

Solano Congestion Management Program

SEPTEMBER



2007

SOLANO
Congestion Management Program

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2007

Adopted by the Solano Transportation Authority
on September 12 2007.

The preparation of this report has been financed through a grant from the U.S. Department of Transportation and the Federal Highway Administration under the Transportation Equity Act for the 21st Century (TEA-21). Content of this report does not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Table of Contents

SOLANO CONGESTION MANAGEMENT PROGRAM	1
SOLANO CONGESTION MANAGEMENT PROGRAM	2
EXECUTIVE SUMMARY	1
INTRODUCTION	1
DEFINING THE CMP SYSTEM.....	2
LEVEL OF SERVICE STANDARDS	3
PERFORMANCE STANDARDS ELEMENT	4
TRAVEL DEMAND ELEMENT	4
REGIONAL GOODS MOVEMENT ELEMENT.....	5
DATABASE AND MODEL.....	5
LAND USE ANALYSIS PROGRAM.....	5
CAPITAL IMPROVEMENT PROGRAM	6
2007 DRAFT CMP CAPITAL IMPROVEMENT PROGRAM.....	7
<i>Location</i>	9
<i>Project</i>	10
I. DEFINING THE CMP SYSTEM	11
A. THE SYSTEM	11
<i>State Routes</i>	12
<i>Local Arterials</i>	12
II. LEVEL OF SERVICE STANDARDS	13
III. PERFORMANCE STANDARDS AND MEASURES ELEMENT.....	19
TRANSIT STANDARDS	19
<i>Existing Public Transit Services</i>	19
<i>Intercity Transit</i>	25
<i>Frequency and Routing</i>	27
<i>Coordination of Services</i>	31
MULTIMODAL SYSTEM PERFORMANCE MEASURES	32
<i>Performance Measures For Solano CMP</i>	33
IV. TRAVEL DEMAND ELEMENT.....	36
TRIP REDUCTION PROGRAMS.....	36
TRANSIT SYSTEMS	37
PARK-AND-RIDE LOTS	38
BICYCLE FACILITIES	39
LAND USE.....	40
HOV LANES	42
RAIL SYSTEMS	43
SIGNAL TIMING.....	44
JOBS-HOUSING BALANCE	45
FLEXIBLE WORK HOURS AND TELECOMMUTING	45
PARKING MANAGEMENT, TSM PROGRAMS AND OTHER INCENTIVES.....	46

BRIDGE TOLLS	48
FERRY SERVICES.....	48
TRANSPORTATION CONTROL MEASURES	49
V. REGIONAL GOODS MOVEMENT	51
VI. DATABASE AND MODEL	54
VII. LAND USE ANALYSIS PROGRAM.....	56
LAND USE IMPACT ANALYSIS.....	57
MITIGATION MEASURES	57
DEFICIENCY PLANS	58
<i>Multi-Jurisdictional Deficiency Plans</i>	59
VIII. CAPITAL IMPROVEMENT PROGRAM.....	60
2007 DRAFT CMP CAPITAL IMPROVEMENT PROGRAM.....	62
<i>Location</i>	64
<i>Project</i>	65
APPENDICES.....	66
A. CALIFORNIA GOVERNMENT CODE SECTION 65088-65089.10	66
B. REGIONAL TRANSPORTATION PLAN CONSISTENCY REQUIREMENTS.....	80
C. 2007 LOS REPORT FORM	82
D. 2007 CMP LOS INVENTORY	84
E. 2007 CMP LAND USE ANALYSIS FLOW CHART	86

Executive Summary

Introduction

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

The major goals of the 2007 CMP are:

- ◆ To maintain mobility on Solano County's streets and highways;
- ◆ To ensure that the Solano County transportation system operates effectively as a part of the larger Bay Area and northern California transportation systems;
- ◆ To conform with MTC's 25-year Transportation 2030 Plan (T-2030) and the Metropolitan Transportation System (MTS), the Bay Area's multimodal network of highways, major arterials, transit services, rail lines, seaports and transfer hubs critical to the regions movement of people and freight; The MTS is the focus of MTC's planning and investment activities.
- ◆ To provide information to MTC during its 2007-2009 update of the T-2030 Plan;
- ◆ To provide a basis for the STA to review and comment upon land use proposals that may impact roadways and intersections listed in the CMP.

This CMP aims to maintain a high level of transportation system operations by requiring analysis of the effects of land use decisions on the transportation system and coordinating mitigation of the impacts to the system on an area-wide and multi-jurisdictional basis.



The 2007 CMP is organized as follows:

Defining the CMP System

This section of the CMP determines how and where congestion should be measured on highways, roads, and streets in the county. The CMP System consists of all State highways within Solano County and principal arterials, which provide connections from communities to the State highway system and between the communities within Solano County. The following is a table of the roadways included in the CMP System:

