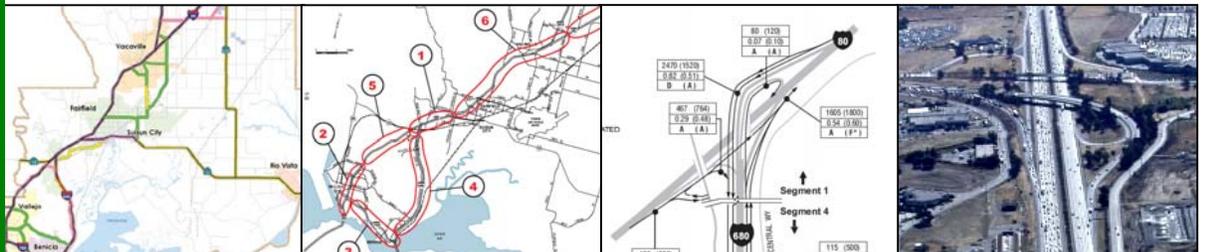


Arterials, Highways and Freeways Element



June

2005

SOLANO
Comprehensive Transportation Plan

ARTERIALS, HIGHWAYS, & FREEWAYS ELEMENT

This report describes the existing and future needs for the major arterials, highways, and freeways in Solano County that were developed through the Solano Comprehensive Transportation Plan (CTP).

Identified through comprehensive outreach efforts and studies are specific local and regional improvement needs, costs, and available funding information for use by decision makers gauging potential funding shortfalls. Also included are travel demand projections that inform decision makers about the balance between roadway demand and committed & future funding for specific projects.

GOALS & OBJECTIVES

The goal of the Solano Comprehensive Transportation Plan for arterials, highways, and freeways is:

Develop a balanced transportation system that reduces congestion and improves access and travel choices through the enhancement of roads.

Seven objectives are defined for this goal:

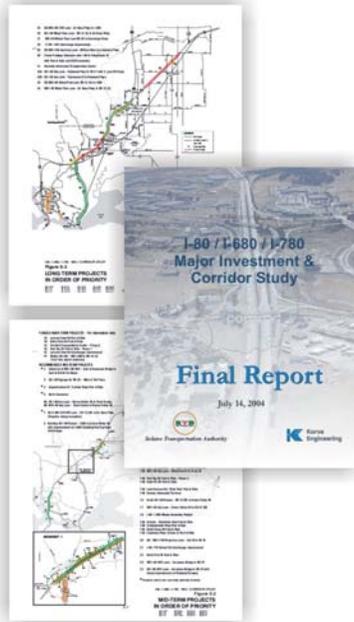
- **Objective A – Preserve the System**
- **Objective B – Serve Highway Needs**
- **Objective C – Add HOV Lanes**
- **Objective D – Enhance Regional and Local Interchanges**
- **Objective E – Develop a Traffic Management System**
- **Objective F – Enhance Travel Forecasting Tools**
- **Objective G – Preserve Right-of-Way**

Objective A - Preserve The System

Preserve the physical and operational condition of existing roadway facilities as a means of protecting past transportation investments and maintaining an effective system.

Objective A Policy Actions:

1. Encourage member jurisdictions and Caltrans to maintain level of service (LOS) E or better conditions during the a.m. and p.m. peak hours on roadways of countywide significance.
2. Prepare long-term corridor plans to upgrade and widen roadways of countywide significance to provide adequate peak hour and peak period traffic operations.
3. Develop a list of priority projects for arterials, highways and freeways for STIP, SHOPP, and federal reauthorization funds.
4. Focus countywide funds to enhance and improve roadways of countywide significance.
5. Update the roadways of countywide significance and the list of priority projects every two years.



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:

1. 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.
2. Implement the State Route 12 Major Investment Study and conduct major investment studies for SR 113 and SR 29.
3. Prepare long-term corridor plans for all roadways of countywide significance that are not on the state highway system.
4. 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.
5. Give priority to improvements of highways and roadways that also serve as major transit corridors.



Objective C - Add HOV Lanes

Develop a plan and implementation program for a High Occupancy Vehicle (HOV) system that serves future transit, carpool and vanpool users.

Objective C Policy Actions:

1. Develop measures to acquire rights-of-way to support long-range plans for HOV lanes.
2. Implement HOV lane projects on I-80 and I-680 identified in the I-80/I-680/I-780 Major Investment & Corridor Study.



Objective D - Enhance Regional and Local Interchanges

Develop a plan and implementation program for regional and local interchanges that provide linkages to the roadways of countywide significance.

Objective D Policy Actions:

1. Develop criteria for identifying and prioritizing interchange projects of regional significance.
2. Develop a list of priority interchange projects of regional significance.
3. Conduct appropriate planning and environmental studies to allow for implementation of measures to protect rights-of-way.



Objective E - Develop a Traffic Management System

Develop a plan and implementation program for a traffic management system that serves future needs.

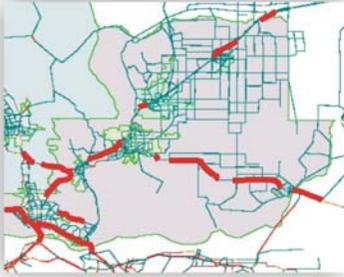
Objective E Policy Actions:

1. Develop a plan, working with member agencies and Caltrans, for a traffic management system on the roadways of countywide significance.
2. Develop a consistent set of access management guidelines for arterials contained in the roadways of countywide significance.



Objective F - Enhance Travel Forecasting Tools

Develop the travel forecasting tools to evaluate the effectiveness of future transportation improvement options.



Objective F Policy Actions:

1. Implement the new multi-modal travel demand model built on a GIS platform.
2. Identify performance measures (i.e., capacity, vehicle miles traveled, average commute time, total hours of congestion, etc.) and associated policies for application in defining and determining how future transportation mobility goals are being met.

Objective G - Preserve Right-of-Way

Identify right-of-way preservation measures necessary to meet long-term demand.



Objective G Policy Actions:

1. Identify long-term right-of-way preservation measures necessary to provide for future potential improvements needed along travel corridors and roadways of countywide significance.

ROUTES OF REGIONAL SIGNIFICANCE

The STA has developed Routes of Regional Significance in Solano County that include the State highway system plus local arterials that provide major points of access to the State highway system or provide regional connections between communities and key transportation facilities (See Figure 1.1).

Six different functional classifications describe how these regional routes are used now and in the future.

- Urban Interstate Freeway - limited access interregional roadway
- Urban Freeway - limited access regional roadway
- Urban Major Arterial - access controlled roadway emphasizing mobility between communities and connections to freeways
- Urban Minor Arterial - roadway emphasizing mobility within urbanized communities and connections to freeways
- Rural Major Arterial - roadway emphasizing mobility between urbanized and rural communities and connections to freeways
- Major Collector - roadway emphasizing access to major employment, shopping, or freeways

ROUTES OF REGIONAL SIGNIFICANCE INCLUDE

- A. STATE HIGHWAY SYSTEM
- B. LOCAL ARTERIALS
 - Provide major points of access to the state highway system
 - Provide regional connections between communities and key transportation facilities.

NEEDS BY JURISDICTION

An early step in the CTP 2030 process was the distribution of a Transportation Needs Survey to all STA member agencies (seven cities and County of Solano). The survey results identified the long-range transportation needs of each agency by identifying specific arterial, highway and freeway projects. Individual agencies also provided their respective priorities for the projects. Additionally, the I-80/I-680/I-780 Major Investment & Corridor Study identified a prioritized list of 50 projects on the I-80/I-680/I-780 corridor. A Technical Advisory Committee and the Arterials, Highways, and Freeways Committee determined the appropriateness of project inclusion in the CTP.

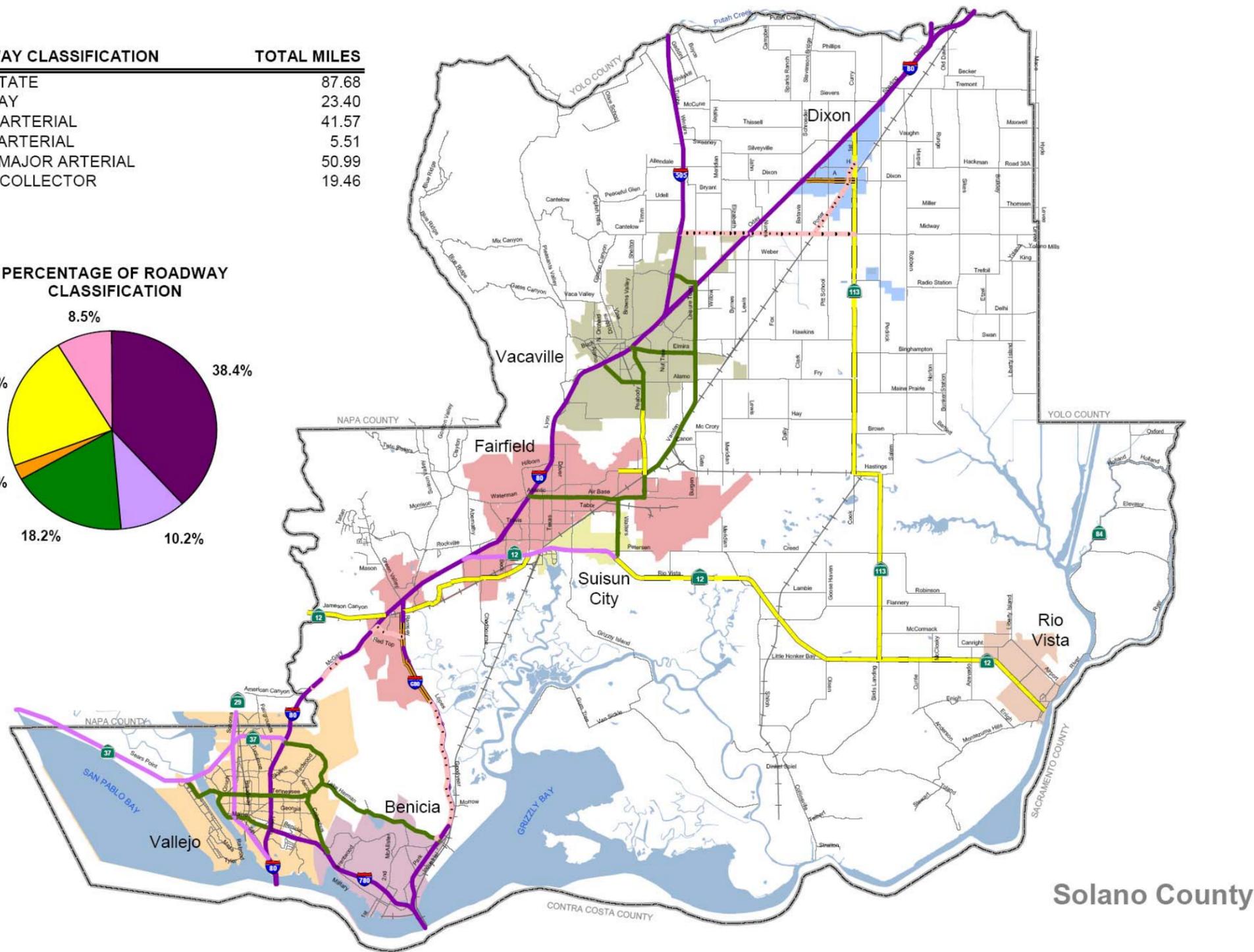
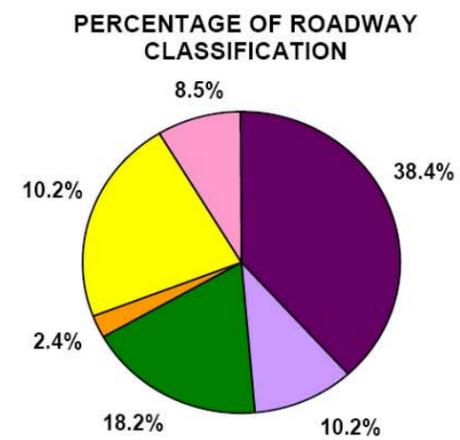
Transportation needs were identified for virtually all the major freeway corridors in Solano County including I-80, I-680, I-780, I-505, SR 12 East, SR 12 West, SR 29, SR 37, and SR 113 (See Table 1.1).

