopted an overall purpose statement with several corresponding goals as part of the new CTP update.

CTP Goal #5: The Solano CTP will seek to maintain regional mobility while improving local mobility.

CTP Goal #7: Encourage Projects and programs that maintain and use existing systems more efficiently before expanding infrastructure.

CTP Goal #8: The Solano CTP will include priority lists and funding strategies for projects and programs.

Arterials, Highways and Freeways (AHF) Goals Related to Routes of Regional Significance

AHF Goal #1: Invest available funds in maintaining a minimum Pavement Conditions Index (PCI) of 63 on the STA's Routes of Regional Significance.

AHF Goal #4: Support funding improvements identified in the STA's Routes of Regional Significance to accommodate transit routes and bicycle and pedestrian facilities included in the Solano Countywide Bicycle and Pedestrian Plans that is consistent with MTC's Routine Accommodations for Non-Motorized Vehicles.

AHF Goal #5: Develop and maintain an arterials, highways and freeways system that facilitate and encourage carpool, vanpools and multi-modal transportation through the use of seamless High Occupancy Vehicle (HOV) lane network, connections to regionally significant transit facilities, and park and ride lots.

AHF Goal #6: Update Solano County's Routes of Regional Significance to implement the STA's 50/50 policy.



DATE: September 9, 2008
TO: STA Arterial Highways, and Freeways Committee
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/State Route (SR) 12 Interchange Fund Request

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, separate Environmental Documents (ED) have either been prepared or are being prepared for four projects, which include the following:

- North Connector
- I-80 High Occupancy Vehicle (HOV) Lanes Project (Completed)
- I-80 Eastbound (EB) Cordelia Truck Scales Relocation
- I-80/I-680/SR12 Interchange (Subject of this staff report)

Discussion:

The I-80 HOV Lanes Project had the good fortune of opening bids during prime economic conditions. These conditions were represented in the low bid for the project being 45% under the engineer's estimate for a total savings of \$23.66 million. Since the bid was less than the funding programmed amount, the I-80 HOV Lanes project was awarded with 99.7% Proposition 1B Corridor Mobility Improvement Account (CMIA) funds and 0.3% Federal funds. Staff is seeking to apply these bid savings (\$23.66 million) to fund the next critical project in the I-80/I-680/SR 12 Interchange. The next project is on westbound (WB) I-80, it is the WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements Project. See attached map and financial plan. (Attachment A)

Project Purpose:

Currently, during the AM peak, the existing WB I-80 to SR 12W Connector operates at LOS E, which causes significant queues to extend back onto I-80 and through the Green Valley Road Interchange. At times the queue will extend all the way back to the Westbound Truck Scales Facility. With the queue extending through the Green Valley Road Interchange, traffic from the Green Valley Road on ramp is not able to easily and safely access I-80, and as such, operates at LOS F during the same period. The queue spillback affects operations for through-traffic for this stretch of I-80 as well. As a result of the above conditions, accident rates within the project area are substantially higher than the statewide average for similar facilities. According to data provided by Caltrans, I-80 within the project limits experienced a total accident rate (including fatal and injury

accidents) of 1.63 accidents/million vehicle miles traveled from January 2004 to December 2006. This compares to the statewide average of 1.05 accidents/million vehicle miles traveled for similar facilities.

Project Benefits:

The project would provide significant safety and operational benefits to I-80 Westbound traffic during the AM peak. The project will improve safety by constructing a new WB I-80 to SR12 West Connector and will braid the new Connector with the Green Valley Road Interchange on-ramp, thereby eliminating the queue spillback onto I-80 and the conflict between the existing WB I-80 to SR12 Connector with the Green Valley Road Interchange westbound on-ramp. The project will improve mobility by improving traffic operations through this stretch of I-80 and thereby reducing daily vehicle-hours of travel by 10% or 10,400 vehicle hours. The project will also result in a savings of 206,000 daily peak duration person-minutes. The planned improvements will also improve reliability through a corresponding operational benefit of reducing the likelihood of incidents in the corridor. In addition, the new WB I-80 to SR12 West Connector will complement the current CMIA – Jameson Canyon Project and will allow the traveling public to receive increased benefits from that CMIA transportation investment.