Solano 2007 Congestion Management Program System	
Interstates:	State Routes:
80, 505, 680, 780	12, 29, 37, 84, 113, 128, 220
Local Arterials:	
Benicia	Military East Military West
Fairfield	Peabody Rd (Air Base Pkwy to Fairfield City Limits) Walters Rd (Air Base Pkwy to Fairfield City Limits) Air Base Parkway (from Walters Rd to Peabody Rd)
Suisun City	Walters Rd (Suisun City Limits to SR 12)
Vacaville	Peabody Rd (from California Dr south to Vacaville City Limit) Vaca Valley Parkway (from I-80 to I-505)
Vallejo	Tennessee Street (between Mare Island Way and I-80) Curtola Parkway (from Lemon Street to Maine Street) Mare Island Way (from Maine Street to Tennessee Street)
Solano County	Peabody Rd (Fairfield City Limits to Vacaville City Limits) Vanden Rd (from Peabody to Leisure Town Rd)
Local Intersections:	
Fairfield	Peabody Rd at Cement Hill / Vanden Rd
Fairfield	Walters Rd at Air Base Parkway
Vallejo	Tennessee Street at Sonoma Blvd
Vallejo	Curtola Parkway at Sonoma Blvd
Vallejo	Mare Island Way at Tennessee Street
* The CMP system does not include interchange ramps.	

Level of Service Standards

This section defines the Level of Service (LOS) Standards for roadway segments in the CMP System. LOS is a uniform method of monitoring the congestion on the CMP System, “LOS A” being unimpeded traffic flow to “LOS F” being stop-and-go traffic. Table 1, found in Chapter II, lists the CMP System LOS Inventory from 1999 through 2007.

Performance Standards Element

This element sets forth performance measures to evaluate current and future multimodal system performance for the movement of people and goods. These performance measures are designed to support mobility, air quality, land use, and economic objectives, and are used in the development of the CMP Capital Improvement Program (CIP), CMP deficiency plans, and the CMP land use analysis program. The CMP uses the following performance standards and measures. Standards must be met; measures are comparative and provide information, but do not set a standard that must be met. The following are the adopted CMP performance standards and measures:

Standards

- Level of Service
 - See “Level of Service Standards” element beginning on Page 13

Measures

- Travel Times To and From Work
 - Average time per year
- Ridership for Intercity Transit
 - Frequency, Routing, and Coordination Standards
 - Headways, Stops per mile, days and hours of operation, and farebox returns set by TDA regulations.
- Bicycle and Pedestrian Movement
 - Bicycle and Pedestrian Plan Implementation in the CMP CIP
- Multitmodal Split
 - Percent of trips per mode taken per year

Travel Demand Element

This element identifies alternatives to single-occupant vehicle trips, and how a greater proportion of trips in these alternative modes can be encouraged. These alternatives include carpools, vanpools, transit, bicycles, and park-and-ride lots, and parking management programs. Additional non-transportation methods such as improvements in the balance between jobs and housing, strategies such as flexible work hours, and telecommuting are identified.

To encourage coordination between land use and transportation, the CMP identifies both potential “Infill Opportunity Zones” and “Priority Development Areas” and the programs or legislation that enable them. The Travel Demand Element also identifies incentives for higher density land uses associated with these programs. This element is consistent with Federal and State Clean Air Plan Transportation Control Measures (TCMs) as well as Regional MTC TCM measures.

Regional Goods Movement Element

This is a new Element of the CMP. It identifies the infrastructure in the county and the region used to move freight, including rail, ports, roads and airports. The Goods Movement Element also identifies the volume and value of goods movement in the region, and provides guidelines for maintaining and improving system capacity.

Database and Model

This section explains how the CMP uses a travel demand model to predict LOS exceedances, help prioritize the seven-year Capital Improvement Program projects, and analyze the impacts of land use on the CMP System.

The STA, working with the Napa County Transportation and Planning Authority (NCTPA) and MTC, has created a super-regional model, the "Napa/ Solano Travel Demand Model", covering the entire Bay Area, and also accounting for trip generation and demand in the Sacramento and San Joaquin County regions. The model is based on data from ABAG, MTC, SACOG, SJCOG, Census data and many local land use databases. This model is consistent with MTC's model.

Land Use Analysis Program

This section explains how the CMP is used to analyze the impacts of land use decisions made by local jurisdictions on the CMP System and the process of deficiency plans in the event of non-conformance with CMP standards.

To determine conformity with the CMP, the STA makes biennial requests for general plan projections on land use/housing/jobs for the STA's modeler to integrate into the model. The 2007 CMP Update coincided with the completion of Phase 2 of the new Napa/ Solano Travel Demand Model and did not require an additional request for modeling information.

The STA requires notice (Notices of Intent, Draft Environmental Documents, etc.) of any projects or general plan amendments that will potentially affect the CMP network. The STA reviews the project description and, if appropriate, mitigation measures proposed for the project. STA Staff then determines if this project is consistent with land uses included in the travel demand model. If not, the project applicant may be required to pay for a special modeling run to determine if the project will exceed the LOS standards.

If part of the CMP System has deteriorated or will deteriorate below the adopted LOS standard (within the seven-year time frame of the Capital Improvement Program), based on LOS data obtained from the biennial update, the Napa/ Solano Travel Demand Model, a general plan amendment or an environmental impact report for trip-generating project, the jurisdiction must

prepare a deficiency plan to restore the CMP System within the seven-year time frame of the Capital Improvement Program.

Capital Improvement Program

This section lists the STA's program of projects that will improve the performance of the CMP system for the movement of goods and people over the next seven years. The policy of the STA is to place projects in the CIP in the following order:

- 1) Projects to maintain the LOS on the system above the minimum
- 2) Projects on segments experiencing poor LOS (but because of trip elimination allowances these segments are not in danger of falling below LOS standards, such as Infill Opportunity Zones and interregional traffic)
- 3) All other projects

The CMP CIP is consistent with MTC's T-2030 Plan. The table on the following pages is the 2007 CMP Capital Improvement Program's Project List.