Travis Air Force Base has identified the need for transportation access and on-site circulation improvements to address the evolving mission of the base. The STA and its member agencies will work with Travis AFB to assist with the planning and implementation of needed future improvements.

Major arterials needing improvement include the Jepson Parkway, Air Base Parkway in Fairfield, Peabody Road in the unincorporated area, Vaca Valley Parkway in Vacaville, and Columbus Parkway in Vallejo & Benicia.

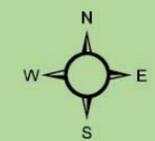
Additional local needs were also identified and included in the Master List in the Comprehensive Transportation Plan (see Appendix A). The following lists include the major needs identified by each of the STA jurisdictions:

| ROADWAY CLASSIFICATION | TOTAL MILES |
|------------------------|-------------|
| INTERSTATE | 87.68 |
| FREEWAY | 23.40 |
| MAJOR ARTERIAL | 41.57 |
| MINOR ARTERIAL | 5.51 |
| RURAL MAJOR ARTERIAL | 50.99 |
| MAJOR COLLECTOR | 19.46 |



LEGEND

- URBAN INTERSTATE FREEWAY
- URBAN FREEWAY OR EXPRESSWAY
- URBAN MAJOR ARTERIAL
- URBAN MINOR ARTERIAL
- RURAL MAJOR ARTERIAL
- MAJOR COLLECTOR



0 5
Miles

1.10.2005

Table 1.1, 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

Dixon:

- Widen I-80 from Leisure Town Rd. to Kidwell Rd.
- Improve I-80/Pedrick Rd. Interchange
- Improve I-80/SR 113 Interchange
- Improve I-80/Pitt School Rd. Interchange
- Improve I-80/West A St. Interchange
- Conduct MIS for SR 113 from I-80 to SR 12
- Overlay SR 113 from H St. South to City Limit
- Work toward the relocation of SR 113 to Kidwell Road

Fairfield:

- Improve I-80/I-680/SR 12 Interchange
- Improve I-80/Green Valley Rd. Interchange
- Improve I-80 from Red Top Rd. to I-505
- Construct auxiliary lanes on I-80 from Travis Blvd to Air Base Pkwy
- Improve I-80/N. Texas St. Interchange
- Construct I-80 HOV lanes between I-680 and Cherry Glen (Phase 1)
- Construct remaining portions of I-80 HOV lanes from I-680 to I-505 (Phase 2)
- Improve I-80/Suisun Valley Rd. Interchange
- Relocate truck scales on I-80 at SR 12
- Improve SR 12 West from I-80 to SR 29
- Improve SR 12 East from I-80 to Rio Vista
- Construct Jepson Parkway
- Construct North Connector
- Widen Air Base Pkwy at intersections
- Widen Cement Hill Rd. from Clay Bank Rd. to Peabody Rd.
- Construct Peabody Road Bridge overcrossing at Union Pacific Railroad
- Construct SR 12 and Red Top Road/Business Center Drive Interchange
- Construct I-80/Red Top Road Interchange
- Construct I-680 and Red Top Road Interchange
- Construct SR 12 and Pennsylvania Avenue Interchange

Rio Vista:

- Improve SR 12 East from I-80 to Rio Vista @ SR 12
- Implement SR 12 Major Investment Study
- Improve SR12 Corridor through Rio Vista
- Improve Church and Amerada Intersections
- Complete SR12 Bridge Study across Sacramento River
- Increase SR 12 bridge capacity across Sacramento River

Solano County:

- Widen I-80 from Leisure Town Rd. to Kidwell Rd.
- Widen I-80 from Vallejo to SR 37
- Improve I-80/I-680/SR 12 Interchange
- Improve SR 12 West from I-80 to SR 29
- Improve SR 12 East from I-80 to Rio Vista
- Construct Jepson Parkway
- Construct the North Connector
- Widen Peabody Rd. from Markley Ln. to Vacaville city limit

Suisun City:

- Improve I-80/I-680/SR12 Interchange
- Improve SR 12 West from I-80 to SR 29
- Improve SR 12 East from I-80 to Rio Vista
- Widen SR 12 from I-80 to Walters Rd.
- Improve median on SR 12 from Marina Blvd to Walters Rd.
- Construct Jepson Parkway
- Improve Cordelia Rd. from I-680 to SR 12

Vacaville:

- Construct HOV lanes on I-80 from Fairfield to Vacaville
- Widen I-80
- Improve I-80/Leisure Town Rd. interchange
- Improve I-80/Cherry Glen Rd. interchange
- Weave correction at I-80/I-505 interchange
- Improve I-505/Vaca Valley Pkwy interchange
- Widen and extend Vaca Valley Pkwy from Leisure Town Rd. to Browns Valley Rd.
- Widen Elmira Rd. from Allison Dr. to Peabody Rd.
- Construct Jepson Parkway

Vallejo:

- Construct HOV lanes and improve interchanges on I-80 from Carquinez Bridge to SR 37
- Improve I-80/American Canyon Rd. interchange
- Widen SR 37 from Napa River Bridge to SR 121
- Improve SR 37/Mare Island Interchange and On-Island Roadways
- Improve SR 29 through Vallejo
- Widen Columbus Pkwy from Benicia Rd. to SR 37
- I-80 Auxiliary Lanes Project

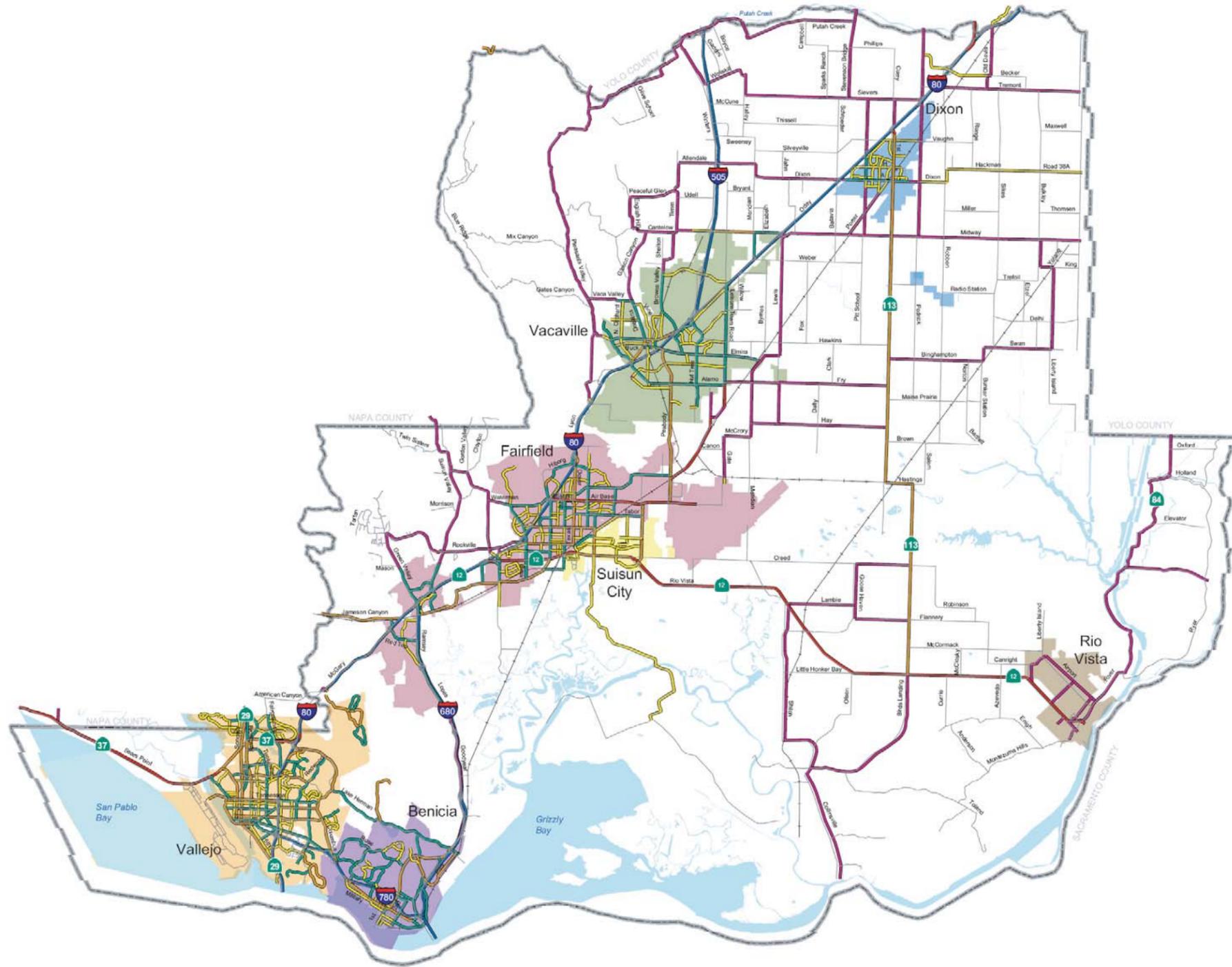
THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM

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 determine 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. See Figure 1.2 and 1.3 for a map of roadways in Solano County in the FFCS.