Submittal of this request to shift the bid saving from the HOV Lanes Project to this next construction package of the I-80/I-680/SR 12 Interchange needs to be supported by Caltrans and ultimately approved by the California Transportation Commission (CTC). Submitting this request to the CTC is the first step in gaining approval to use the bid saving. The CMIA funds are required to be programmed to a project that can begin construction by 2013. However, original project applications were considered based on projects that could begin construction by 2012. This proposed next construction package of the Interchange can begin construction by 2012. The overall funding for this construction package is proposed to be a combination of Regional Measure 2 (RM 2), Bridge Tolls and the bid savings from the HOV Lanes. The environmental document for the Interchange will clear this proposed construction package.

Fiscal Impact:

The remanding portion of the environmental document preparation for the I-80/I-680/SR12 Interchange and preliminary engineering is being funded with Regional Measure 2 (RM 2) funds, which have already been allocated by MTC. The Right of Way acquisition and

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to forward a fund request to the California Transportation Commission (CTC) to move the bid savings from the I-80 HOV Lanes Project to the I-80/I-680/SR 12 Interchange.

Attachment: A. I-80/I-680/SR 12 Interchange Fund Request

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

August 29, 2008

John Barna
Executive Director
CALIFORNIA TRANSPORTATION COMMISSION
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Will Kempton
Director
CALIFORNIA DEPARTMENT OF TRANSPORTATION (Caltrans)
P.O. Box 942873
Sacramento, CA 94273-0001

RE: I-80/I-680/State Route (SR) 12 Interchange Project

Dear Mr. Barna and Mr. Kempton:

The I-80/I-680/SR12 Interchange Improvements project has been STA's highest priority project since the early 1990's. Its regional significance is demonstrated by its high percentage of inter-county travel while also providing an important connection between the Bay Area and Sacramento, the Sierra Nevada and Lake Tahoe regions. Since 2001, STA has taken an active role in working with Caltrans to deliver this critical transportation project and remains extremely committed to expediting the implementation of the I-80/I-680/SR12 Interchange Improvements.

Tremendous growth in the region has resulted in substantial increases in regional traffic traveling through the interchange area. Traffic volumes are projected to grow by approximately 2% per year to 2035, the design year, bringing the total daily volume passing through the corridor to 270,000 vehicles. The volume of trucks in the corridor has increased dramatically since the 1960s, and is projected to increase 70% by 2025, and 115% by 2040.

Strategic Delivery of the I-80/I-680/SR12 Interchange Improvements

Due to the overall magnitude of the I-80/I-680/SR12 Interchange improvements, estimated at \$1.7 billion, the project must be completed in phases. To date, Caltrans and STA have delivered or are in the process of delivering the following fully funded phases of the Interchange project:

- I-80 Auxiliary Lane project (Completed Fall 2004)
- I-80 High Occupancy Vehicle (HOV) Lanes project (Construction Started in June 2008)
- North Connector project – East Segment (Construction Scheduled for 2009)
- I-80 Eastbound Cordelia Truck Scales Relocation project (Construction Scheduled for 2012)

Next Phase – I-80/I-680/SR12 Interchange Improvements

The I-80 HOV Lanes project had the good fortune of opening bids during prime economic conditions. These conditions were represented in the low bid for the project being 45% under the engineer’s estimate for a total savings of \$23.66 million. Since the bid was less than the funding programmed amount, the I-80 HOV Lanes project was awarded with 99.7% CMIA funds and 0.3% Federal funds. It is requested to apply these bid savings (\$23.66 million) to fund the next critical project in the I-80/I-680/SR 12 Interchange. The next project is on westbound (WB) I-80, it is the WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements project. See attached map and financial plan.

The request to maintain the bid savings in the I-80 corridor is consistent with CTC’s recently adopted policy related to financial accountability which states the following; “Bond savings de-allocated from the project at contract award may be utilized to supplement a funding plan for another project or contract only upon prior Commission approval. In this case, the project sponsor must commit to funding any cost increases to ensure the completion of both projects – the original project where the savings were utilized and the resulting new project using the savings in bond funds.”

Per the attached Corrective Action Plan, STA, in partnership with Caltrans, is requesting that the project savings from the I-80 HOV Lanes project supplement the funding plan for the WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements project (see attached project fact sheet and funding plan). STA is committed to fund any cost increases to ensure that both projects are completed. The purpose and benefits of the WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements project are presented below.

Project Purpose and Benefits - WB I-8 to SR 12 (West) Connector and Green Valley Road Interchange Improvements Project

The WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements project is the next phase in the delivery of the I-80/I-680/SR12 Interchange Improvements.