2007 CMP Capital Improvement Program

Roadway Enhancement Projects

Arterials, Highways, and Freeways (Capacity and Safety Improvements)

2007 Draft CMP Capital Improvement Program					
Costs estimates are in millions of 2007 dollars					
<i>Arterials, Highways, and Freeways (Capacity and Safety Improvements)</i>					
Location	Project	Total Cost Est.	7-Year CIP Fund Est.	Additional Expected RTP/CTP Funds	CTP Unfunded Vision
Adequate Maintenance					
Countywide	MTS streets and roads pavement and non-pavement maintenance	\$43.60		\$43.60	\$0
Countywide	Non MTS streets and roads pavement and non-pavement maintenance	\$551.20		\$356.70	\$194.50
Countywide	Local streets and roads pavement and non-pavement maintenance	\$367.80	\$11.00		
Countywide	Local bridge maintenance	\$29.90		\$29.30	\$0
Countywide	I-80, I-680, I-780, I-505, and Highway 84 State Highway Preservation and Protection Program (SHOPP) Projects (currently programmed between FY 07 and FY 10)	\$181.00	\$181.00	TBD	
System Safety					
Countywide	SR 12 safety improvements east of I-80, as identified in 2001 SR 12 MIS	\$120.00	\$6.70	\$0.00	\$113.30
Fairfield, County	Cordelia Truck Scales Relocation	\$300.00	\$50.00	\$250.00	\$0
Countywide	Non-capacity-increasing safety projects (i.e. local intersections, safe routes to schools, railroad crossings, improvements for emergency vehicles, safe routes to transit and disaster preparedness and mitigation)	\$120.00		\$10.00	\$110.00
System Efficiency					
Countywide	Short Term SR12 SHOPP operational improvements east of I-80, as identified in 2001 SR12 MIS	\$64.00	\$64.00	\$0.00	\$0
Fairfield	I-80/North Texas Street interchange improvements (includes relocation of North Texas Street, new connection between Manuel Campos Parkway and existing bridge, new eastbound on- and off-ramps and new bridge)	\$33.00	\$33.00	\$0.00	\$0
County, Fairfield	SR12 Westbound (Red Top Road) truck lane	\$11.00	\$11.00	\$0.00	\$0
Strategic Expansion					
County	American Canyon Road ramp improvements at I-80	\$8.20	\$8.20	\$0.00	\$0
County, Dixon	I-80 widening west of Meridian to Kidwell (6 to 8 lanes)	\$102.00		\$0.00	\$102.00
County, NCTPA	SR12 widening west of I-80 (Jameson Canyon, 2 lanes to 4 lanes)	\$139.50	\$139.50	\$0	\$0
Fairfield, Suisun	SR 12 Long-term capacity and operational improvements at Beck and Pennsylvania Avenues	TBD		TBD	TBD

County, Suisun City, Rio Vista	SR 12 capacity improvements east of I-80 to the Rio Vista Bridge (taken from SR12 MIS)	\$105.00	\$0.00	\$3.30	\$101.70
Countywide	I-80/I-680/I-780 Corridor Mid and Long-Term Improvements (not including transit hubs or park and ride lots as identified in the I-80/I-680/I-780 Major Investment and Corridor Study).	\$1,279.56		\$102.40	\$1,177.16
Countywide	Improve I-80 hook ramps immediately west of West Texas Street	TBD		TBD	TBD
Countywide	I-80/I-680/SR12 Interchange Improvements	\$1,200.00	\$121.00	\$397.00	\$682.00
Countywide	I-80 HOV Lane Improvements from Red Top Road to Air Base Parkways	\$80.00	\$80.00		
Countywide	Local interchanges and match for arterial Improvements	\$400.00		\$3.00	\$397.00
FF, County	North Connector Project	\$90.00	\$58.00	\$32.00	\$0
FF, VV, County	Jepson Parkway (unfinished segments)	\$136.00	\$60.00	\$76.00	

Travel Demand Element Projects

Transit (Intercity Bus, Rail, and Ferry Capital and Operating)