LEGEND

1999 FUNCTIONAL CLASSIFICATION SYSTEM

| | |
|--------------------------|--------------------------|
| URBAN | RURAL |
| INTERSTATE | INTERSTATE |
| OTHER FWY OR EXPWY | OTHER PRINCIPAL ARTERIAL |
| OTHER PRINCIPAL ARTERIAL | MINOR ARTERIAL |
| MINOR ARTERIAL | MAJOR COLLECTOR |
| COLLECTOR | MINOR COLLECTOR |
| | LOCAL ROADS |

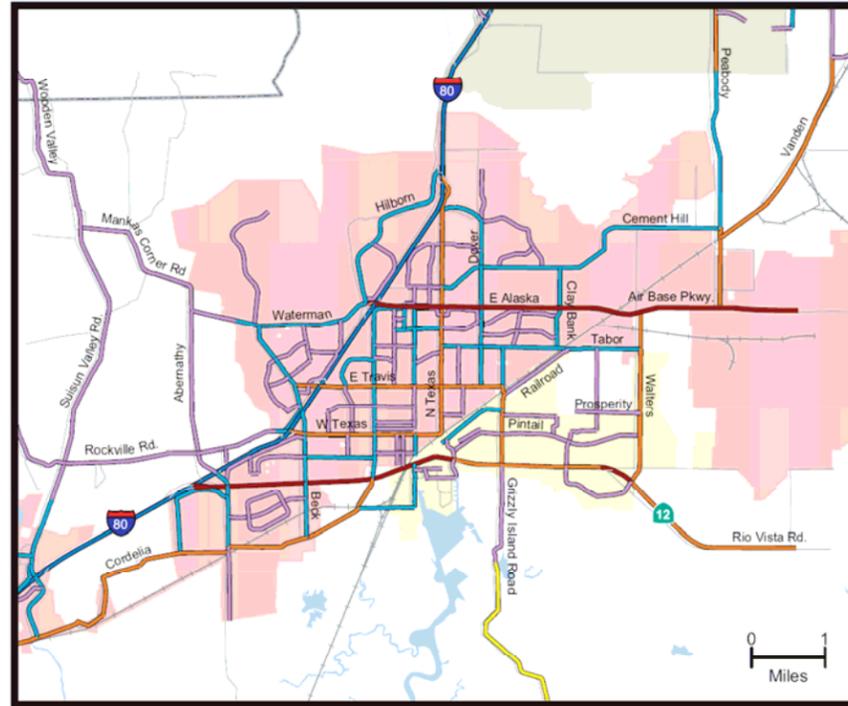
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LEGEND

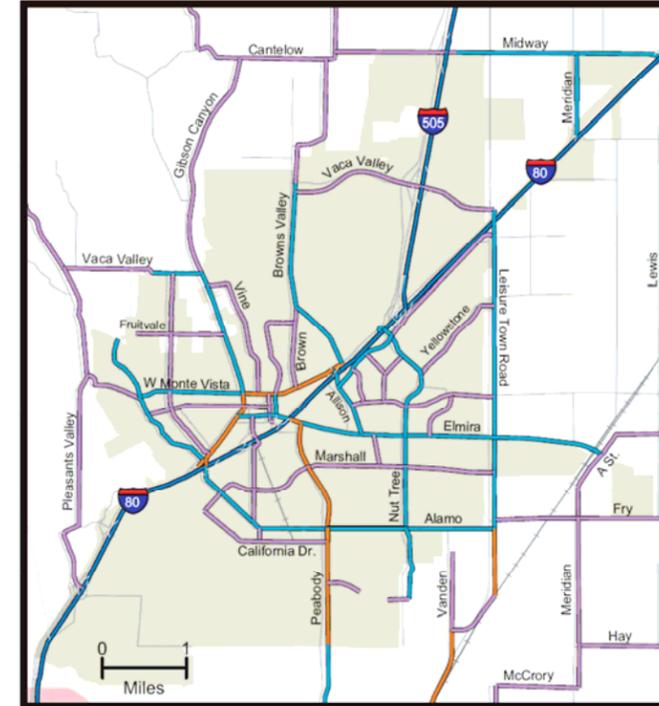
1999 FUNCTIONAL CLASSIFICATION SYSTEM

| URBAN | | RURAL | |
|--------------------------|--|--------------------------|--|
| INTERSTATE | | INTERSTATE | |
| OTHER FWY OR EXPWY | | OTHER PRINCIPAL ARTERIAL | |
| OTHER PRINCIPAL ARTERIAL | | MINOR ARTERIAL | |
| MINOR ARTERIAL | | MAJOR COLLECTOR | |
| COLLECTOR | | MINOR COLLECTOR | |
| | | LOCAL ROADS | |

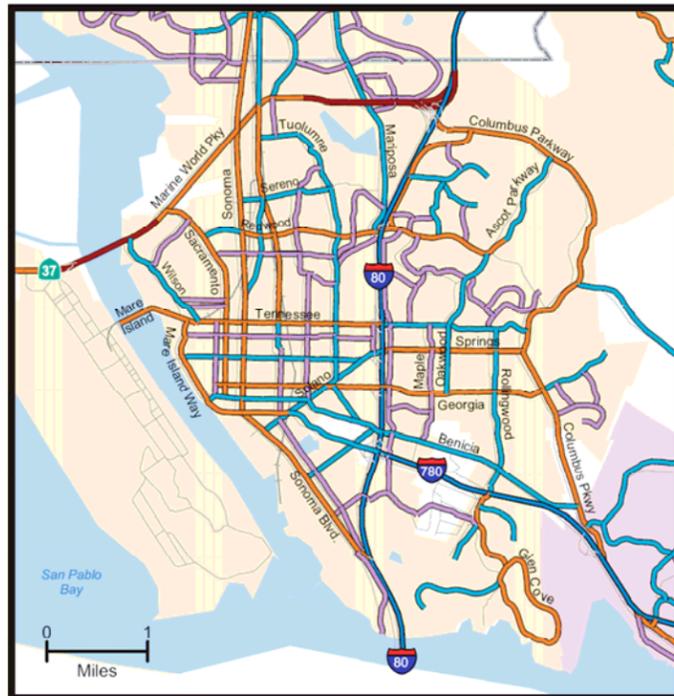
Streets and roads are eligible for federal STP funding if their functional classification is of a higher system than urban local (19), rural local (09) or rural minor collector (08). If a street is not found in this database, then it is either an urban local or rural local route and so it is not a federal aid route.



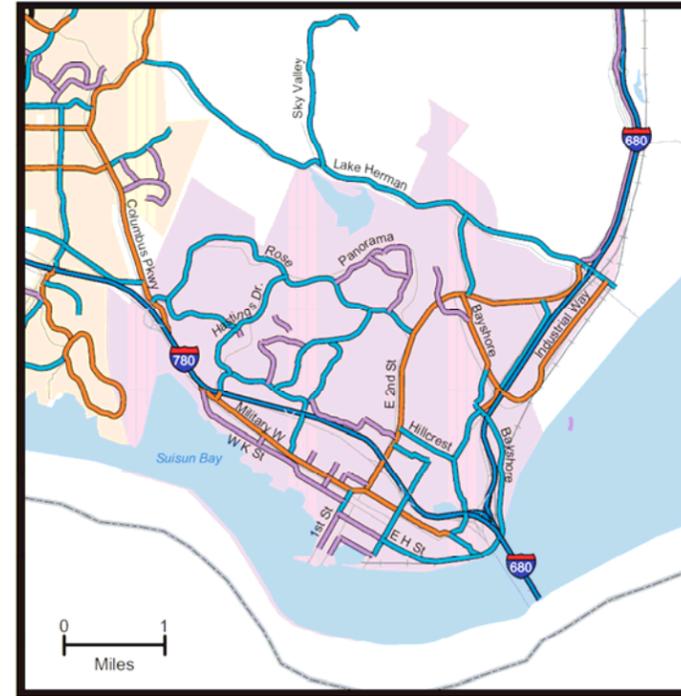
FAIRFIELD / SUISUN CITY



VACAVILLE



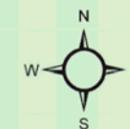
VALLEJO



BENICIA



DIXON / RIO VISTA



5.12.2005

CORRIDOR PLANNING

In response to the needs identified above, a significant level of corridor planning is either complete, in process, or scheduled to begin in the near future. The following is a summary of those activities.

I-80/I-680/SR 12 INTERCHANGE

The I-80/I-680/SR 12 interchange is the top transportation priority for Solano County. The STA is preparing the project approval and environmental documents (PA/ED) that will evaluate several alternative long-range improvements for the interchange. The following alternatives and project elements will be evaluated in the EIS/EIR.

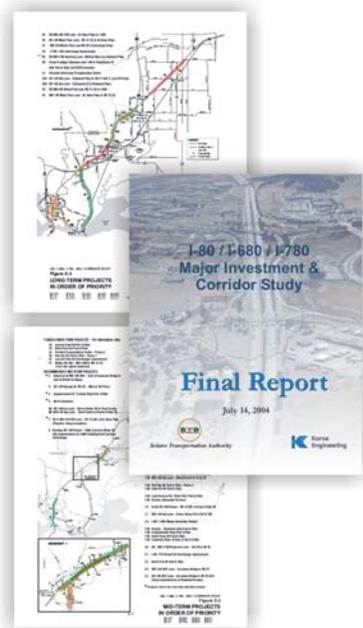


- No Project Alternative
- Widen I-80 (7 lanes each direction plus 2- 3 lane frontage roads on I-80)
- Widen I-80 (5-6 lanes in each direction) with South Parkway (4 lanes parkway from I-680 to SR 12 at Pennsylvania Ave)
- I-80 Viaduct (2 lane viaduct in each direction from I-680 to SR 12 East) with South Parkway (4 lanes parkway from I-680 to SR 12 at Pennsylvania Ave)
- North Connector (SR 12 west to SR 12 east)
- Cordelia Truck Scales Relocation.

