



Solano Transportation Authority

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Arterials, Highways and Freeways Committee

Wednesday, June 8, 2005
4:30 p.m. to 5:30 p.m.

Suisun City Hall
City Council Chambers
701 Civic Center Dr.
Suisun City, CA

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

[Please note the special time and location]

Committee Members:

John Silva, Committee Chair, Solano County
Harry Price, City of Fairfield
John Vasquez, Solano County
Ed Woodruff, City of Rio Vista
Len Augustine, City of Vacaville
Joanne Schively, City of Vallejo

Invited Participants:

Caltrans District 4, Nicolas Endrawos and Cameron Oakes
CHP, Fairfield
Chambers of Commerce: Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo
Congresswoman Ellen Tauscher's Office, Erik Ridley
MTC – Planning, Ashley Nguyen
Public Member, Bernice Kaylin
Solano EDC, Esparza, Cal Inc.
Solano County Transportation Dept. staff, Paul Wiese
STA TAC, Gary Leach

STA Staff:

Daryl Halls, Executive Director
Dan Christians, Assistant Executive Director/Director of Planning
Andy Fremier, Director of Projects
Robert Guerrero, Associate Planner
Jennifer Tongson, Projects Assistant
Sam Shelton, Planning Assistant

- I. **INTRODUCTIONS/ APPROVAL OF AGENDA** Chair Silva
- II. **PUBLIC COMMENTS**
- III. **ACTION ITEMS**
 - A. **Revisions to Draft Arterials, Highways and Freeways** Dan Christians

**Element of Solano Comprehensive Transportation Plan
2030**

Recommendation: Recommend the STA Board approve the Draft Arterials, Highways and Freeways Element Update of the CTP with final revisions as noted in Attachment A.

IV. INFORMATION ITEMS

A. Update on Highway Projects

Andy Fremier

- **SR 37/29 Ribbon Cutting – August 2005**
- **I-80/I-680/ SR 12 Interchange**
- **Truck Scales**
- **North Connector**
- **SR 12 West (Jamison Canyon)**
- **SR 12 East SHOPP Projects**
- **SR 113 SWHOPP Project**
- **Red Top Slide Mitigation**

Recommendation: Informational

**B. Updated Work Schedule for Remainder of
2005**

Dan Christians

Recommendation: Informational

V. Comments from Committee Members

VI. Adjournment (Next meeting TBD)

*Agenda Item III.A
June 8, 2005*



DATE: June 3, 2005
TO: STA Arterials, Highways and Freeways Committee
FROM: Dan Christians, Assistant Executive Director/Director for Planning
RE: Revisions to Draft Solano Comprehensive Transportation Plan 2030

Background:

On February 9 and March 9, 2005, the STA Board authorized the release of the Arterials, Freeways, and Highways, Transit, and Alternative Modes Elements of the Solano Comprehensive Transportation Plan (CTP) 2030. These three updated elements of the Draft Solano Comprehensive Transportation Plan (Draft CTP), dated January 2005, have been distributed to a large mailing list including the general public, Solano County libraries, elected officials, regional, state and federal agencies. Since mid-March 2005, the elements have also been posted on the STA's web site: www.solanolinks.com.

On March 17, 2005, STA staff circulated an Initial Study/Environmental Checklist, per the California Environmental Quality Act (CEQA) to each of the STA member agencies and submitted a Notice of Completion for a proposed Negative Declaration to the State Clearinghouse for a 30-day review period. A public notice on the proposed environmental document was published in the Vallejo Times Herald, the Fairfield Daily Republic and the Vacaville Reporter. The 30-day state required environmental review period officially ended on April 14, 2005 and no comments on the proposed Negative Declaration were received from the State Clearinghouse.

The STA Board has requested that each of the City Councils and the Board of Supervisors review and provide written confirmation of the transportation needs submitted for each jurisdiction. This request was made to each of these agencies in Solano County via a transmittal letter dated March 29, 2005.

On April 13, 2005, the STA Board held a public hearing to provide an additional opportunity for members of the public to comment on any of the policies, needs and recommendations contained in the plan. The Draft CTP has been circulated for a 30-day review period ending April 29, 2005. The STA Board opened the public hearing on April 13, 2005 to hear comments on the CTP and then continued the hearing to May 11, 2005. At that meeting the hearing was closed and the STA Board directed the CTP committees, STA TAC and Transit Consortium to review all comments received and submit any revisions to the Draft CTP to the next Board meeting on June 8, 2005. Prior to that meeting, staff will develop responses and/or incorporate revisions into an addendum for review and recommendation by the CTP committees, TAC, and Consortium.

Discussion:

Since the release of the Draft CTP dated January 2005, the comment letters and memos on the Arterials, Highways and Freeways Element have been received from the following agencies, individuals and community groups:

- Caltrans District 4
- City of Benicia
- City of Dixon
- City of Fairfield
- County of Solano, Transportation Department
- Mark Hall, Solano County Property Owner

In response to all comments received, STA staff reviewed and prepared an addendum (Attachment A) incorporating recommended revisions to the Draft CTP and grouped the responses by the three elements. The addendum was circulated to the STA's CTP committees, the TAC and Consortium for a recommendation at each of the next meetings. Final approval of CTP 2030 by the STA Board is scheduled for June 8, 2005.

Most of the written and verbal comments have mainly been technical in nature, with some wording changes requested. In addition to updating some of the local needs for certain member agencies (i.e. County of Solano, and City of Benicia) the major comments and requested revisions are summarized as follows:

Arterials, Highways and Freeways Element

- Update needs list for cities of Benicia, Dixon, Fairfield and County of Solano.
- Develop a strong link to the development of a travel safety program.
- Emphasize the use of performance measures to gauge effectiveness of projects, policies and programs.
- Request for additional routes to be designated "Routes of Regional Significance," such as Pleasants Valley Road and Suisun Valley Road.
- Enhance access to North and South Gates of Travis Air Force Base.
- Update certain traffic impact fees collected by member agencies.
- Provide information on how local agencies are addressing local traffic congestion.
- Link the Jepson Parkway to the South Parkway alternative of the I-80/680/12 project.
- Include a commitment for the South Parkway alternative of the I-80/680/12 interchange project prior to building the North Connector Project.
- Use public- private partnerships to fund local and regional projects.
- Delete the reference to conducting a Regional Impact Fee Study during 2005.