<i>Transit (Intercity Bus, Rail, and Ferry Capital and Operating)</i>					
Location	Project	Total Cost Est.	7-Year CIP Fund Est.	Additional Expected RTP/CTP Funds	CTP Unfunded Vision
Adequate Maintenance					
Countywide	Senior and Disabled transit capital and operating	\$129.10		\$0	\$129.10
Vallejo	Vallejo Transit – transit operating and capital improvement program	\$572.90		\$562.50	\$10.40
Strategic Expansion					
Countywide	Commuter Rail Service - Auburn to Oakland (capital and operating funds) with new stations in Fairfield/Vacaville and Dixon	\$113.00		\$0	\$113.00
Countywide	Intercity Bus service and transit hubs (Capital)	\$78.00		\$25.00	\$53.00
Countywide	Expanded Express bus capital and operating funds	\$158.80		\$87.00	\$71.80
Countywide	Construct rail stations and track improvements for Dixon and Benicia Capitol Corridor service from Sacramento to Oakland	\$48.00	\$6.40	\$13.60	\$28.00
Benicia	Downtown Ferry Dock	\$1.20			
Benicia	Park and Ride Lot	\$0.70			
Fairfield	Fairfield Transportation Center improvements (Phase 3, 600 parking spaces)	\$20.00	\$7.80	\$12.20	\$0
Fairfield	Fairfield/Vacaville multi-modal rail station for Capitol Corridor (Phases 1, 2, and 3)	\$40.00	\$40.00	\$0.00	\$0
Fairfield	Fixed Route bus capital and operating funds	\$68.0	\$40.5	\$0.00	\$27.5
Fairfield	Paratransit vehicle replacement and operating funds	\$23.5	\$21.0	\$0.00	\$2.5
Fairfield	Facilities and Technology				
Rio Vista	Park and Ride Lot	\$0.90			
Vacaville	Vacaville Intermodal Station (400-space garage, 200 space lot)	\$8.75	\$7.25	\$1.50	\$0
Vallejo	New Vallejo Ferry Terminal Intermodal Facility	\$64.7	\$55.00	\$0.00	\$9.7
Vallejo	Vallejo Ferry Maintenance Facility	\$11.40	\$8.10	\$3.30	\$0.00
Vallejo	Vallejo Baylink ferry service capital and operating funds (fifth high-speed boat)	\$50.00		\$0	\$50.00
Vallejo	Curtola Transit Center Improvements	\$15.00	\$6.00	\$9.00	\$0

Travel Demand Element Projects (continued)

Alternative Modes (Bicycle, Pedestrian, and various Ridesharing modes)

<i>Alternative Modes (Bicycle, Pedestrian, and various Ridesharing modes)</i>					
Location	Project	Total Cost	7-Year CIP Fund Est.	Additional Expected RTP/CTP Funds	CTP Unfunded Vision
System Efficiency					
Countywide	Local Bicycle Projects	\$56.00	\$7.50	\$15.00	\$33.50
Countywide	Local Pedestrian Projects	\$25.00	\$1.10	\$3.90	\$20.00
Countywide	Rideshare Program	\$27.00	\$7.00	\$20.00	\$0
Countywide	County TLC / Enhancements Program	\$68.00	\$11.30	\$36.20	\$20.50
Countywide	Clean Fuel Vehicle Programs	\$18.00	\$4.00	\$14.00	\$0
Countywide	Other Park and Ride Lots	\$16.00	\$1.00	\$2.00	\$13.00

I. Defining the CMP System

The purpose of this element of the CMP is to determine how and where congestion should be measured on highways, roads, and streets in the county.

To make this determination, the legislation requiring the preparation and periodic updating of CMPs sets several requirements and parameters: 1) all of the state routes must be included in the system of roadways to be monitored; 2) once a roadway is included in the system, it cannot be deleted; 3) the Level of Service (LOS) benchmark which cannot be exceeded without penalty can be no lower than LOS E unless the roadway is already at LOS F; 4) the method of measuring LOS is restricted to either the most recent version of the Highway Capacity Manual (HCM) or the Transportation Research Board's Circular 212 unless the Metropolitan Transportation Commission finds that another requested method is equivalent. No elements were added to the CMP system during the preparation of the 2007 CMP.

A. The System

All of the state routes within the county must be included in the system. In addition, the legislation requires the inclusion of "principal arterials." A collaborative method was used to generate the list of principal arterials. Each jurisdiction submitted a proposed list of roads and streets for inclusion. After discussion among the jurisdictions, a consensus was reached on which routes should be included based upon the following criteria:

1. A primary system consisting of all State highways within Solano County.
2. A secondary system consisting of principal arterials, which provide connections from communities to the State highway system and between the communities within Solano County.

A map of the system appears on the following page.

The above descriptions of Principal Arterials define the roadway as it is currently named and its general routing. If one of the Principal Arterials is rerouted, then the rerouted road - not the old roadway - is considered to be in the system. If the State abandons a route, it would no longer exist as a State Route and would not be contained in the system unless action is taken by the Solano Transportation Authority to include it. The system does not include interchange ramps.