Each of the three build alternatives includes reconstruction of the existing truck scales, widening of I-680 to six lanes between Red Top Road and I-80, and construction of improvements to the local roadway system. The North Connector and South Parkway are local roadway improvements that would provide improved local circulation and access. The businesses, schools, and residential neighborhoods adjacent to the interchange now have no alternative but to use the freeway system for many of their trips.

The estimated cost of the three build alternatives ranges from \$740 million to \$1.15 billion. The cost estimates include the reconstruction of the existing truck scales. Several near-term improvements are under construction or in the project development stages. The "Auxiliary Lanes" project was completed in 2004 adding a 5th eastbound and westbound lane on I-80 from I-680 to SR 12

East. The project also widened the existing ramps from I-680 to I-80 from one lane to two lanes. The SR 12 West Truck Climbing Lane project will add a second lane on westbound SR 12 immediately west of I-80. Currently, traffic exiting westbound I-80 onto westbound SR 12 must ascend a long and steep 6.7 percent uphill grade. Trucks have a particularly difficult time climbing the grade, frequently resulting in a slowing of traffic that backs from SR 12 onto I-80. Caltrans has programmed \$8.8 million in State Highway Operations & Protection Program (SHOPP) funds for the acquisition of right-of-way and construction of this project. The project is scheduled for completion by 2007.



I-80, I-680, I-780 CORRIDORS

In July 2004, the STA and Caltrans completed the I-80/I-680/I-780 Major Investment & Corridor Study that addressed all of I-80, I-680 and I-780 in Solano County (seven segments). This study identified a prioritized list of 50 projects needed to meet current and future travel demands on these corridors (see Appendix B).

SR 12 (I-80 TO RIO VISTA BRIDGE)

A Major Investment Study (MIS) was completed by the STA for SR 12 in October 2001. The MIS was prepared to identify the physical improvements and management practices necessary to appropriately serve future travel demand in the corridor. The MIS included the following near-term and long-term recommendations:



FINAL
HIGHWAY 12 MAJOR INVESTMENT STUDY



Near-term Recommendations

Transportation Demand Management

- Carpooling program with park-and-ride construction
- Local shuttle program
- Transit service

Safety Improvements

- Advance overhead flashers at Beck/Pennsylvania
- Left turn lanes and acceleration/deceleration lanes at Lambie/Shiloh with realignment
- Traffic signal at SR 113/SR 12
- Left turn lanes and acceleration / deceleration lanes at Church Road with realignment
- Advance flashers at Summerset Road

- Acceleration and deceleration lanes at Railroad Museum
- Acceleration and deceleration lanes at Beck Avenue

Traffic Improvements

- Geometric improvements at Pennsylvania Avenue
- Traffic signal and improvements at Lambie/Shiloh
- Traffic signal at SR 113/SR 12

Long-term Recommendations

All near-term recommendations described above plus

Long-term Traffic Improvements

- Widen SR 12 to four lanes from Rio Vista City Limit to River Road
- Widen SR 12 to six lanes from I-80 to Webster/Jackson
- Install median barrier and shoulders from Walters Road to Rio Vista City Limit
- Interchange at SR 12/Pennsylvania Avenue
- Left turn lanes at Lambie/Shiloh
- Traffic signal at SR 12/Church Road
- Widen Rio Vista Bridge or realign SR 12 and build new Rio Vista Bridge

As a follow-up to the SR 12 MIS, the SR 12 Operational Strategy is being conducted to prioritize the projects identified in the MIS.

The capital cost of the near-term and long-term improvements identified for SR 12 from I-80 to the Rio Vista Bridge is \$109 million. Caltrans has programmed \$36 million in State Highway Operations & Protection Program (SHOPP) funds for safety improvements to this portion of SR 12.

A similar MIS conducted for SR 12 in San Joaquin County concluded that the section immediately to the east of the study corridor in Rio Vista should be widened to four lanes. San Joaquin County has designated the widening of SR 12 a "Priority B" project to be pursued in the "beyond 2010" time frame. These recommendations are consistent with the findings of the SR 12 MIS in Solano County.

SR 12 REALIGNMENT AND RIO VISTA BRIDGE

The SR 12 MIS identified and the City of Rio Vista has requested the preparation of a study to address the feasibility of constructing a second Rio Vista Bridge. The purpose of the study will be to evaluate alternative locations for a second crossing. The STA will use federal planning funds to initiate the study in 2005-06.

JAMESON CANYON / SR 12 (I-80 TO SR 29)



Caltrans is preparing the environmental studies that will evaluate several alternative alignments. The corridor spans both Solano and Napa counties. The project involves the widening of SR 12 from two to four lanes and the provision of a median to separate eastbound and westbound traffic. Access to properties along the corridor will be maintained.

JEPSON PARKWAY



The STA Board adopted the Jepson Parkway Concept Plan in April 2000. The Concept Plan was developed to identify an option to improve traffic in Central Solano County and to encourage the linkage between transportation and land use. The Plan provides a comprehensive, innovative and coordinated strategy for developing a multimodal corridor, linking land use and transportation decisions to support the use of alternative travel modes, and protecting existing and future residential neighborhoods.

The Jepson Parkway will be a four-lane parkway designed to provide intra-county mobility for Solano residents. The project upgrades and links a series of narrow local roads to provide a north-south travel route for residents who face increasing congestion when traveling between jurisdictions in central Solano County.

The Parkway connects the I-80/Leisure Town Road interchange in Vacaville with SR 12 in Suisun City. The Concept Plan proposes to link the existing road segments of Leisure Town, Vanden, Cement Hill and Walters Roads including three new bridges, railroad separations, traffic signals and improved intersections.

The STA is preparing environmental studies that are evaluating several alternative routes for the parkway. The following alternatives are being evaluated in the EIS/EIR.

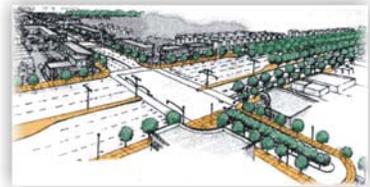
- Alternative A – No Project
- Alternative B – Leisure Town Road/Vanden Road/Cement Hill Road/Walters Road Extension/Walters Road
- Alternative C – Leisure Town Road/Vanden Road/Peabody Road/Air Base Parkway/Walters Road
- Alternative D – Leisure Town Road/Vanden Road/Peabody Road/Huntington Drive/Walters Road
- Alternative E – Peabody Road/Air Base Parkway/Walters Road



The total cost of the Jepson Parkway improvements is estimated to be \$143 million. A total of \$70 million in federal, state and local funds have been programmed to date. The project will ultimately be constructed in 10 segments. Four of the segments are fully funded and two are partially funded to date.

SR 29 THROUGH VALLEJO

The STA will assist the City of Vallejo with a Major Investment Study to evaluate the SR 29 Corridor (Sonoma Boulevard) through the city. The purpose of this study is to address various transportation and land use concerns on a comprehensive basis with the development of a Specific Plan and an EIR.



SR 113 (I-80 TO SR 12)

The STA proposes a Major Investment Study (MIS) for SR 113 between I-80 and SR 12. The study will identify the physical improvements and management practices necessary to appropriately serve future travel demand in the corridor. The STA proposes to use federal funds to initiate this study in 2006.



TRAVEL PATTERNS

According to travel forecasts prepared for the CTP, approximately 71 percent of existing daily vehicle trips in Solano County have origins and destinations within the county, while the remaining 29 percent have at least one origin or destination outside the county. This traffic mix is not projected to change greatly; although, overall travel demand will increase substantially.

The overall daily vehicle travel demand is forecast to increase by approximately 43 percent between 2000 and 2030. The number of roadway lane-miles, an indication of the capacity of the roadway system, will increase by three percent based on roadway improvements that have committed funding. This mismatch in demand versus capacity will result in substantial increases in travel delays and a corresponding degradation in traffic conditions.

The projected increases in travel demand and delay reflect only one set of performance measures for the arterials, highways, and freeways system.

Other potential performance measures include measures such as level of service (LOS), vehicle hours delay (VHD) per 1,000 people, and cost effectiveness. 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. For example, VHD per 1,000 people is a useful indicator for gauging people's perception of acceptable levels of delay. If decision makers consider today's congestion levels to be unacceptable, then realizing that daily VHD per 1,000 people is projected to increase from 0.35 to 1.20 between 2000 and 2030 would send a strong signal that projected travel demand needs to be curbed or additional roadway capacity needs to be provided.

According to surveys conducted by RIDES for Bay Area Commuters, commuters in Solano County travel an average of 23 miles one-way to reach their jobs. This is the longest average commute length for any county in the Bay Area. In 2003, the average one-way travel distance for the Bay Area commuters was 16 miles for 2003.

HIGHWAY SYSTEM

Interstate 80 is the major freeway facility in Solano County, carrying both a significant amount of locally-generated traffic as well as through traffic between the Bay Area and the Sacramento Valley. This six- to eight-lane facility is heavily congested during peak travel periods at the I-80/I-680/SR 12 Interchange.



Other interstate or state highways that connect to I-80 include I-505, I-680, I-780, SR 12 East, SR 12 West, SR 29, SR 37, and SR 113. I-80, I-505, I-680, and I-780 are entirely grade-separated within Solano County. The remaining state highways have segments that function as grade-separated highways and/or as local at-grade arterials.

Phase I improvements to the I-80/I-680/SR 12 Interchange (Auxiliary Lanes Project) was completed in 2004. Construction is currently underway for converting State Route 37 to a full freeway from the Napa River Bridge to I-80. The I-80/Leisure Town Interchange (Vacaville) is under construction. Funds have been programmed for safety improvements to SR 12 between Suisun City and Rio Vista. A Major Investment Study for SR 12, between I-80 and Rio Vista, was completed in 2001. The I-80/I-680/I-780 MIS & Corridor Study was completed in July 2004 and studies are scheduled for SR 113 and SR 29 over the next few years.