The addendum provides a comprehensive, detailed set of specific responses and recommendations to each of the comments received. In addition to various text revisions, staff is recommending that the map depicting the "Federal Functional Classification System" (FFCS) be included in the final Arterials, Highways and Freeways Element (see proposed maps contained in addendum). This map identifies all roads in Solano County that are eligible to receive federal transportation funding and is used for street and roads

funding purposes. That map identifies a much broader range of local and regional roads than the map entitled "Routes of Regional Significance," which contains only those major regional routes that provide interregional or intercity mobility in Solano County and would be potentially eligible to receive Interregional Transportation Improvement Program (ITIP) funds.

Fiscal Impact:

None. This is a long range planning study and any specific proposals in the plan will require separate STA Board and/or sponsor actions to implement using various combinations of local, regional, state and federal funds.

Recommendation:

Recommend that the STA Board approve the Draft Arterials, Highways and Freeways Element Update of the CTP with final revisions as noted in Attachment A.

Attachments:

- A. Addendum, dated May 31, 2005, to Draft CTP 2030 including responses and recommended revisions to Arterials, Highways and Freeways Element

3.0 ARTERIALS, HIGHWAYS, AND FREEWAYS ELEMENT COMMENTS AND RESPONSES

3.1 CALTRANS DISTRICT 4, CAMERON OAKES, JANUARY 2005 COMMENTS

Solano County
Comprehensive Transportation Plan
Draft January 2005

Comments

- 3.1.1 1. **Executive Summary, Vision of the CTP 2030, Page i.**
Comment: "Enhance Safety" is mentioned in the CTP Vision Statement, but isn't carried forward into the Arterials, Highways & Freeways Element in its Goals & Objectives. This despite the fact that many of the recommended improvements in various corridors are safety-related. A Travel Safety Program is mentioned on page 20, but the link to the Arterials, Highways & Freeways Element is not clear.
- 3.1.2 2. **Arterials, Highways and Freeways Element, Traffic Management Program, Page 19.**
Comment: Caltrans appreciates that STA recognizes the need for IIS and other traffic management systems as well as STA's recommendation to develop a Countywide Traffic Management Plan to implement that Vision. This is an area where Caltrans would be strongly supportive of working with STA. The STA's Traffic Management Program description should note that such a Plan would be developed to complement the Bay Area IIS Regional Architecture completed by MTC last October.

RESPONSES

- 3.1.1 Comment noted. The STA concurs that the Arterials, Highways, and Freeways Element does not specifically contain a "Enhance Safety" objective and has added it to the draft element. Safety is discussed in Objective B "Serve Highway Needs" on page 2 of the Arterials, Highways, and Freeways element, that includes the implementation of several Major Investment and Corridor Studies that address the implementation of safety enhancements. Page 12 lists several "Safety Improvements" under the near-term recommendations for State Route 12. Safety enhancement goals are incorporated as part of Objective B's Goals and Policy actions. In an effort to accelerate project delivery for major highway projects in Solano County, the STA Board approved criteria that will prioritize a list of projects for STA completed Project Study Reports. "Traffic Safety" is the second criteria on a list of seven criteria. Several major investment and corridor studies, listed under Objective B "Serve Highway Needs" in the Arterials, Highways, address the implementation of safety enhancements.

Recommendation:

Modify the goals and policies of Objective B "Serve Highway Needs" to properly reflect the safety goals of various major investment studies and corridor studies as follows:

Objective B - Serve Highway Needs

Develop a plan and implementation program for the highway system that serves current and future needs.

Objective B Policy Actions:

Implement the I-80/I-680/I-780 Major Investment & Corridor Study identifying needed capacity and safety improvements to the highway system in Solano County.

Implement the State Route 12 Major Investment Study and conduct major investment studies for SR 113 and SR 29.

1. Prepare long-term corridor plans for all roadways of countywide significance that are not on the state highway system.
2. Support improvements to roadways of regional significance based on the need to improve transportation system efficiency balanced with quality urban design and, where appropriate, design roadways with consideration for safety, transit, bikeway and pedestrian facilities.
3. Give priority to improvements of highways and roadways that also serve as major transit corridors.

- 3.1.2 Comment noted. The STA acknowledges the need for Solano ATMS plans to complement the Bay Area ITS Regional Architecture completed by MTC last October.

Recommendation:

Add language to the ATMS section of the CIP that will complement the Bay Area ITS Regional Architecture need to into the CIP 2030 as follows: "The Solano's ATMS plans should parallel the goals of the "San Francisco Bay Area Regional Intelligent Transportation Systems (ITS) Plan" that covers a broad spectrum of Intelligent Transportation Systems, including Traffic Management, Transit Management, Traveler Information, Emergency Management, and Emergency/Incident Management over the next ten years."

3.1.3

3. Arterials, Highways and Freeways Element, Systems Performance Measures, Page 26.
Comment: The language here acknowledges the intent of performance measures to gauge effectiveness of projects, policies and programs linked to STA's goals and objectives. Is it the intention of STA to eventually link CTP goals and objectives to performance measures? Or only if McPeak's 2004 effort yields some level of statewide consensus?