2005 Solano Congestion Management System

State Routes

Interstates:	State Routes:
80, 505, 680, 780	12, 29, 37, 84, 113, 128, 220

Local Arterials

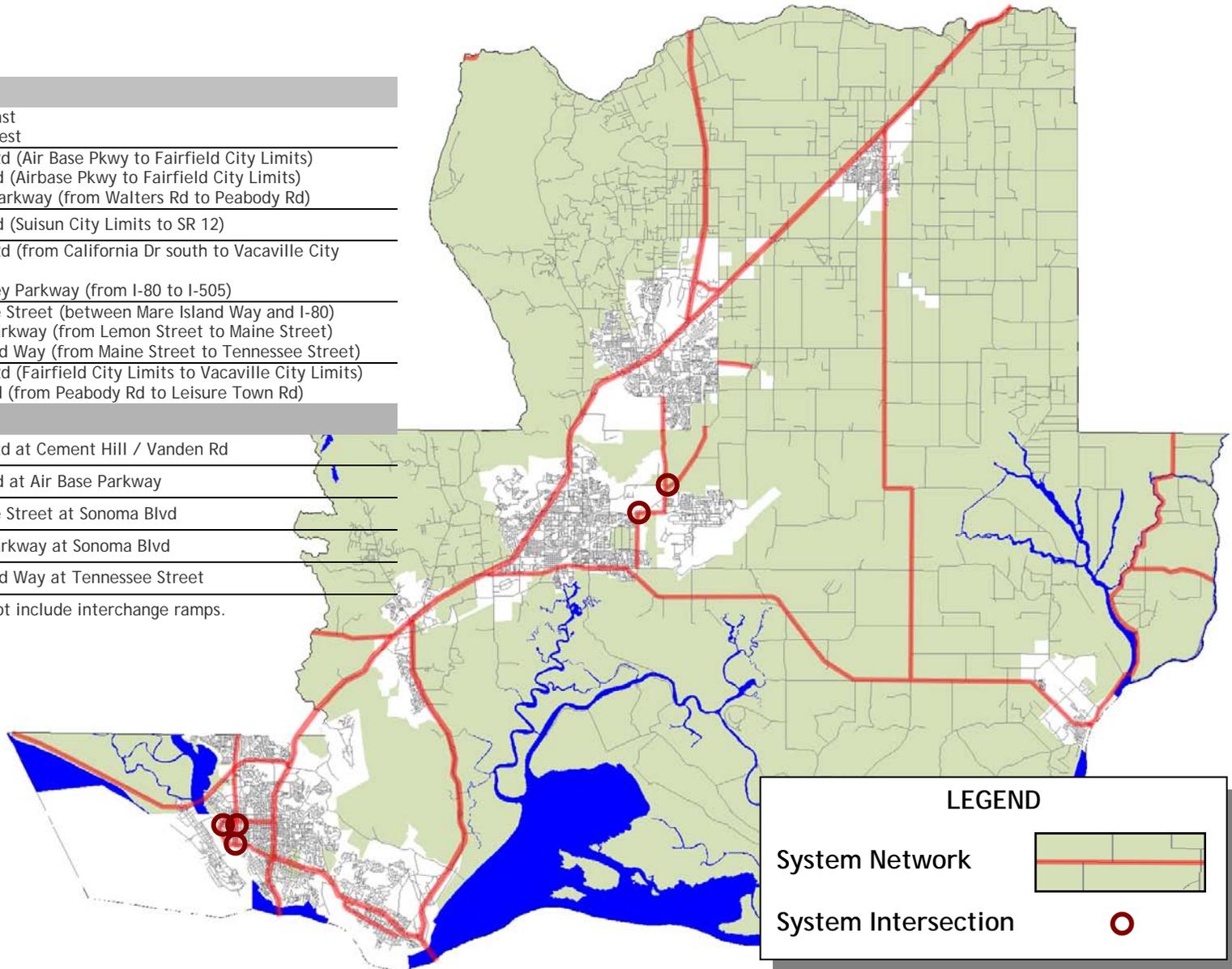
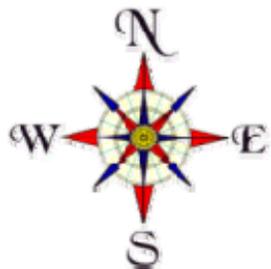
Local Roadways:

Benicia	Military East Military West
Fairfield	Peabody Rd (Air Base Pkwy to Fairfield City Limits) Walters Rd (Airbase Pkwy to Fairfield City Limits) Air Base Parkway (from Walters Rd to Peabody Rd)
Suisun City	Walters Rd (Suisun City Limits to SR 12)
Vacaville	Peabody Rd (from California Dr south to Vacaville City Limit) Vaca Valley Parkway (from I-80 to I-505)
Vallejo	Tennessee Street (between Mare Island Way and I-80) Curtola Parkway (from Lemon Street to Maine Street) Mare Island Way (from Maine Street to Tennessee Street)
Solano County	Peabody Rd (Fairfield City Limits to Vacaville City Limits) Vanden Rd (from Peabody Rd to Leisure Town Rd)

Local Intersections:

Fairfield	Peabody Rd at Cement Hill / Vanden Rd
Fairfield	Walters Rd at Air Base Parkway
Vallejo	Tennessee Street at Sonoma Blvd
Vallejo	Curtola Parkway at Sonoma Blvd
Vallejo	Mare Island Way at Tennessee Street

* The CMP system does not include interchange ramps.



II. Level of Service Standards

Traffic LOS definitions describe conditions in terms of speed and travel time, volume, capacity, ease of maneuverability, traffic interruptions, comfort, convenience, and safety. LOS ranges from LOS A, free flow conditions, to LOS F, stop and go traffic. LOS is calculated by determining the volume of traffic on a roadway to its capacity (volume to capacity or V:C ratio). Traffic moving on a local road at LOS E moves at about 30% of the speeds found at uncongested periods (i.e. traffic moving at 45 mph during uncongested times would move at about 15 mph at LOS E), and freeway traffic has almost no usable gaps to allow for lane changes.

The minimum level of service (LOS) standard throughout the system shall be E (V:C Ratio between .88 and 1.0) except at those locations where the initial LOS measurement (calculated for the 1991 CMP) was already at F.

The LOS level does not preclude any agency (federal, state or local), from setting higher standards for their own planning purposes. Agencies are encouraged to maintain higher levels of service that those established in this CMP where possible. If actual LOS falls below the minimum standard *and is not within a locally adopted Infill Opportunity Zone*, agencies could face the possible sanction of loss of the gas tax increment provided by Proposition 111. However, the main purpose of monitoring LOS standards is not to be punitive but to avoid severe traffic congestion, such as has occurred in other Bay Area counties.