Project Purpose:

Currently, during the AM peak, the existing WB I-80 to SR 12W Connector operates at LOS E, which causes significant queues to extend back onto I-80 and through the Green Valley Road Interchange. At times the queue will extend all the way back to the Westbound Truck Scales Facility. With the queue extending through the Green Valley Road Interchange, traffic from the Green Valley Road on ramp is not able to easily and safely access I-80, and as such, operates at LOS F during the same period. The queue spillback affects operations for through-traffic for this stretch of I-80 as well. As a result of the above conditions, accident rates within the project area are substantially higher than the statewide

average for similar facilities. According to data provided by Caltrans, I-80 within the project limits experienced a total accident rate (including fatal and injury accidents) of 1.63 accidents/million vehicle miles traveled from January 2004 to December 2006. This compares to the statewide average of 1.05 accidents/million vehicle miles traveled for similar facilities.

Project Benefits:

The project would provide significant safety and operational benefits to I-80 Westbound traffic during the AM peak. The project will **improve safety** by constructing a new WB I-80 to SR12 West Connector and will braid the new Connector with the Green Valley Road Interchange on-ramp, thereby eliminating the queue spillback onto I-80 and the conflict between the existing WB I-80 to SR12 Connector with the Green Valley Road Interchange westbound on-ramp. The project will **improve mobility** by improving traffic operations through this stretch of I-80 and thereby reducing daily vehicle-hours of travel by 10% or 10,400 vehicle hours. The project will also result in a savings of 206,000 daily peak duration person-minutes. The planned improvements will also **improve reliability** through a corresponding operational benefit of reducing the likelihood of incidents in the corridor. In addition, the new WB I-80 to SR12 West Connector will **complement the current CMIA – Jameson Canyon Project** and will allow the traveling public to receive increased benefits from that CMIA transportation investment.

In summary, the STA is requesting assistance from the California Transportation Commission to deliver this critical project by approving the use of the CMIA savings from the I-80 HOV Lanes (a phase of the I-80/I-680/SR12 Interchange Improvements) to fund this next phase of the I-80/I-680/SR12 Interchange Improvements, the WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements project. Again, STA stands committed to fund any cost increases to ensure that both projects are completed.

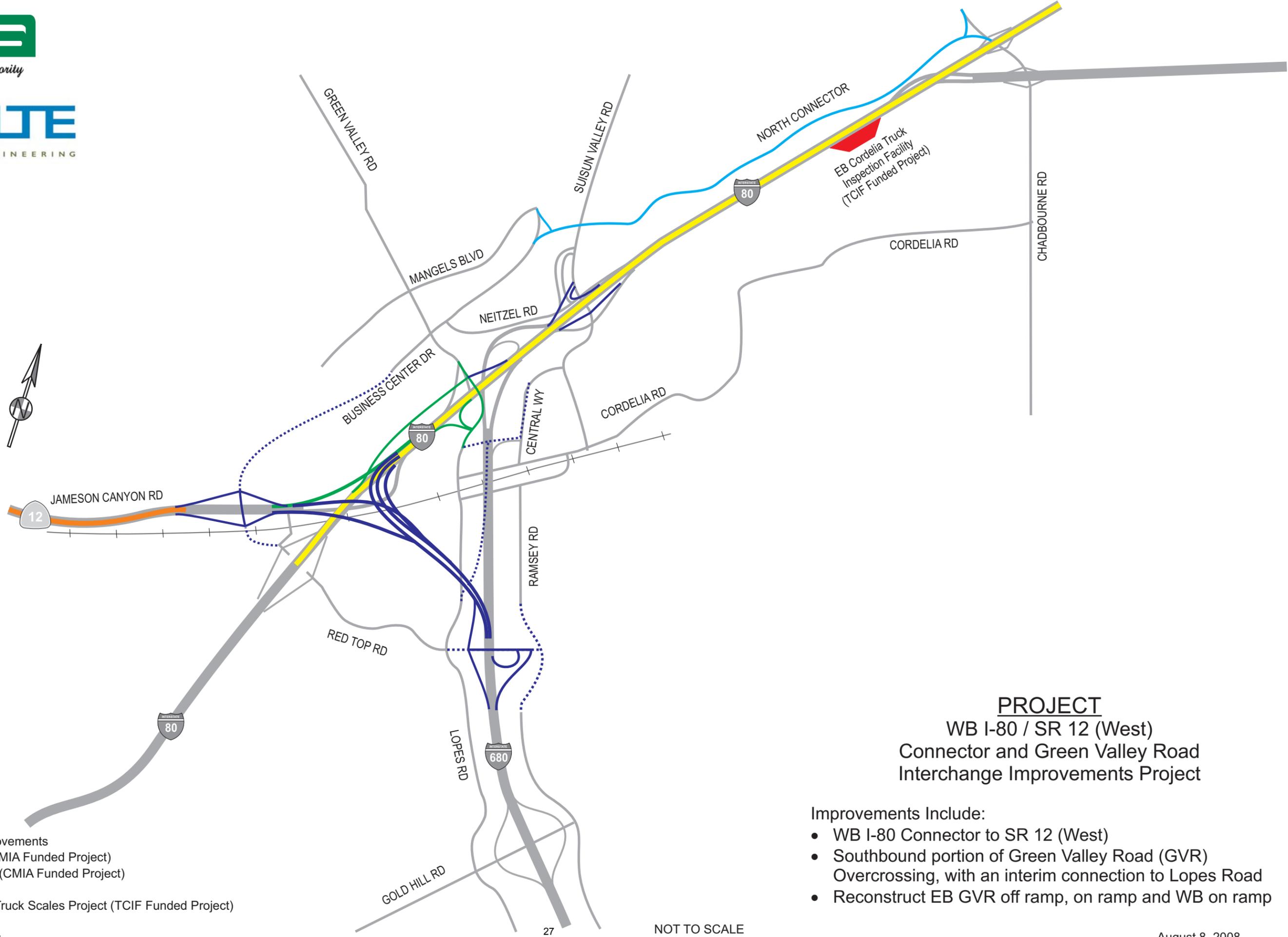
If you have any questions, please contact me at (707) 424-6075.