3.1.3 Comment noted. The STA recognizes the potential for performance measures to “systematically look at and gauge transportation system performance, then guide and influence policy decisions,” as stated on page 26 of the Arterials, Highways, and Freeways element. The CTP 2025 stated that a “more detailed evaluation of the performance measures needs to be conducted so that STA can determine which measures and thresholds are most appropriate given the agency’s stated goals and objectives” and listed several examples of potential performance measures in the CTP 2025 appendix. This continues to be the direction that the STA is taking in regard to performance measures and will be cited in the Performance Measures section of the CTP 2030. Evaluation of the Secretary of Business, Transportation, and Housing, Sunne Wright McPeak’s collaborative effort regarding performance measures is intended to aid the STA in this determination.

Recommendation:

Add the following STA commitment to the CTP 2030 at the end of the “Performance Measures” section on page 26 of the Draft Arterials, Highways and Freeways Element:

“The STA will continue to evaluate potential performance measures, in addition to those already in use, such as LOS by the Congestion Management Program”.

3.2 COUNTY SOLANO, PAUL WIESE, FEBRUARY 11, 2005**COMMENTS**

I have the following comments on the Comprehensive Transportation Plan:

3.2.1 Arterials, Highways and Freeways element

Page 5 - 7) It is not clear to me what role major collectors play. Only a few are listed. It should be clarified that only certain roads have been selected, and that the list on page 7 is only partial. I would also add Pleasants Valley Road and Suisun Valley Road as routes of regional significance, since they are major routes connecting Solano County to Napa County and Yolo County.

RESPONSES

3.2.1 Routes of Regional Significance consists of the long range primary roadway network in Solano County and were intended to include only those major roads critical to maintaining interregional and intercity mobility. It only includes major commuter and goods movement corridors that typically provide approximately 10,000 – 25,000 or more daily vehicle trips to provide access to significant destinations (such as I-80, I-505, SR 12, Air Base Parkway, Columbus Parkway and Peabody Road). When the 2002 CTP was prepared, the STA was very careful in only including those major countywide highways, major arterials and major collector roads (approximately 220 miles of roadways) that provide the most significant intercity or intracounty mobility to maintain traffic flow, primarily between and through the major population and employment corridors. While Pleasants Valley Road and Suisun Valley Road are clearly important local collector roads, their traffic volumes are fairly low (i.e. in the range of about 500 – 3,000 daily vehicle trips respectively) and they are usually not considered major commuter or goods movement corridors.

I-505 generally serves as the primary Route of Regional Significance in the north county area and serves an average of about 15,000 to 20,000 cars a day (with substantial capacity available for future growth). However, the two county roads mentioned are designated on the Federal Functional Classification System (See Attachment A), and are therefore eligible for federal funds to improve their condition and safety but are not expected to be widened or improved to accommodate substantially larger volumes of vehicles as is the case with most of the other routes of regional significance.

It is not recommended that any changes be made to the Routes of Regional Significance as part of the CTP, but contained as part of the Routes of Regional Significance. However, if the Arterials, Highways and Freeways Committee would like to consider local collectors be added to the map it is recommended that they be included under a new category entitled "Minor Collectors." However, STA staff is recommending the Federal Functional Classification System section and map be included into the element. Suisun Valley Road and Pleasants Valley Road are both included in that map.

Recommendation:

No changes be made to the Routes of Regional Significance; however, if the Arterials, Highways and Freeways Committee would like to consider that local collectors be added to the map, then it is recommended that they be included under a new category entitled "Minor Collectors."

Recommendation:

Add the following new section following pages of the draft Arterials, Highways, and Freeways Element:

FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM

The Federal Functional Classification System (FFCS) is a system used by the Federal Highway Administration (FHWA) and Caltrans to classify roadways based upon an objective set of criteria. The Federal Government requires roadways to be on the FFCS to be eligible to use federal funding. The FFCS is defined as the system of roadways inclusive of all streets and roads classified as urban collectors and above or rural major collector and above. Attached is the current FFCS of roadways for Solano County.