CARPOOL (HOV) LANE SYSTEM

While there are currently no carpool lanes in Solano County, the toll plaza facilities at both the Carquinez Bridge on I-80 and the Benicia-Martinez Bridge on I-680 have booths designated specifically for high occupancy vehicles (HOV). Solano County has the highest carpooling and vanpooling rates of any county in the Bay Area. HOV traffic counts collected by Fehr and Peers study in Spring 2001 confirm high levels of carpooling and vanpooling (see table 1.2). The counts indicate that HOV levels exceed the Caltrans HOV

volume thresholds necessary for establishing a carpool lane on several segments of I-80. Currently, I-680 does not meet this threshold, but traffic projections indicate it may after 2020.



The Transportation Plan 2030 (T-2030) calls for construction of a HOV lane on I-80 between I-680 in Fairfield and I-505 in Vacaville at some time over the next twenty-five years. The I-80/680/780 Major Investment & Corridor Study also proposes HOV lanes be constructed on I-80 in Vallejo between the Al Zampa (Carquinez) Bridge to SR 37. About \$100 million is programmed under Regional Measure 2 to fund HOV lanes along I-80 from SR12 West to Air Base Parkway. A key policy issue needs to be resolved prior to implementation of any HOV lanes in Solano County. The issue is whether the facility will match the 3+ occupancy requirement on I-80 in Contra Costa County or the 2+ occupancy requirement on I-680 in Contra Costa County.

Table 1.2 - COMPARISON OF EXISTING CARPOOL (HOV) COUNTS AND THE CALTRANS MINIMUM HOV VOLUME THRESHOLD

| Location | Caltrans HOV Threshold (veh./hr.) | Existing County (HOVs/hr.) | | | |
|--|-----------------------------------|----------------------------|-------|--------------|-------|
| | | March 27, 2001 | | | |
| | | AM Peak Hour | | PM Peak Hour | |
| | | WB/SB | EB/NB | WB/SB | EB/NB |
| I-80 (at the Meridian Road/Weber Road overpass) | 800 | 432 | 547 | 899 | 959 |
| I-80 (at the Suisun Valley/Pittman Road overpass) | 800 | 1,083 | 832 | 1,329 | 1,743 |
| I-80 (at the Magazine Street overpass) | 800 | 998 | 580 | 869 | 1,680 |
| I-680 (at the Lake Herman Road overpass) | 800 | 330 | 223 | 485 | 427 |
| I-780 (at the Rollingwood Drive overpass) | 800 | 517 | 320 | 410 | 451 |
| SR 12 (at the Beck Avenue) | 800 | 298 | 196 | 211 | 471 |

Note: Shading denotes that existing HOV volume exceeds the Caltrans HOV threshold. Field counts conducted by Fehr and Peers.

LOCAL ROAD MAINTENANCE

The STA member agencies currently maintain a total of 3,265 lane-miles of local roadway countywide. Ongoing work on the county's roadway system includes routine maintenance (i.e., to fill potholes, slurry seal, and chip seals) as well as more intensive rehabilitation work that includes overlays and street reconstruction.



The current road maintenance backlog for all STA member agencies is approximately \$112 million. This backlog is determined based on surveys of pavement condition that are collected on a regular basis by each jurisdiction.

Given the current levels of funding, the road maintenance backlog will continue to grow, as all of the eight STA member agencies will experience an ongoing annual shortfall in maintenance funds. Over the next 25 years, the deferred maintenance backlog is projected to grow from \$112 to about \$600 million.

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. The state also grants 6.46 cents of the 18-cent per gallon state fuel tax directly to local agencies for construction, improvement, and/or maintenance of public roads. Local agencies in Solano County have also used federal funds for road maintenance, through grants that are allocated by the STA Board as these funds are made available by MTC.

The revenue from these programs is not sufficient to meet ongoing road maintenance needs. Other counties have addressed their backlogs through the adoption of special transportation sales tax programs that dedicate funds to road maintenance.

TRAFFIC MANAGEMENT PROGRAM

Traffic management programs are designed to provide for the efficient and appropriate use of the existing transportation system. The programs may include the application of traditional traffic engineering devices, traffic calming measures, and/or advanced systems.



Advanced Traffic Management Systems (ATMS) are designed to use modern technology to provide drivers with real-time information about congestion and incidents. This information can be used to facilitate the choice of a less congested route, to use an alternative mode, or to travel during a different time period. Information is typically gathered through the use of closed circuit television cameras on major routes, vehicle detectors, and global positioning technology on transit vehicles. Information is then distributed through such media as variable message signs, broadcast stations, the Internet, and information monitors at transit stops.

The Metropolitan Transportation Commission has implemented the 511 and 511.org system to provide motorists with real-time traffic information for most on major highways in the Bay Area.

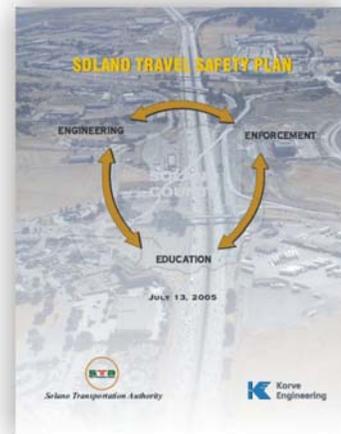
The City of Fairfield, in partnership with the STA, the City of Suisun City and the City of Vacaville, has initiated planning efforts to develop a Suisun City-Fairfield-Vacaville Smart Corridor Intelligent Transportation Systems Concept of Operations Plan. The Plan will focus on the I-80 corridor in Solano County and on various alternative routes. The Plan will explore various traffic management elements including coordinated traffic signals across jurisdictions, changeable message signs, highway advisory radio, traffic monitoring cameras, and inter-jurisdictional communication systems.

The goals and objectives of this Plan recommend the development of a Countywide Traffic Management Plan for the roadways of countywide significance. Solano 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

TRAVEL SAFETY PROGRAM

The STA prepared a Travel Safety Plan in 1998 to address roadway safety issues on a countywide basis. The Plan identified the 40 local intersections with the highest accident rates. Accident data on 13 freeway segments in the County were also identified. Working with its member agencies, the STA identified candidate improvements to address safety issues at these locations.

To date, safety improvements have been funded and/or completed for 29 of the 40 intersections and for 9 of the 13 freeway segments. A total of \$4.5 million has been programmed for the intersection projects identified in the Plan. The Travel Safety Plan is currently being updated and the STA Board will evaluate a continuation of the policy of prioritizing funding for safety improvements after the update is completed.



FUNDING

The following funding information identifies long-term arterial, highway, and freeway need, long-term revenue, funding shortfalls, and potential new revenue options for Solano County.

LONG-TERM TRANSPORTATION NEEDS

The long-term transportation needs of Solano County include those identified in the CTP, including those identified by jurisdictions in the STA Transportation Needs Survey conducted for the CTP.

The total funding need for arterials, highways, and freeways for Solano County through the year 2030 is approximately \$4.176 billion. Additional transportation needs through the year 2030 from the Transit and Alternative Modes elements and local projects add \$1.54 billion to total \$5.72 billion in CTP transportation needs.

Long-Term Revenues

MTC forecasts that Solano County will receive approximately \$1,015.5 billion in transportation revenues for arterial, highway & freeway projects over the next 25 years from currently available funding programs. An additional \$30 million in local traffic impact fees is currently programmed for the \$480 million in local transportation needs identified by member agencies.



Each of the jurisdictions in Solano County levies a local development fee for transportation purposes. An example of the range of fees by jurisdiction for residential (single family and multifamily uses) is provided below.

| | |
|----------------------|------------------------|
| City of Benicia: | \$550-1,029 per unit |
| City of Dixon: | \$394-493 per unit |
| City of Fairfield: | \$1,194-2,610 per unit |
| City of Rio Vista: | \$6,445 per unit |
| City of Suisun City: | \$5,014 per unit |
| City of Vacaville: | \$3,994-6,443 per unit |
| City of Vallejo: | \$1,711-3,043 per unit |
| Solano County: | \$5,613-5,714 per unit |

The total program cost for all transportation projects included in the traffic impact fee programs in Solano County is \$255 million. Revenues generated by traffic impact fees are projected to fund \$121 million of those costs, with the remaining \$134 million to come from other funding sources.

The revenues generated by local traffic impact fee programs are dedicated primarily to local roadway projects within each jurisdiction. A total of \$41 million in local fee revenues is dedicated for interchange improvements in six jurisdictions. This represents 10% of the estimated \$418 million cost for the 22 interchanges needing improvement in Solano County. None of the jurisdictions have dedicated any local fee revenues to freeway mainline improvements.

FUNDING SHORTFALL

Solano County has an estimated funding shortfall of approximately \$3.161 billion for arterial, highway, and freeway projects over the next 25 years, based on currently available information on transportation needs.

Several planning efforts are underway to determine the scope and budget of additional improvements that may be required on the roadway system in Solano County.

RTP Financially Constrained Element

The Transportation 2030 Plan (T-2030), prepared by the Metropolitan Transportation Commission, is a long-range transportation plan for the nine-county San Francisco Bay Area. The T-2030 includes a funding element for each of the nine counties, including Solano County. The funding element identifies projects that are planned for funding through the year 2030.



Federal law requires that the T-2030 be financially constrained. The MTC has interpreted this as meaning that only those Federal, State and local revenues that are currently available are identified as revenues. No new revenue sources are assumed to be available.

The T-2030 projects a total of \$113 billion in transportation revenues (2004 dollars) will be available over the next 25 years. About 92 percent, or nearly \$100 billion of this revenue is already committed by previous actions. This committed funding is used to maintain and expand Bay Area transit systems (64 percent), maintain local roads (23 percent), and expand highways (13 percent).

The MTC defines uncommitted, discretionary funding that is available for new projects and programs as "Financially Constrained Element" funds. The Financially Constrained Element funds consist of federal discretionary and flexible funds, certain state funds allocated through the State Transportation Improvement Program (STIP) and a small amount in regional toll funds for transit expansion projects. Approximately \$9 billion in funds are available to all of the Bay Area counties in the T-2030. Solano County's share of these new Financially Constrained Element funds is estimated at about \$422 million. The T-2030 assumes that the following projects will receive the highest level of new Financially Constrained Element funds for arterial, highway & freeway projects in Solano County over the next 25 years.