Sincerely,

DARYL K. HALLS
Executive Director

Attachments

cc: Bijan Sartipi, District 4 Director, California Department of Transportation



- LEGEND**
- Proposed Project
 - Remainder Ultimate Improvements
 - I-80 HOV Lane Project (CMIA Funded Project)
 - Jameson Canyon Project (CMIA Funded Project)
 - North Connector Project
 - I-80 Eastbound Cordelia Truck Scales Project (TCIF Funded Project)
 - Freeway
 - - - - Local Road Improvements

PROJECT
WB I-80 / SR 12 (West)
Connector and Green Valley Road
Interchange Improvements Project

- Improvements Include:
- WB I-80 Connector to SR 12 (West)
 - Southbound portion of Green Valley Road (GVR) Overcrossing, with an interim connection to Lopes Road
 - Reconstruct EB GVR off ramp, on ramp and WB on ramp

NOT TO SCALE
CONCEPTUAL ONLY

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency:		Fact Sheet Date: 08/04/08	
Contact Person	Janet Adams		
Phone Number	(707) 424-6010	Fax Number	(707) 424-6074
Email Address	jadams@sta-snci.com		

Project Information:							
County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Solano	4	367D			I-80	R 11.976	12.91
* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.							
Legislative Districts	Senate: 5			Congressional: 10			
	Assembly: 8						
Implementing Agency (by component)	PA&ED: STA/Caltrans			PS&E: STA			
	R/W: STA/Caltrans			CON: Caltrans			
Project Title	WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements project						
<p>Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form) The WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements project will improve traffic operations and safety, as well as reduce congestion within the existing I-80/I-680/SR12 interchange. Project would construct a two lane WB I-80 to WB SR12W connector (Connector) with a bridge crossing over a new WB I-80 Green Valley Road on ramp. The connector exit from I-80 would begin immediately west of the existing I-80/I-680 connector and would conform to SR 12W in the vicinity of the existing SR12W / Red Top Road intersection. Also, project would reconstruct the I-80 / Green Valley Road (GVR) interchange, consisting of the SB portion of the ultimate GVR overcrossing with an interim connection to Lopes Road.</p>							
<p>Description of Major Project Benefits</p> <p>1) Improves Safety. Currently, during the AM peak, the existing WB I-80 to SR 12W Connector operates at LOS E, which causes significant queues to extend back onto I-80 and through the Green Valley Road Interchange. At times the queue will extend all the way back to the Westbound Truck Scales Facility. With the queue extending through the Green Valley Road Interchange, traffic from the Green Valley Road on ramp is not able to easily and safely access I-80, and as such, operates at LOS F during the same period. The project will improve safety by constructing a new WB I-80 to SR12 West Connector and will braid the new Connector with the Green Valley Road Interchange on-ramp, thereby eliminating the queue spillback onto I-80 and the conflict between the existing WB I-80 to SR12 Connector with the Green Valley Road Interchange westbound on-ramp.</p> <p>According to data provided by Caltrans, I-80 within the project limits experienced a total accident rate (including fatal and injury accidents) of 1.63 accidents/million vehicle miles traveled from January 2004 to December 2006. This compares to the statewide average of 1.05 accidents/million vehicle miles traveled for similar facilities. The facility has an actual fatal accident rate of 0.008 compared to the statewide average of 0.005 over the same three year period. In addition, on SR 12 within the project limits, the total accident rate for the same three-year period was 1.44, as compared to 1.35 for similar facilities. A more detailed review of all freeway segments, ramp junctions, and SR 12 intersections within the project limits shows that over half these facilities have accident rates higher than the statewide average for similar facilities.