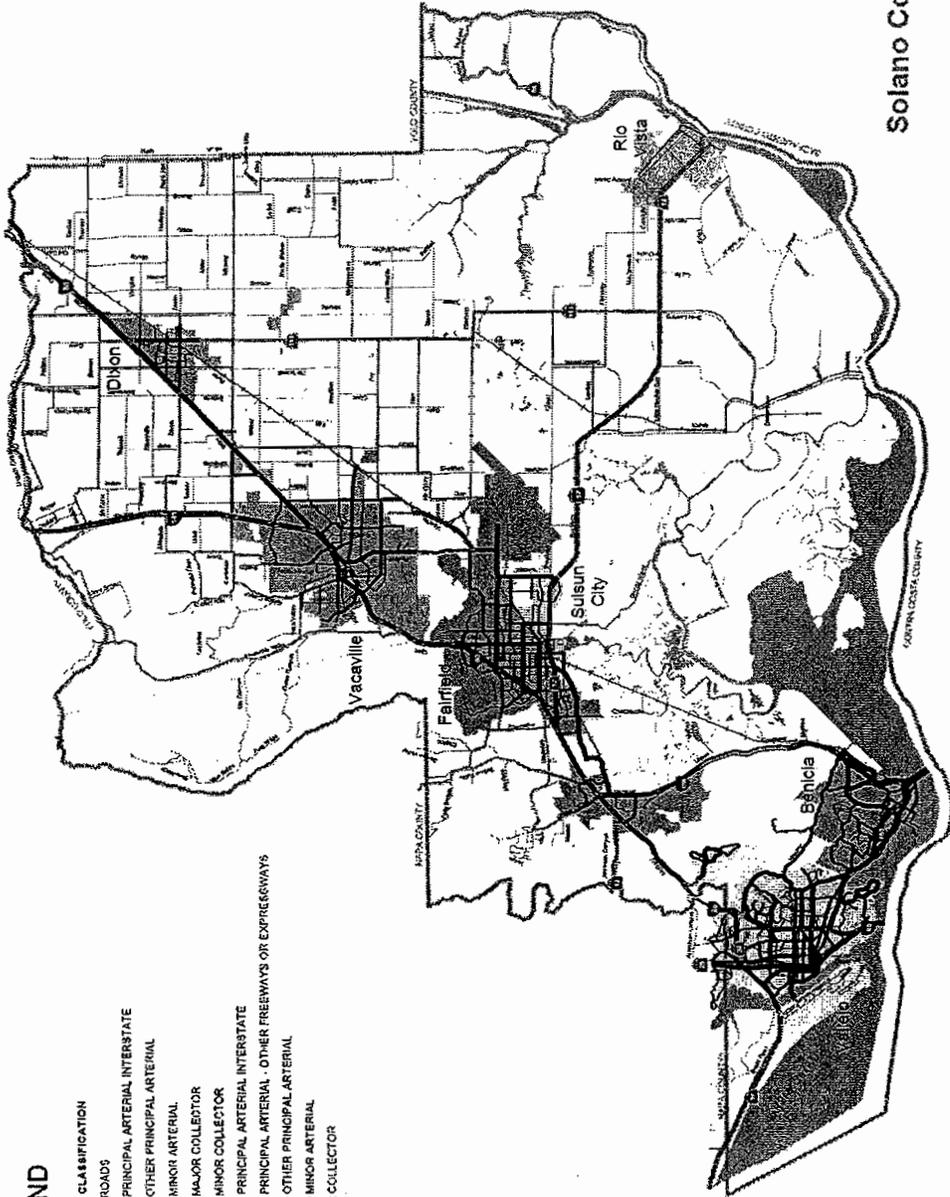
In 1991, the Metropolitan Transportation Commission (MTC) established the Metropolitan Transportation System (MTS), which included all interstate highways, state routes, and a portion of the street and road system operated and maintained by Cities and Counties. The stated purpose at the time was to set up a system of roadways recognized as "regionally significant" to be subsequently analyzed and potentially "managed" to help relieve congestion through the application of system management techniques like signal coordination, special lane designation, etc. In the STA's CTP 2025 Plan, approved in May 2002, a map depicting "Routes of Regional Significance", which primarily designates major roadways critical to maintaining intercity mobility and potentially obtaining Interregional Transportation Improvement Program (ITIP) funds from the California Transportation Commission (CTC). However, those regionally designated routes were never intended to be used to determining the conditions of the roads or qualify roads for federal funding eligibility, which is the primary purpose of the FFCS.

On January 12, 2005, based on a recommendation by the STA Technical Advisory Committee and the Local Streets and Roads Committee of the Bay Area Partnership Board, the STA Board supported replacing the MTS with the FFCS, which will provide objective and rational funding eligibility and needs determinations for local streets and roads.

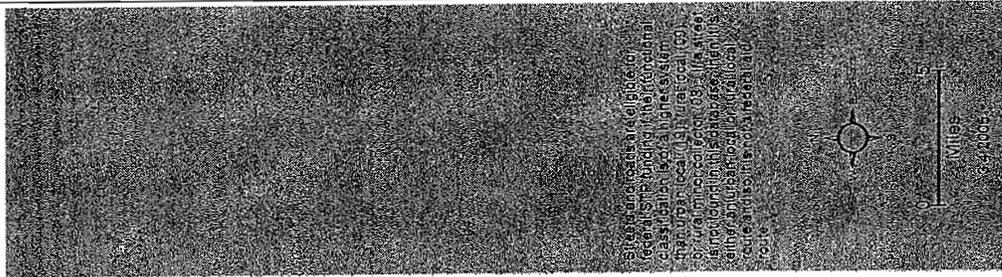
However, the STA believes there is merit in identifying both the routes of eligible under the FFCS as well as identifying "Routes of Regional Significance" for intercity mobility purposes.

LEGEND

- FUNCTIONAL CLASSIFICATION
- LOCAL ROADS
- RURAL PRINCIPAL ARTERIAL INTERSTATE
- RURAL OTHER PRINCIPAL ARTERIAL
- RURAL MINOR ARTERIAL
- RURAL MAJOR COLLECTOR
- RURAL MINOR COLLECTOR
- URBAN PRINCIPAL ARTERIAL INTERSTATE
- URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS OR EXPRESSWAYS
- URBAN OTHER PRINCIPAL ARTERIAL
- URBAN MINOR ARTERIAL
- URBAN COLLECTOR



Solano County



FINAL CTP ADDENDUM

LEGEND

1988 FUNCTIONAL CLASSIFICATION SYSTEM

- URBAN
- INTERSTATE
- OTHER PAVY OR EXPVY
- OTHER PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- RURAL
- INTERSTATE
- OTHER PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL ROADS

Streets and roads are eligible for federal STP funding if their functional classification is of a higher system than urban local (19), rural local (20) or rural minor collector (20). If a street is eligible for funding, it is either an urban local or rural local route and so it is not a federal-aid route.