1. I-80/I-680/SR12 Interchange - \$159.8 M
2. Jepson Parkway - \$43.0 M
3. SR 12 Widening from I-80 to SR29/ Jameson Canyon - \$45 M
4. SR 12 Safety Projects (I-80 to Sacramento River) - \$6.6 M
5. I-80/680/780 Corridor Improvements (Mid-term) – \$88.4 M
6. Road Maintenance (all local roads – non MTS) - \$41.0 M
7. Local Interchange improvements - \$2.0 M
8. SR 12 Capacity Improvements (I-80 to Sac. River) - \$3.4 M
9. Transportation Safety Improvements - \$3.0 M

RTP Vision Element and New Revenue Options

MTC has established a Vision Element that identifies programs and projects that would be funded if new revenue sources become available in the future. Potential new revenue sources for Solano County include a local sales tax program, increased regional bridge tolls, regional gas tax and state gas tax, and regional impact fees.

MTC estimates that Solano County could receive \$1.9 billion with these new revenue mechanisms over 25 years. Key arterial, highway, and freeway projects that would be funded with these new revenue sources are summarized as follows:

- I-80/I-680/SR 12 Interchange
- SR 12 (Jameson Canyon)
- I-80/680/780 Corridor Improvements (Mid & Long Term)
- SR 12 Capacity Improvements (I-80 to Sac. River)
- Road Maintenance (All local roads – non MTS)
- Safety Projects



Local Sales Tax

A half-cent transportation sales tax measure in Solano County would generate approximately \$1.4 billion over 30 years. A local sales tax program, which is the most widespread mechanism for generating local transportation revenue, currently requires a 2/3-voter threshold for passage. In 2002, Solano County voters considered Measure E, a local transportation sales tax measure that achieved 60% voter approval, but not enough to achieve the required voter threshold of 66.67%. In 2004, Solano County voters considered a more focused local transportation sales tax measure with greater emphasis on priority projects in Solano County and achieved 63.88% voter approval, not enough to meet the voter threshold.

Countywide Traffic Impact Fee

Local traffic impact fees are levied on new development by each of the STA member agencies for use in constructing new local interchanges and roadways. To date, with the exception of contributions for widening SR 12 in Suisun City, local traffic impact fees have not been used in Solano County to make mainline improvements on the State highway system.

The need for increased funding for transportation improvements has seen many jurisdictions in other counties pursue multi-

jurisdictional fee programs for regional transportation improvements such as HOV lanes, freeway improvements, and major regional interchanges.

Orange County established a regional fee program in 1984 that has been collected by the Transportation Corridor Agencies (TCA) to provide funding for the Route 91 project. The Orange County fee program is projected to generate approximately \$950 million through 2020. The East Contra Costa Regional Fee & Financing Authority was established in 1994 to collect regional transportation fees from four jurisdictions to supplement State and Federal funding for improvements to SR 4, the SR 4 Bypass, and the Buchanan Road Bypass. The regional fee is projected to generate approximately \$189 million in revenues through the year 2020. These two regional fee programs, which are distinct from local traffic fee programs, have fees that range from \$2,000 to \$4,500 per equivalent dwelling unit.

Regional Gas Tax

The Metropolitan Transportation Commission has the authority to place a regional gas tax on the ballot in the nine-county Bay Area. As with the transportation sales tax measure, a regional gas tax would require a 2/3-voter threshold be reached for passage. According to the MTC, Solano County would receive an additional \$125 million over 20 years if Bay Area voters approved a four-cent per gallon regional gas tax measure. MTC states in the T-2030 that a five-cent tax could potentially be implemented in the near to mid-term horizon.



Future Bridge Tolls

Another new revenue source for Solano County is future Bridge Toll revenues. Recently, the MTC programmed up to \$100 million in projected future toll revenues for the I-80/I-680/SR 12 interchange project from Regional Measure 2, a \$1 toll increase on seven state-owned toll bridges in the Bay Area. The level of revenue that will be provided depends on whether additional toll revenues are needed to complete the Bay Bridge Project. Additional future bridge toll increases could provide additional revenues to Solano County.

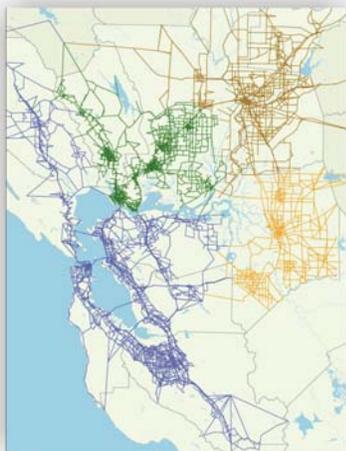


IMPLEMENTATION

The STA will need to update their planning data, tools, and processes to advance specific projects from planning to design and construction. Specific needs include the following items:

Systems Performance Measures

Systems Performance Measures are a set of practices to systematically look at and gauge transportation system performance, and then guide and influence policy decisions, decision makers, and system users. The STA uses Level of Service (LOS) as a performance measure as part of the Congestion Management Program. Other performance measures, such as Vehicle Hours of Delay (VHD), Vehicle Miles of Travel (VMT), or average commute times can gauge effectiveness of programs, projects and policies in ways that may be more appropriate and in step with the STA's goals and objectives. In June 2004, the California Business, Transportation and Housing Agency initiated a collaborative effort to define and implement a variety of transportation performance measures. Although, consensus has not been reached, the STA will continue to monitor their efforts and evaluate potential performance measures, in addition to those already in use, such as LOS by the Congestion Management Program.



Enhanced Travel Forecasting Tools

The current travel demand model used by the Solano Transportation Authority to forecast future travel demand in Solano County provides valuable information on the highway, freeway and major arterial system, but is not capable of addressing alternative modes (e.g., rail, bus, ferry, carpool, etc.). The travel model used by the Metropolitan Transportation Commission is multi-modal, but it covers nine counties and is most effective at providing forecasts on regional facilities. The MTC model is also more accurate at forecasting the use of facilities in the core of the nine-county Bay Area. The accuracy and applications of the MTC model are more limited in counties at the periphery of the region, such as Solano County. As a result, the STA is in the process of developing an updated countywide model that will provide forecasts of both highway and transit use. To accomplish this, the model will incorporate an expanded transportation system and land use forecasts from adjacent counties in the Bay Area, Sacramento and Central Valley regions.

Project Development Program

In its 2000 Annual Report to the California Legislature, the California Transportation Commission identified project delivery as one of the top two transportation issues. The CTC noted that, "the system and resources for readying transportation projects for construction are as great an impediment to transportation investment as sufficient funding." The principle project delivery activities include project planning, environmental studies, project design and right-of-way acquisition. For major transportation projects, these activities typically take at least seven years, and often take more than 10 years, to complete. The largest block of time is typically needed to complete environmental studies and permitting activities by various regional, state and federal resource agencies. Given these issues with project development and delivery, STA should expand its project delivery program for its highest priority projects. Additional effort is required to create an expanded project delivery program that will move projects through the specific project development components up to and through construction.



Timing of Implementation

The programs and projects identified in the Arterials, Highways, and Freeways Element will be implemented over the 25-year horizon of the CTP and beyond. Projects that are already funded and have either completed environmental review or require minimal study are likely to be completed in the first five years of the CTP. Partially funded projects and ones that require lengthy environmental review will be implemented over the remainder of the CTP. Unless significant new funding is provided for several major projects such as the I-80/I-680/SR 12 interchange, these projects will not be completed until beyond the current horizon of the CTP (i.e., 2030). Many large projects will be implemented in stages, with individual segments or phases being completed within each of the three implementation time frames (i.e., within five years, between five and 25 years, or beyond 25 years) to provide interim congestion relief prior to completion of the project.

Table 1.3 - COMPREHENSIVE TRANSPORTATION PLAN PROJECT IMPLEMENTATION

(ALL COSTS IN MILLIONS OF 2004 DOLLARS)

| Project/Program | Total Costs | 2005 - 2010 | 2010 - 2030 | Beyond 2030 |
|---|------------------|----------------|----------------|----------------|
| I-80/I-680/SR 12 Interchange | \$769.0 | ✓ | ✓ | ✓ |
| Jepson Parkway Project | 97.9 | ✓ | ✓ | |
| Route 12 (Jameson Canyon) | 51.1 | | ✓ | ✓ |
| Jameson Canyon Safety Projects | 20.0 | ✓ | | |
| I-80/680/780 Corridor Improvements (Mid-Term) | 357.3 | ✓ | ✓ | ✓ |
| I-80/680/780 Corridor Improvements (Long-Term) | 709.0 | ✓ | ✓ | ✓ |
| Local Interchange Improvements | 418.0 | ✓ | ✓ | ✓ |
| Widen SR 37 to 4 Lanes with Mitigation (Napa River to Solano County line) | 154.5 | | | ✓ |
| SR 12 Improvements (I-80 to Sacramento River) | 105.0 | | ✓ | ✓ |
| SR 113 Improvements (I-80 to SR 12) | 50.0 | ✓ | ✓ | ✓ |
| Road Maintenance (Regional Roads – MTS) | 43.6 | ✓ | ✓ | ✓ |
| Road Maintenance (all local roads – non MTS) | 919.0 | ✓ | ✓ | ✓ |
| SR 12 Safety Improvements (I-80 to Sacramento River) | 42.7 | ✓ | | |
| Safety Projects | 100.0 | ✓ | ✓ | ✓ |
| Local Arterial Improvements | 339.41 | ✓ | ✓ | ✓ |
| TOTAL | \$4,176.5 | | | |

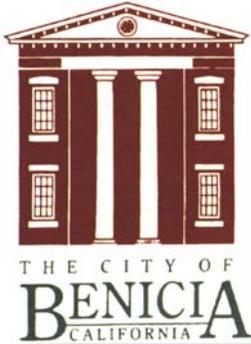
TABLE 1.4 - COUNTYWIDE PLANNING EFFORTS

The following Countywide planning efforts will be completed by the STA after adoption of this CTP:

- Countywide Travel Forecasting Model – Phase 2 (Transit)
- Jepson Parkway EIS/EIR
- SR 12 (Jameson Canyon) EIS/EIR
- I-80/I-680/SR 12 EIS/EIR
- North Connector EA/EIR
- Travel Safety Plan Update
- SR 113 Major Investment Study
- SR 29 Major Investment Study
- SR 12 Realignment and Rio Vista Bridge Study
- Project Development Program
- Cost estimates for future projects that may be recommended in these plans would be determined at later time.