The LOS Standard and current LOS for the CMP system is shown in Table 1 on the following pages. The various jurisdictions have provided measurements or calculations of listed intersections and road segments, along with a standard and method for assessing LOS, as contained in 2007 CMP LOS Inventory. Where road segments or intersections are not based on counts taken during the March-June 2007 timeframe, they are so noted in the inventory.

**TABLE 1
2007 CMP System LOS Inventory**

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)				
					1999	2001	2003	2005	2007
STATE ROADWAY									
I-80	0	0.933	Solano County	F	D	D	D	E	F
I-80	0.933	1.114	Vallejo	F	F	F	E*	E*	E
I-80	1.114	4.432	Vallejo	F	F	F	D*	D*	D
I-80	4.432	6.814	Vallejo	F	C	F	D*	D*	D
I-80	8.004	10.015	Solano County	E	D	D	D	D	C
I-80	10.015	11.976	Fairfield	E	C	C	D*	C	C
I-80	11.976	12.408	Fairfield	E	D	D	D*	E	E
I-80	12.408	13.76	Fairfield	F	F	F	D*	F	F
I-80	13.76	15.57	Fairfield	F	F	F	D*	F	E
I-80	15.57	17.217	Fairfield	F	F	F	E*	E	E
I-80	17.217	21.043	Fairfield	F	F	F	E*	F	E
I-80	21.043	23.034	Fairfield	F	D	D	D*	E	D
I-80	23.034	24.08	Vacaville	E	E	E	E	D	D
I-80	24.08	28.359	Vacaville	F	D	D	D	D	C
I-80	28.359	32.691	Vacaville	F	C	D	D	C	C
I-80	32.691	35.547	Vacaville	F	D	E	E	D	C
I-80	35.547	38.21	Solano County	F	D	D	D	E	D
I-80	38.21	42.53	Dixon	E	C	C	C*	C*	D
I-80	42.53	44.72	Solano County	E	D	D	C	D	D
I-505	0	3.075	Vacaville	E	B	B	D	B	B
I-505	3.075	10.626	Solano County	E	A	A	A	B	A
I-680	0	0.679	Solano County	F	F	F	F	F	F
I-680	0.679	2.819	Benicia	E	C	C	B*	B*	***
I-680	2.819	8.315	Solano County	E	C	C	C	D	D
I-680	8.315	13.126	Fairfield	E	C	C	***	D	
I-780	0.682	7.186	Benicia	E	C	C	C*	C*	***
SR 12	0	2.794	Solano County	F	C	C	F	F	F
SR 12	1.801	3.213	Fairfield	E	B	B	B*	B	B
SR 12	3.213	5.15	Suisun City	F	B	B	B**	B	C
SR 12	5.15	7.7	Suisun City	F	B	B	B**	B**	A
SR 12	7.7	13.625	Solano County	E	B	B	B	B	B
SR 12	13.625	20.68	Solano County	F	B	B	B	B	B
SR 12	20.68	26.41	Rio Vista	E	E	E	E**	E**	E**
SR 29	0	2.066	Vallejo	E	A	A	A*	A*	A
SR 29	2.066	4.725	Vallejo	E	B	B	B*	B*	B
SR 29	4.725	5.955	Vallejo	E	C	C	C*	C*	C
SR 37	0	6.067	Vallejo	F	B	C	C*	C*	A
SR 37	6.067	8.312	Vallejo	E	D	B	B*	B*	A
SR 37	8.312	10.96	Vallejo	F	F	F	F*	F*	A
SR 37	10.96	12.01	Vallejo	F	F	F	F*	F*	A
SR 84	0.134	13.772	Solano County	E	C	C	C	C	C
SR 113	0	8.04	Solano County	E	B	B	B	B	A
SR 113	8.04	18.56	Solano County	E	B	B	B	B	A
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study ** SR 12 MIS 2001 *** TBD				RED: Roadway at LOS F. GREEN: LOS is two levels higher than LOS standard. Highlighted segments are currently operating at their LOS standard that is not grandfathered at LOS F.					