</p> <p>2) Improves Operations, Mobility and Reliability. The project would also provide operational, mobility and reliability benefits to I-80 Westbound traffic during the AM peak. The project will improve mobility by improving traffic operations through this stretch of I-80 by eliminating the queue spillback onto I-80 and thereby reducing daily vehicle-hours of travel. The project will reduce daily vehicle-hours of travel by 10% or 10,400 vehicle hours. The project will also result in a savings of 206,000 daily peak duration person-minutes. The planned improvements will also improve reliability through a corresponding operational benefit of reducing the likelihood of incidents in the corridor.</p> <p>3) Complements CMIA - Jameson Canyon Project. The new WB I-80 to SR12 West Connector will complement the current CMIA – Jameson Canyon Project and will allow the traveling public to receive increased benefits from that CMIA transportation investment.</p>							
Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'							
Project Delivery Milestones (month/year):							
Project Study Report (PSR) complete				Jun-02			
Notice of Preparation	Document Type: EIR/EIS			May-03			
Begin Circulation of Draft Environmental Document				Jun-09			
Final Approval of Environmental Document				Mar-10			
Completion of plans, specifications, and estimates				Dec-10			
Right-of-way certification				Sep-11			
Ready for advertisement				Oct-11			
Construction contract award				Mar-12			
Construction contract acceptance				Dec-14			

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: <http://www.dot.ca.gov/hq/transprog/> and at: <http://www.ctc.ca.gov/>

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)

Shaded fields are automatically calculated. Please do not fill these fields.

Date: 4-Aug-08

County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Solano	4	367D	0	0
Project Title: WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements project				

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project Total
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	
E&P (PA&ED)	12,400	8,300	0	0	0	0	0	20,700
PS&E	0	0	14,345	0	0	0	0	14,345
R/W SUP (CT) *	0	0	0	0	1,268	0	0	1,268
CON SUP (CT) *	0	0	0	0	0	11,305	0	11,305
R/W	0	0	0	0	12,680	0	0	12,680
CON	0	0	0	0	0	94,210	0	94,210
TOTAL	12,400	8,300	14,345	0	13,948	105,515	0	154,508

Corridor Management Improvement Account (CMIA) Program

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON						8,383		8,383
TOTAL	0	0	0	0	0	8,383	0	8,383

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source: TCRP

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	12,000							12,000
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	12,000	0	0	0	0	0	0	12,000

Funding Source: Bridge Tolls

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		8,300						8,300
PS&E			14,345					14,345
R/W SUP (CT) *					1,268			1,268
CON SUP (CT) *						11,305		11,305
R/W					12,680			12,680
CON						70,550		70,550
TOTAL	0	8,300	14,345	0	13,948	81,855	0	118,448

Funding Source: Federal

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON						15,277		15,277
TOTAL	0	0	0	0	0	15,277	0	15,277

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)

Shaded fields are automatically calculated. Please do not fill these fields.

Date: 4-Aug-08

County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Solano	4	367D	0	0
Project Title: WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements project				

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source: STIP								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	400							400
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	400	0	0	0	0	0	0	400

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

Additional Funding Needs (funding needs not yet committed)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

Shaded fields are automatically calculated. Please do not fill these fields.