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/Southhampton/West 7th interchange ramps
- Improve I-780/East 2nd Street interchange ramps
- Widen and extend Industrial Way (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 citywide traffic signal and intersection improvements per CIP
- 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

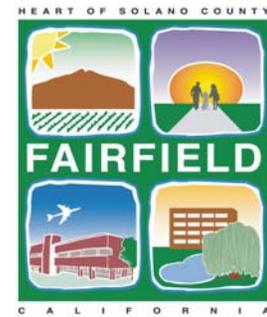
Dixon

- Widen I-80 from Leisure Town Rd. to Kidwell Rd.
- Improve I-80/Pedrick Rd. Interchange
- Improve I-80/SR 113 Interchange
- Improve I-80/Pitt School Rd. Interchange
- Improve I-80/West A St. Interchange
- Conduct MIS for SR 113 from I-80 to SR 12
- Overlay SR 113 from H St. South to City Limit
- Construct Parkway Boulevard Overcrossing
- Pitt School Road Safety Improvements from Stratford to H Street
- Local Road Maintenance



Fairfield

- Construct I-80/I-680/SR 12 Interchange
- Construct I-80/Green Valley Rd. Interchange/overcrossing
- Construct I-80/Suisun Valley Rd. Interchange/overcrossing
- Improve I-80 from Red Top Rd. to I-505
- Construct auxiliary lanes on I-80 from Travis Blvd to Air Base Pkwy
- Improve I-80/N. Texas St. Interchange
- Improve Manual Campos from I-80 to Peabody Road
- Construct HOV lanes between I-680 and Cherry Glen (Phase 1)
- Construct remaining portions of HOV lanes from I-680 to I-505 (Phase 2)
- Relocate truck scales on I-80 at SR 12
- Improve SR 12 West from I-80 to SR 29
- Improve SR 12 East from I-80 to Rio Vista
- Construct Jepson Parkway
- Construct North Connector
- Widen Air Base Parkway at the intersections
- Widen Cement Hill Rd. from Clay Bank Rd. to Walters Rd.
- Widen Suisun Valley Road



- Construct Peabody Road Bridge overcrossing at Union Pacific Railroad
- Construct SR 12 and Red Top Road/Business Center Drive Interchange
- Construct I-80/Red Top Road Interchange
- Construct I-680 and Red Top Road Interchange
- Construct SR 12 and Pennsylvania Avenue Interchange
- Construct SR 12 and Beck Road Interchange
- Widen Dover Avenue at Air Base Parkway
- Extend Walters Road to Cement Hill Road
- Widen East Tabor from Dover Avenue to Walters Road
- Acquire Jameson Canyon Railroad Right of Way for North Bay Highway Corridor
- Improve and reopen McGary Road
- Widen Union Avenue
- Improve North Texas Street and Travis Boulevard Intersection
- Widen Peabody Road from Air Base Parkway to City Limit and relocate Markeley Lane intersection
- Provide regional funding for maintenance
- Interconnect traffic signals

Rio Vista

- Improve SR 12 East from I-80 to Rio Vista
- Implement SR 12 Major Investment Study, short and long term improvement projects
- Improve SR12 Corridor through Rio Vista
- Improve Church and Amerada Intersections
- Improve Drouin Drive
- Improve Airport Road
- Main Street Overlay from SR 12 to Riverfront
- Complete SR12 Bridge Study across Sacramento River
- Increase SR 12 bridge capacity across Sacramento River
- Provide traffic signalization through the City



Solano County

- Widen I-80 from Leisure Town Rd. to Kidwell Rd.
- Widen I-80 from Vallejo to SR 37
- Improve I-80/I-680/SR 12 Interchange
- Improve SR 12 West from I-80 to SR 29
- Improve SR 12 East from I-80 to Rio Vista
- Improve County roads to meet standards for width, alignment and structural strength
- Increase funding for maintenance of the County road system
- Construct Jepson Parkway
- Construct the North Connector
- Widen Peabody Rd to four lanes from Markley Lane to Vacaville City Limit
- Replace or rehabilitate existing deficient County bridges
- Enhance access to the north and south gates of Travis Air Force Base
- Construct safety improvements to Pleasants Valley Road and Suisun Valley Road



Suisun City

- Improve I-80/I-680/SR12 Interchange
- Improve SR 12 West from I-80 to SR 29
- Improve SR 12 East from I-80 to Rio Vista
- Widen SR 12 from I-80 to Walters Rd.
- Improve median on SR 12 from Marina Blvd to Walters Rd.
- Construct Jepson Parkway
- Improve Cordelia Rd. from I-680 to SR 12





Vacaville

- Construct California Drive Extension and I-80 Overcrossing
- Construct I-505 Weave Correction
- Construct Nut Tree Overcrossing
- Construct I-80/Cherry Glen Rd. interchange
- Construct Pena Adobe Overcrossing
- Construct Leisure Town Road Overcrossing
- Construct I-505/Vaca Valley Parkway Interchange
- Construct HOV lanes on I-80 from Fairfield to Vacaville
- Widen I-80
- Improve I-80/Leisure Town Rd. interchange
- Weave correction at I-80/I-505 interchange
- Widen and extend Vaca Valley Pkwy from Leisure Town Rd. to Browns Valley Rd.
- Widen Elmira Rd. from Allison Dr. to Peabody Rd.
- Construct Jepson Parkway
- Provide Regional Highway Network



Vallejo

- Construct HOV lanes and improve interchanges on I-80 from Carquinez Bridge to SR 37
- Improve I-80/American Canyon Rd. interchange
- Widen I-80/Humboldt Street EB off-ramp including right turn lane to Humboldt Street
- Construct I-80/Turner Parkway Overcrossing
- Widen SR 37 from Napa River Bridge to SR 121
- Improve SR 37/Mare Island Interchange and On-Island Roadways
- Improve SR 29 through Vallejo
- Widen Columbus Pkwy from Benicia Rd. to SR 37
- American Canyon Overpass
- Sacramento Street between Redwood Street and SR 37
- Construct Traffic Signal on Sonoma Boulevard at Maritime Academy

Admiral Callaghan Lane:

- Frontage Road Improvements from Redwood Street to Fleming
- Road widening from Turner Parkway to Rotary Way with new signalization
- Road widening between Columbus Parkway and Auto Club Way
- I-80 EB on and off ramps: improve intersection and add signal; I-80 EB on and off ramps at WB Redwood Street

Broadway:

- Add Left Turn lane on Broadway at Sereno Drive and Right Turn Lane on Sereno for both Approaches and Modify Signal
- Widen from Highway 37 to Mini Drive
- Right Turn Lanes on Nebraska at Broadway; extend existing turn lanes on Broadway; Modify Traffic Signal

Columbus Parkway:

- Widen between I-80 and Admiral Callaghan
- Widen between Ascot Parkway and St. Johns Mine Road with Traffic Signal at Ascot
- Widen between St. Johns Mine Road and Blue Rock Springs Road
- Columbus Parkway Widening from Springs Road to Benicia Road
- Widen between Ascot Parkway and Springs Road
- Traffic Signal Improvements at Benicia Road
- Traffic Signal at Springs Road and Columbus Parkway
- Traffic Signal Improvements at Tennessee Street
- Traffic Signal at Golf Course Entrance

Fairgrounds Drive at Marine World:

- Widen between Marine World Entrances and Redwood Street including I-80 on and off ramps at Valle Vista

Railroad Crossing Improvements:

- Georgia and Tennessee Streets
- Citywide Railroad Crossing Improvements

Solano Avenue:

- Widening between Georgia Street and Curtola Parkway
- Intersection Improvements at Curtola Parkway

Tennessee Street:

- Construct Right Turn Lane on Admiral Callaghan at Humboldt Street; extend Left Turn Lane on Tennessee Street for EB intersection approach
- Add left turn lanes and modify traffic signal at Mariposa

Wilson Avenue:

- Expansion Project – Phase 2
- Construct Traffic Signals and EB ramps at SR 37

Mare Island:

- “G” Street and Railroad Avenue Improvements
- Causeway Bridge and Roadway Approach
- Arterials – Phase 1
- Arterials – Phase 2
- SR 37 Interchange
- Mare Island Causeway (“G” Street) Railroad Crossing Improvements

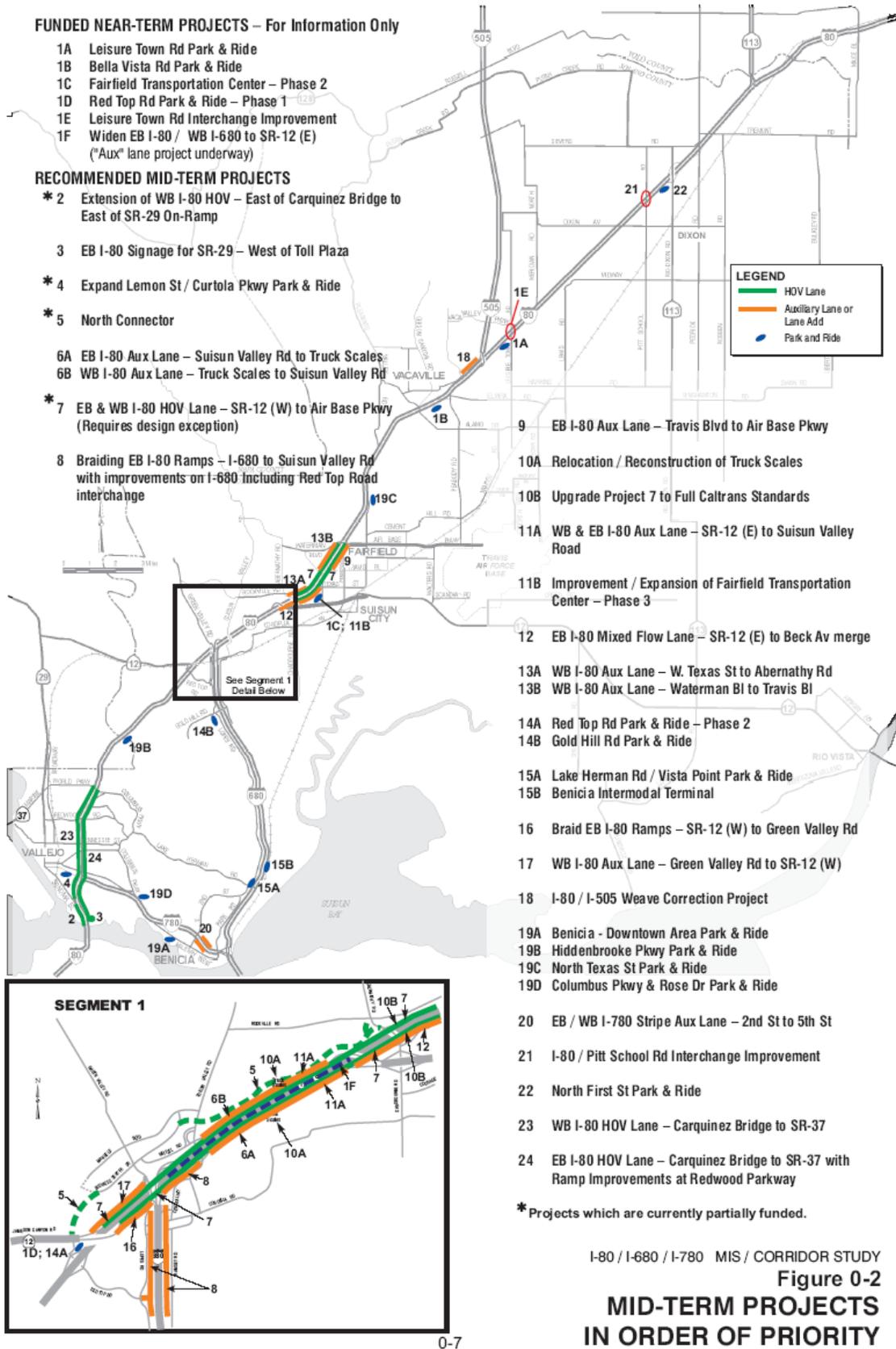
Traffic Signals:

- Nebraska Street and Amador Street
- Corcoran Street and Mini Drive
- Valle Vista Avenue and Tuolumne Street
- Benicia Street and Maple Street
- Solano Avenue and Tuolumne Street
- Tennessee Street and Rollingwood
- Rollingwood and Vista Middle School

APPENDIX B

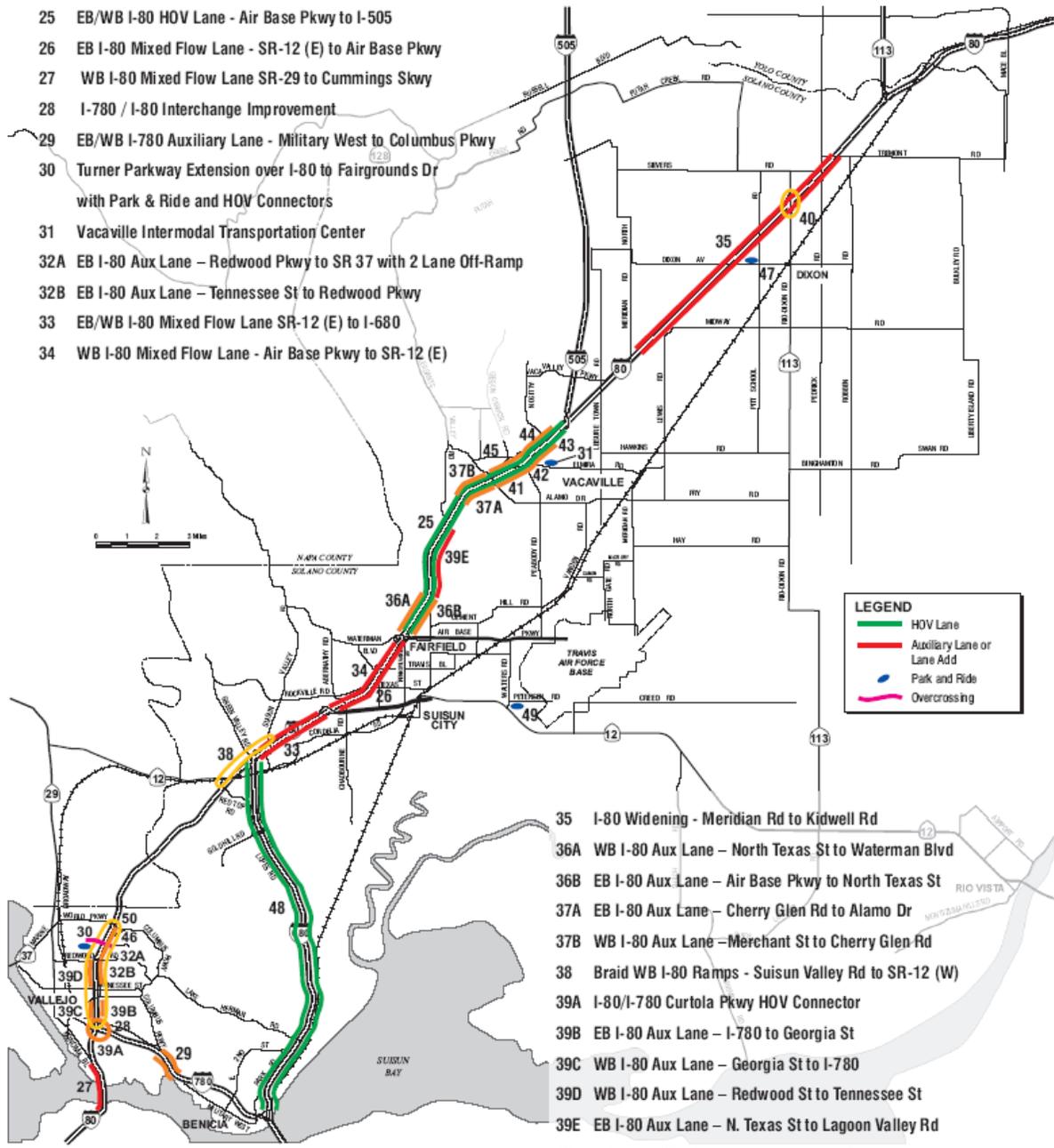
MIDTERM AND LONG TERM I-80/I-680/I-780 MAJOR IMPROVEMENT & CORRIDOR STUDY PROJECTS

ARTERIALS, HIGHWAYS, & FREEWAYS ELEMENT



I-80 / I-680 / I-780 MIS / CORRIDOR STUDY
Figure 0-2
MID-TERM PROJECTS
IN ORDER OF PRIORITY

| | | | |
|-------------|--------------|-------------|-------------|
| June 8 2003 | Rev 8-11-03 | Rev 3-24-04 | Rev 5-18-04 |
| Rev 7-1-03 | Rev 8-29-03 | Rev 3-04-04 | Rev 6-1-04 |
| Rev 7-7-03 | Rev 9-3-03 | Rev 5-05-04 | Rev 6-17-04 |
| Rev 8-7-03 | Rev 11-25-03 | Rev 5-07-04 | Rev 8-4-04 |



- 25 EB/WB I-80 HOV Lane - Air Base Pkwy to I-505
- 26 EB I-80 Mixed Flow Lane - SR-12 (E) to Air Base Pkwy
- 27 WB I-80 Mixed Flow Lane SR-29 to Cummings Skwy
- 28 I-780 / I-80 Interchange Improvement
- 29 EB/WB I-780 Auxiliary Lane - Military West to Columbus Pkwy
- 30 Turner Parkway Extension over I-80 to Fairgrounds Dr with Park & Ride and HOV Connectors
- 31 Vacaville Intermodal Transportation Center
- 32A EB I-80 Aux Lane - Redwood Pkwy to SR 37 with 2 Lane Off-Ramp
- 32B EB I-80 Aux Lane - Tennessee St to Redwood Pkwy
- 33 EB/WB I-80 Mixed Flow Lane SR-12 (E) to I-680
- 34 WB I-80 Mixed Flow Lane - Air Base Pkwy to SR-12 (E)

- 35 I-80 Widening - Meridian Rd to Kidwell Rd
- 36A WB I-80 Aux Lane - North Texas St to Waterman Blvd
- 36B EB I-80 Aux Lane - Air Base Pkwy to North Texas St
- 37A EB I-80 Aux Lane - Cherry Glen Rd to Alamo Dr
- 37B WB I-80 Aux Lane - Merchant St to Cherry Glen Rd
- 38 Braid WB I-80 Ramps - Suisun Valley Rd to SR-12 (W)
- 39A I-80/I-780 Curtola Pkwy HOV Connector
- 39B EB I-80 Aux Lane - I-780 to Georgia St
- 39C WB I-80 Aux Lane - Georgia St to I-780
- 39D WB I-80 Aux Lane - Redwood St to Tennessee St
- 39E EB I-80 Aux Lane - N. Texas St to Lagoon Valley Rd
- 40 SR-113/I-80 Interchange Improvement
- 41 EB I-80 Aux Lane - Alamo Dr to Davis St
- 42 EB I-80 Aux Lane - Davis St to Peabody Rd
- 43 EB I-80 Aux Lane - Peabody Rd to Allison Dr
- 44 WB I-80 Aux Lane - Monte Vista Av to Mason St
- 45 WB I-80 Aux Lane - Mason St to Alamo Dr
- 46 I-80 Ramp Improvements Through Vallejo (SR-29 to Redwood)
- 47 West A Street Park & Ride
- 48 NB/SB I-680 HOV Lane - Benicia Bridge to I-80
- 49 Walters Road Park & Ride
- 50 I-80/SR-37/Columbus Parkway Interchange Improvements

I-80 / I-680 / I-780 MIS / CORRIDOR STUDY
Figure 0-3
LONG TERM PROJECTS
IN ORDER OF PRIORITY

| | | | | |
|--------------|-------------|-------------|-------------|-------------|
| June 5, 2003 | Rev 8-11-03 | Rev 1-15-04 | Rev 2-23-04 | Rev 5-18-04 |
| Rev 7-1-03 | Rev 10-1-03 | Rev 1-26-04 | Rev 3-04-04 | Rev 5-25-04 |
| Rev 7-2-03 | Rev 1-23-03 | Rev 1-28-04 | Rev 3-05-04 | Rev 6-15-04 |
| Rev 8-7-03 | Rev 1-2-04 | Rev 1-29-04 | Rev 5-07-04 | Rev 8-4-04 |