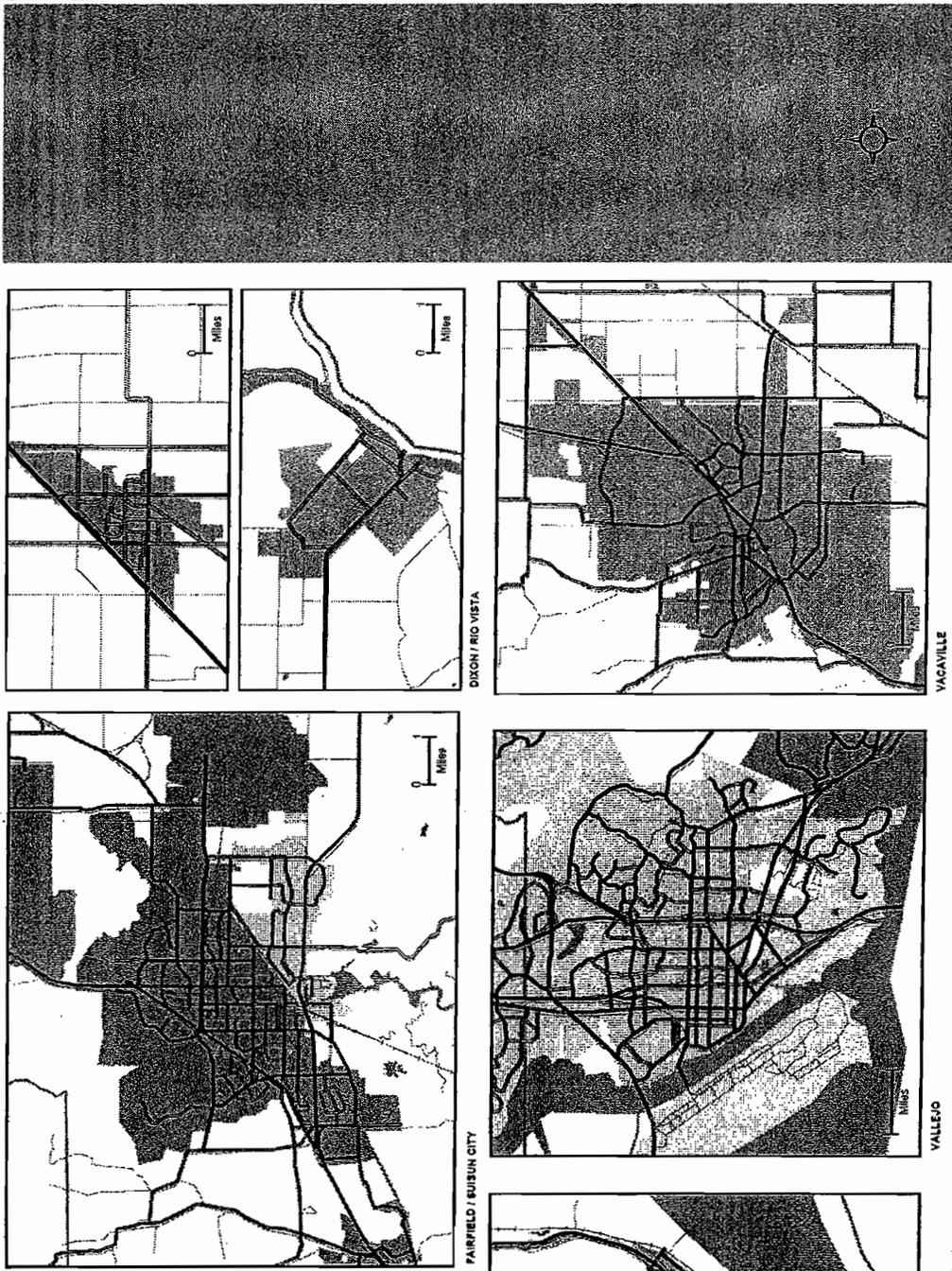


Figure #

California Functional Roadway Classifications - Cities

Comprehensive Transportation Plan

Draft Map #2

COMMENTS, PAUL WIESE (CON'T)

- | | |
|-------|--|
| 3.2.2 | Page 9) Please add "Safety improvements to Pleasants Valley Road and Suisun Valley Road" to Solano County's needs. |
| 3.2.3 | Page 18, first paragraph) The discussion of maintenance should also refer to the use of slurry seals and chip seals. |
| 3.2.4 | Page 18, fourth paragraph) The first sentence is garbled, and needs to be corrected. |

RESPONSES

3.2.2 Comment noted.

Recommendation:

Add "Safety Improvements to Pleasants Valley Road" and "Safety Improvements to Suisun Valley Road" under Appendix A.

3.2.3 Comment noted.

Recommendation:

The first paragraph on page 18 of the Arterials, Highways and Freeways element will be changed to the following:

"The STA member agencies currently maintain a total of 3,415 lane-miles of local roadway in Solano County. Ongoing work on the county's roadway system includes routine maintenance (i.e., fill potholes, slurry seal, and chip seals) as well as more intensive rehabilitation work that includes overlays and street reconstruction."

3.2.4 Comment noted.

Recommendation:

Change the first sentence of the fourth paragraph on page 18 of the Arterials, Highways and Freeways element to the following:

"Most road maintenance work is funded through Transportation Development Act funds, the state gas tax subvention program, federal transportation funds, and/or Proposition 42, passed by California voters in March 2002. Solano County's share of Proposition 42 funds is estimated to provide \$133 million for local road maintenance over 20 years beginning in the 2008/09 fiscal year, if these funds are diverted to the State's General Fund."

FINAL CTP ADDENDUM

COMMENTS, PAUL WIESE (CON'T)

3.2.5

Page 21) County fees range from \$5,613 to \$5,714 per unit.

3.2.6

Page 33) Insert "to four lanes" after "Widen Peabody Road". Insert "deficient" after rehabilitate existing".

RESPONSES

3.2.5 Comment noted.

Recommendation:

Change the local development fee range for Solano County listed on page 21 of the Arterials, Highways and Freeways element as follows:

"Solano County: \$5,613 - \$5,714 per unit"

3.2.6 Comment noted.

Recommendation:

Change two lines in Solano County's Local Needs listing in Appendix A as follows:

"Widen Peabody Rd to four lanes from Markley Lane to Vacaville City Limit."