2007 CMP System LOS Inventory (continued)

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)				
					1999	2001	2003	2005	2007
LOCAL ROADWAY									
SR 113	18.56	19.637	Dixon	F	F	F	F	***	C ⁺
SR 113	19.637	21.24	Dixon	F	F	F	F	***	D ⁺
SR 113	21.24	22.45	Solano County	E	C	C	C	C	B
SR 128	0	0.754	Solano County	E	C	C	C	C	C
SR 220	0	3.2	Solano County	E	C	C	C	C	C
Military East			Benicia	E	***	***	***	C	***
Military West	W. 3rd	W. 5 th	Benicia	E	B	B	***	A	***
Air Base Parkway	Walters Rd	Peabody Rd	Fairfield	E	***	***	***	***	C
Peabody Road	FF C/L	VV C/L	Solano County	E	D	D	E	D	D
Peabody Road	VV C/L	California	Vacaville	E	B	A	A	D	C
Walters Road	Petersen	Bella Vista	Suisun City	E	B	B	***	***	***
Vaca Valley Parkway	I-80	I-505	Vacaville	E	C	C	C	C	D
Elmira Road	Leisure Town	C/L	Vacaville	E	B	B	B	C	C
Vanden Road	Peabody	Leisure Town	Solano County	D	***	B	B	B	C
Tennessee St	Mare Island Way	I-80	Vallejo	E	***	***	***	***	C
Curtola Parkway	Lemon St	Maine St	Vallejo	E	***	***	***	***	B
Mare Island Way	Main St	Tennessee St	Vallejo	F	***	***	***	***	B
INTERSECTION									
Peabody Rd at Cement Hill / Vanden Rd			Fairfield	E	***	E	***	B	B
Walters Rd at Air Base Parkway			Fairfield	E	B	B	***	A	D
Tennessee Street at Sonoma Blvd			Vallejo	E	D	C	B	B	B
Curtola Parkway at Sonoma Blvd			Vallejo	E	C	C	C	C	C
Mare Island Way at Tennessee Street			Vallejo	F	D	D	B	B	B
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study ** SR 12 MIS 2001 *** TBD † SR 113 MIS - Baseline Conditions (July 2007 Draft)				RED: Roadway at LOS F GREEN: LOS is two levels higher than LOS standard. Highlighted segments are currently operating at an LOS standard that is not grandfathered at LOS F.					

Different types of locations require different techniques for LOS measurement as follows:

- 1) LOS should be assessed at intersections where system principal arterials meet. Such intersections should be measured using the Circular 212 method.
- 2) For the mainline freeways and highways, the LOS level should be determined by the adjoining member jurisdiction using the HCM on various segments. The segments correspond to those shown in the Caltrans Route Segment Report (RSR). If no other source of data is readily attainable from Caltrans, the most recent RSR may be used as the source of traffic data to determine LOS along any segment in the state system. The STA will continue to work closely with Caltrans to determine the nature, criteria and schedule of their data to be collected and used for assessing LOS, and the facilities for which this data will be utilized.
- 3) Several arterials in the system do not intersect other system segments for considerable distances. In these cases, the STA will determine where segment level LOS must be determined. The method of determination shall be the HCM.

The current list of arterials that fall into this category and the location of segment LOS measurements are shown in the table below.

Segment Level LOS determinations using HCM method	
Arterial	Segment Measurement Limits
Military West in Benicia	Between West 3rd and West 5th
Walters Road in Suisun City	Between Petersen and Bella Vista
Walters Road in Solano County	Between Fairfield and Suisun
Peabody Road in Solano County	Between Fairfield and Vacaville
Peabody Road in Vacaville	South of California Drive
Elmira Road in Vacaville	East of Leisure Town Road

Each jurisdiction is responsible for the measurement of LOS on segments or intersections within its jurisdiction. In cases where Caltrans Route Segment Report (RSR) segments cross the boundaries of two or more jurisdictions, the jurisdiction with the greatest number of road miles within the RSR segment is responsible for monitoring and reporting to the STA. If there is a dispute, the STA will determine which agency must monitor and report.

The jurisdiction with monitoring and reporting responsibility may use either operations or planning procedures for the LOS determination. Once a procedure is chosen (either operations or planning) and a report is made to the

STA, that procedure must be used in all future reports. If a jurisdiction desires to change the service assessment procedure it must first include in its biennial report (for no less than two reporting periods) the results of both planning and operations measurements. At the end of that period the STA may allow the requested switch in procedure. As a condition of the change in procedure the STA may require that an adjustment factor be included in the calculations.

Level of Service measurements must be reported to the STA on a biennial basis at a time and in a form to be determined by the STA (see Appendix C). The measurements shall be for peak hour postmeridian traffic for local arterials and for whatever peak period (hour, day, or month) is readily available from Caltrans for state routes. The measurements should be from a weekday during the months of March through June.

The biennial LOS measurements submitted to the STA may exclude trips generated by any of the following:

- 1) Interregional travel¹
- 2) Impacts caused by construction, rehabilitation or maintenance of the CMP system
- 3) Freeway ramp metering
- 4) Traffic signal coordination if such coordination is done by the state or multi-jurisdictional agencies
- 5) Traffic generated by low or very low income housing as designated by standards established by state and federal agencies and by the Association of Bay Area Governments
- 6) Traffic generated by high density² residential development located within 1/4 mile of a fixed rail passenger station or traffic generated by any mixed use development located within 1/4 mile of a fixed rail passenger station, if more than half of the land area, or floor area of the mixed use development is used for high density residential housing. The methodology for determining these exclusions shall be consistent with the MTC regional model. Reasoning and supporting measurements of such traffic exclusion is the responsibility of the submitting jurisdiction and should be submitted in writing to the STA for review and approval. The STA shall make a final determination concerning the acceptability of the method used for such exclusions.

¹ CGC 65088.1 (h)

"Interregional Travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of the trip is the starting point of that trip.

² CGC 65089.4 (g)(1)

"High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.

- 7) Compact or mixed-use development within a locally adopted Infill Opportunity Zone as defined in SB SB1636 (Figueroa). For more information regarding Infill Opportunity Zones see the 2007 CMP 'Land Use Element' section.

The STA, working in conjunction with the member agencies and MTC, will determine if future LOS measurements may exclude traffic from "Priority Development Areas" (PDAs) identified under the MTC/Association of Bay Area Governments (ABAG) "Bay Area FOCUS" program. Such PDAs may not meet the technical requirements for Infill Opportunity Zones, but act as such in spirit. For any new segment added to the system in future years, the initial LOS measurement shall be for a peak post meridian period on a weekday in May or June of the year of inclusion. This initial measurement will determine the LOS standard for that segment.