"Replace or rehabilitate existing deficient County bridges"

ADDITIONAL COMMENTS SUBMITTED BY COUNTY OF SOLANO, PAUL WIESE,
MAY 2005

ARTERIALS, HIGHWAYS AND FREEWAYS ELEMENT
Solano County Comprehensive Transportation Plan 2030

Solano County's Local Needs

- Improve I-80/I-680/SR12 Interchange
- Improve SR12 East from I-80 to Rio Vista
- Improve SR12 West from I-80 to SR29
- Widen I-80 from Leisure Town Road to Kidwell Road
- Widen I-80 from Vallejo to SR37
- Construct the North Connector
- Construct the Jepson Parkway
- Widen Peabody Road to four lanes from Markley Lane to the Vacaville City Limit
- Improve County roads to meet standards for width, alignment and structural strength
- Increase funding for maintenance of the County road system
- Replace or rehabilitate existing deficient County bridges
- Enhance access to the north and south gates of Travis Air Force Base
- Construct safety improvements to Suisun Valley Road and Pleasants Valley Road

Note: Underlined items are suggested additions.

3.2.7

RESPONSE

3.2.7 Comment noted.

Recommendation:

Include underlined comments as suggested in the Solano County Local Needs List of the Arterials, Highways, and Freeways Element.

3.3 CITY OF BENICIA, MAYOR AND CITY COUNCIL MEMBERS, DAN SCHIADA, PUBLIC WORKS DIRECTOR

COMMENTS

3.3.1

I. ARTÉRIALS, HIGHWAYS AND FREEWAYS ELEMENT

Needs on Routes of Regional Significance

- Improve I-80/I-680/SR-12 Interchange
- Improve I-680/Lake Herman Road Interchange
- Widen I-680 from Benicia Bridge to I-80
- Widen State Park Road overcrossing at I-780 with bike/ped access
- Connect HOV System on I-80 and I-680
- Install I-780 (E 2nd to E 5th) auxiliary lanes
- Install I-780 (Columbus Pkwy to Military West) auxiliary lanes
- Improve I-680/Bayshore/Industrial interchange connections
- Improve I-780/Southampton/West 7th St. interchange ramps
- Improve I-780/East 2nd St. interchange ramps

Local Needs for Benicia (in addition to those listed above)

- Install Citywide Traffic Calming improvements
- Widen & extend Industrial Way (I-680 to Lake Herman Rd) to 4 lanes w/median

STEVE MESSINA, Mayor
Members of the City Council
ELIZABETH PATTERSON, Vice Mayor - TOM CAMPBELL - BILL WEITNEY - DANIEL C. SMITH

JIM ERICSON, City Manager
VIRGINIA SOUZA, City Treasurer
LISA WOLFE, City Clerk



- Widen East 2nd St. (Industrial Way to Lake Herman Rd) to 4 lanes w/median
- Construct connector road between East 2nd St. and Park Road
- Enhance First Street Corridor
- New traffic signal at Benicia High School
- Install citywide traffic signal & intersection improvements per CIP
- Widen Columbus Parkway to 4 lanes w/median
- Widen East 5th Street (I-780 to Military) with median
- Widen East 2nd Street (I-780 to Military) with median
- Widen State Park Road overcrossing at I-780 with bike/ped access
- Extend Bayshore Road between Park Road and Industrial Way
- Widen Park Rd (Industrial Way to Sulphur Springs Creek) to 4 lanes w/median
- Widen Park Rd (Adams St. to new connector road) with median.

3.3.2

Specific comments to this section of the draft CTP:

1. On page 21, please revise the local traffic impact fees for Benicia to reflect our current fee which is \$1,029.00 for single family residential and \$550.00 for high density residential.
2. On page 30, please revise the list of Benicia projects to match the list above.

See 3.3.1

RESPONSES

3.3.1 Comment Noted.

Recommendation:

Incorporate the City of Benicia's "Needs on Routes of Regional Significance" and "Local Needs for Benicia" needs lists into the CIP 2030 as follows:

Needs on Routes of Regional Significance by Jurisdiction

Benicia:

- Improve I-80/I-680/SR12 Interchange
- Improve I-680/Lake Herman Road Interchange
- Widen I-680 from Benicia Bridge to I-80
- Widen State Park Road Overcrossing at I-780 with bike/ped access
- Construct HOV System on I-80 and I-680
- Install I-780 (E 2nd to E 5th) Auxiliary Lanes
- Install I-780 (Columbus Pkwy to Military West) Aux Lanes
- Improve I-680/Bayshore/Industrial interchange connections
- Improve I-780/Southampton/West 7th interchange ramps
- Improve I-780/East 2nd Street interchange ramps

APPENDIX A

All Local Needs Submitted From Member Jurisdictions

Benicia

- Improve I-80/I-680/SR12 Interchange
- Improve I-680/Lake Herman Road Interchange
- Widen I-680 from Benicia Bridge to I-80
- Construct HOV System on I-80 and I-680
- Install Citywide Traffic Calming Improvements
- Install I-780 (E 2nd to E 5th) Auxiliary Lanes
- Install I-780 (Columbus Pkwy to Military West) Aux Lanes
- Improve I-680/Bayshore/Industrial interchange connections
- Improve I-780/Southampton/West 7th interchange ramps
- Improve I-780/East 2nd Street interchange ramps
- Widen and extend Industrial Way (I-680 to Lake Herman Rd) to 4 lanes w/median
- Widen East 2nd Street (Industrial Way to Lake Herman Rd) to 4 lanes w/median
- Construct connector road between East 2nd Street and Park Road
- Enhance First Street Corridor
- New traffic signal at Benicia High School
- Install New citywide traffic signal and intersection improvements per CIP citywide
- Widen East 5th Street (780 to Military) w/median
- Widen East 2nd Street (780 to Military) w/median
- Widen State Park Road overcrossing at I-780 with bike/ped access
- Extend Bayshore Road between Park Road and Industrial Way
- Widen Park Road (Industrial Way to Sulphur Creek) to four lanes/median
- Widen Park Road (Adams Street to new Connector Road) with median
- Widen Columbus Parkway to 4 lanes w/median

3.3.2 Comment Noted.

Recommendation:

Change fees for Benicia to the following: "Benicia \$550 - \$1,029 per unit"

3.4 MARK D. HALL, SOLANO PROPERTY OWNER

COMMENTS

Mark D. Hall
1855 Olympic Boulevard, Suite 250
Walnut Creek, California 94596

April 29, 2005

Board of Directors
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, California 94585

To the STA Board of Directors:

I am writing to comment on the Draft Comprehensive Transportation Plan 2030 Elements (CTP). I understand from your website that comments from the public will be accepted during the 30 day review period ending April 29, 2005.

3.4.1

Please consider the following observations as you prepare the final version of the plan:

1. The Fairfield General Plan proposes to concentrate jobs and housing into two high-density, transit-oriented developments (TOD) around rail stations in its northeast and downtown areas. Even supporters agree TOD does not dramatically reduce auto use, yet density around the transit node must be very high to make it work. The CTP should make clear how the increased local congestion will be handled so that neighborhood traffic concerns do not prevent their development.

RESPONSES

- 3.4.1 Comment noted. The CTP primarily addresses major corridors in Solano County referred to as "Routes of Regional Significance." In addition, various major local transportation improvements are identified by each jurisdiction to support mobility throughout the county. Local traffic congestion is primarily addressed at the local level though the environmental review process, traffic analyses, and local impact fees and/or conditions of approval to provide transportation improvements that mitigate impacts of each development. Each jurisdiction, through the standards and requirements adopted in their local General Plan and zoning ordinance, provide traffic congestion relief at a local level consistent with state and local land use policies, procedures, and requirements. For major land use developments, the public is provided various opportunities to comment on environmental studies, general plan amendments and discretionary approvals before decisions are made by the local jurisdiction.

COMMENTS, MARK D. HALL (CON'T)

3.4.2

2. Because Fairfield's General Plan directs most new housing to the northeast and downtown growth areas, many future residents will use east-west routes such as Manuel Campos Parkway, Air Base Parkway, Travis Boulevard, West Texas Street, and SR 12 to reach I-80, and then travel along the congested I-80 corridor through central Fairfield to reach shopping and employment. The CTP should describe the expected traffic impacts on these arterials and I-80 and explain how they will be mitigated by planned projects.

3.4.3

3. One of the most effective ways to reduce traffic on the east-west arterials (and on I-80) would be to link the Jepson Parkway to the proposed South Parkway. This would give the thousands of new employees and residents of northeast and downtown Fairfield easy access to and from I-680. Completing this long-envisioned reliever route will reduce local travel on the interstate, improve access to Travis AFB, and prevent diversion into Cordelia neighborhoods. The CTP should state clearly whether it intends to complete the reliever route in this way.

RESPONSES

3.4.2 Comment noted. As part of the CTP's major roadway network, to improve countywide mobility for planning and traffic relief purposes, the "Routes of Regional Significance" includes only major corridors (that typically provide approximately 10,000 – 25,000 or more daily vehicle trips such as I-80, SR 12 and Air Base Parkway). Other roads, such as Manual Campos Parkway, Travis Boulevard and North Texas Street, although very important to the local community's circulation needs, are listed under the jurisdiction's local transportation needs. Local jurisdictions model improve these roadways on a regular basis with local funds.

3.4.3 The Environmental Impact Statement/Report (EIS/R) for the 12-mile long Jepson Parkway Project is underway to evaluate four alternative alignments and combinations of segments including Walters Road, Walters Road Extension, Air Base Parkway, Huntington Drive, Cement Hill Road, Vanden Road, Leisure Town Road and Peabody Road. The project limits end SR 12 at Walters Road on the south end and I-80 at its northerly end. The advantages and disadvantages of a South Parkway Project are being evaluated as one of the alternatives in the I-80/I-680/SR 12 environmental document. Until the technical studies are completed, additional traffic modeling is conducted and the Draft EIR/EIS is released (expected during 2007-08), STA – as the lead agency on the environmental document – cannot make a commitment or take a position on which alternative may eventually be selected, based on the procedures established in the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA).

COMMENTS, MARK D. HALL (CON'T)

3.4.4

4. Although the CTP mentions the South Parkway while discussing the I-80/I-680/SR 12 interchange improvements, it does not state clearly that it is a planned project. Nor is it included on the list of "Needs of Regional Significance by Jurisdiction," despite the fact that building a southern bypass as an alternative to widening Cordelia Road is a General Plan policy. The South Parkway is a key component of the central Solano arterial system and a project that can do more at less cost and sooner than almost any other project to stop diversion and relieve congestion. The CTP should clarify whether or not it will be included on any future Traffic Relief Plan (CTEP) put before county voters, and be included on MTC's RTP to make it eligible for funding.

3.4.5

5. Building the North Connector before making interchange and corridor improvements will cause frustrated northbound I-680 commuters to divert at Gold Hill Road, then follow Lopes Road and Green Valley Road to the North Connector when the interchange is congested. Building the South Parkway before or instead of the North Connector would prevent this. The CTP should propose the South Parkway as a separately phased project that can be pursued independently of interchange improvements and prior to any North Connector improvements. The CTP should make clear the relative merits of the two bypass routes and why they have been sequenced as they are.

RESPONSES

3.4.4 See Comment 4.4.3. In addition the I-80/680/12 Interchange has been included in each of the past two County Transportation Expenditure Plans (CTEPs) (i.e. 2002 and 2004). The EIR/S currently underway for the interchange is examining various alternatives including the widening of frontage roads along I-80 and I-680, I-680/I-80 viaduct, South Parkway, and a "No Project" alternative. Whichever alternative is ultimately selected as part of the I-80/680/12 Interchange EIR/S is expected to be eligible as part of any proposed CTEP that may be placed on a future ballot. The Solano Transportation Improvement Authority (STIA) is just commencing the preparation of a Supplement to the Programmatic EIR and a potential new CTEP (i.e. for 2005 or 2006) that is expected to include the I-80/680/12 Interchange as one of the priority projects.

3.4.5 Comment noted. The North Connector was deemed to have independent utility, and therefore was not considered an alternative to the I-80/680/12 interchange project. Therefore, the North Connector is being studied under a separate environmental document from the I-80/I-680/SR 12 EIS/R. Upon completion of a final alignment plan and the environmental document for the North Connector, the STA, the City of Fairfield and the County of Solano will determine a final sequencing, funding and implementation plan for the staging of the North Connector with other phases of the I-80/680/SR 12 interchange project.

COMMENTS, MARK D. HALL (CON'T)

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| 3.4.6 | 6. Given the enormous funding shortfall, and support for the idea from Governor Schwarzenegger and the Secretary of Business, Transportation and Housing Sunne Wright McPeak, it is surprising that the CTP does not encourage or even mention innovative public-private partnerships for funding local and even regional projects (beyond mandatory impact fees) and suggest how such partnerships might work. Also related to funding, the CTP should properly set the public's expectations regarding matching funds. While the average citizen might assume "matching" means one-for-one, experience in other counties shows a dollar of local funding is likely to be matched by only 50 cents in state and federal monies. |
| 3.4.7 | |

RESPONSES

- 3.4.6 Many of the new funding ideas from the state have just recently proposed by the new administration and the STA has not had time to explore the appropriateness and applicability for implementing Solano County projects using these funding options. To date, the STA Board has not taken positions on such funding mechanisms. However, in the future the STA may continue evaluating the potential of using public-private partnerships such as toll roads, high occupancy toll lanes, etc.
- 3.4.7 Comment noted. Depending on the project, local matching funds can vary significantly. Local match can range from the minimum required 11.5% local to 88.5% federal funds, to an approximately 50%-50% split for some projects and up to 100% local funds. Examples of a wide range of local match to federal funds includes the use of 100% state and federal funds (no local matching funds) for the recently completed I-80/I-680 auxiliary lanes project and 100% local funding proposed for the I-80/North Texas Street Interchange in Fairfield. In Vacaville an approximately 55% local/45% federal split was used for the I-80/Leisure Town Road Interchange (a portion of the Jepson Parkway Project) and 100% local funding source was used for both the Allison Road overcrossing and the pending Nut Tree Overcrossing, both in Vacaville.

3.5 CITY OF DIXON, JANET KOSTER, MAY 24, 2005

COMMENTS

05/24/2005 08:48 7876787839 DIXON ENGINEERING PAGE 02

City of Dixon
2005 Transportation Needs
not in priority order
new projects are listed in italics

Regional and Countywide Projects

- Conduct Major Infrastructure Study (MIS) of SR 113 to address issues such as truck traffic, safety improvements, and capacity needs.
- *Work toward the relocation of SR 113 to Kidwell Road.*
- Work with Caltrans to improve maintenance of SR 113 (reconstruction of the segment from H Street to south City Limits).
- Improve I-80 Interchanges (West A, Pitt School, SR 113, Pedrick)
- Widen I-80 from Vacaville (Leisure Town Road) through Dixon (Kidwell)
- Provide additional rail stations and service
- Construct additional intercity bike routes (Dixon to Vacaville)

Arterial and Local Roads

- Construct Parkway Boulevard Grade Separation (crossing of Union Pacific tracks)
- Local Road Maintenance Program (pursue grant funding opportunities and implement per pavement management program)

3.5.1

RESPONSES

3.5.1 Comment noted.

Recommendation:

Add the italicized new project (second bullet in the comment) to the Needs on Routes of Regional Significance list:

"Work toward the relocation of SR 113 to Kidwell Road"

3.6 CITY OF FAIRFIELD, WILLIAM DUNCAN, MAY 26, 2005**COMMENTS**

An annotated copy of the January Draft CIP 2030 Plan was received by the STA on May 26, 2005 from William Duncan, Assistant Public Works Director for the City of Fairfield. Major comments are addressed below while staff will address all clerical updates.

- 3.6.1 The Draft CIP 2030 is confusing with no overall table of Contents and the numbering for pages starts over with each element.
- 3.6.2 Reorder Corridor Planning projects in the Arterials, Highways, and Freeways element as follows:
1. I-80/I-680/SR 12 Interchange
 2. I-80, I-680, I-780 Corridors
 3. SR 12 (I-80 to Rio Vista Bridge)
 4. SR 12 Realignment and Rio Vista Bridge
 5. Jameson Canyon / SR 12 (I-80 to SR 29)
 6. Jepson Parkway
 7. SR 29 through Vallejo
 8. SR 113 (I-80 to SR 12)
- 3.6.3 Delete reference to the STA planning to consider the feasibility of a "Regional Traffic Impact Fee" in 2005.

RESPONSES

3.6.1 Comment noted. The Draft CIP 2030 was formatted with separate tables of contents for individual element review by staff and committees. The Final CIP document is planned to have a single Table of Contents.

3.6.2 Comment noted.

Recommendation:

Reorder Corridor Planning Projects as commented.

3.6.3 Comment noted.

Recommendation:

Delete the reference made to the Regional Traffic Impact Fee on page 25 of the Arterials, Highways, and Freeways.

Agenda Item IV. A
June 8, 2005

Update on Highway Projects

A report will be provided at the meeting

**STA Committee on
Arterials, Highways and Freeways
Schedule for Remainder of 2005**

September 2005

- Identify list of priority projects for project Study reports (PSRs)
- Safe Routes to Schools Study/Solano Travel Safety Plan Phase 2
- Review I-80/680/12 Interchange and North Connector Project Update
- Jameson Canyon Project Update
- Jameson Canyon Project Update

6-02-05