III. Performance Standards and Measures Element

This element sets forth performance standards and measures to evaluate current and future multimodal system performance for the movement of people and goods. STANDARDS and quantifiable measures that must be met, and a CMP road or intersection either does or does not meet the established standard. MEASURES are also quantifiable, but do not have thresholds that must be met, and are measured and reported so that trends can be identified. As a minimum, these performance measures are to incorporate highway and roadway system performance measures established for the frequency and routing of public transit, and for the coordination of transit services provided by separate operators. These measures support mobility, air quality, safety, land use and economic objectives and are used in the development of the capital improvement program, deficiency plans and the land use impact program. As such, the Performance Element also supports the Metropolitan Transportation Commission's Transportation 2030 policy goals:

- Safety - A Safe and Well-Maintained System
- Reliability - A Reliable Commute
- Access - Access to Mobility
- Livable Communities - A Region of Vibrant Neighborhoods *
- Clean Air - Clearing the Skies
- Efficient Freight Travel - Moving Goods to Market

* new category for 2007

Transit Standards

Existing Public Transit Services

The following is a brief description of existing public transit currently available in Solano County.

Vallejo Transit and Baylink

The City of Vallejo has the most extensive public transit service in Solano County. For several years, Vallejo Transit operated 9 local routes. Due to severe financial constraints, Vallejo made significant service cuts in July 2007. Local fixed-route service is provided on six (6) regular intra-city routes operating six days a week, Monday through Saturday. Regular inter-city service is offered Monday through Sunday on two routes, Rt. 80 and 85. A ferry feeder service, Rt. 82, was discontinued in July 2007 after several years of low performance.

The intercity service called “BartLink” (Branded in 2004 as Baylink) started in 1987, which included both ferry and bus service. Bus Route #80 provides a direct connection between Vallejo and the El Cerrito del Norte BART station in Contra Costa County. Bus Route #85 provides bus service to Six Flags Discovery Kingdom, Solano Community College and Westfield Solano Mall.



The inter city bus service is available seven days per week. Early morning and late evening service is available on weekdays, with Baylink buses leaving Vallejo neighborhoods Monday through Friday, as early as 4:15 a.m., and late evening trips returning from the El Cerrito del Norte BART station as late as 11:00 p.m. Saturday service begins at 6:00 am and ends at 11:00 pm. Sunday service begins at 7:30 am and ends at 9:15 p.m.



In addition to bus service, the City of Vallejo also provides Vallejo Baylink ferry service between Vallejo and San Francisco. The weekday schedule includes a three boat schedule in morning and afternoon peak commute with a two boat midday schedule. Weekend and holiday service consists of a two-boat schedule. Both weekday and

weekend service are supplemented by express Route 200 bus service, which provides a direct connection between Vallejo and San Francisco. Service begins as early at 5:00 a.m. (weekdays) and 7:00 a.m. (weekends) with evening return trips as late as 10:30 p.m. Including weekend trips, the ferry carried about 2500 daily passengers in 2006.

On a typical weekday the City of Vallejo provides a total of approximately 6,000 passenger boardings on their entire fixed route bus system.

Along the Vallejo-El Cerrito BART I-80 commute corridor Vallejo Transit’s Route 80 operates seven days a week, annual ridership is approximately 389,000 passenger trips. Vallejo Transit also operates Rt 85 connecting Vallejo and Fairfield to Solano Community College. This route operates seven days a week, and carries approximately 10,700 passengers annually.

The City of Vallejo also has a subsidized “Taxi Scrip” program for seniors and qualified disabled persons. Service is available 24 hours a day, seven days a week. Annual ridership is estimated at more than 29,920 passenger trips.

In 1995, the City began operation of its own intracity and intercity paratransit service, "Runabout" for ADA qualified individuals. The service operates the same hours and days as the fixed route system. The demand responsive service is handicap accessible. It primarily serves destinations within Vallejo to Fairfield-Suisun as well as service into Contra Costa County. Annual cost for FY 06-07 intercity/intracity service was about \$1.1 million. It provides about 24,850 revenue service hours and about 34,000 passenger trips annually.



Fairfield-Suisun Transit (FST)

The City of Fairfield and the City of Suisun City have a combined system, serving both jurisdictions. Fixed route service is offered through nine regular intra-city routes. Service is offered Monday through Saturday.



Typical weekday ridership is approximately 3,385 passenger boardings. Total system wide operating expense for FY 2006-07 was \$6.37 million.

Fairfield-Suisun Transit also manages four inter-city service (Route 20, 30, 40 and 90). Route 20 provides 13 round trips Monday through Saturday between Solano Mall in Fairfield, Vacaville's Ulatis Community Center and the Vacaville Davis Street Park and Ride lot/Transportation Center. Route 30 provides five weekday round trips between Fairfield, Vacaville, Dixon, Davis and Sacramento—three of the five round trips service Davis.



In March 1996, the cities of Fairfield and Vacaville started Route 40, Solano BART Express, which operates between Vacaville and Walnut Creek BART via Fairfield, Benicia and Pleasant Hill BART. The service provides nine daily round trips with approximately 190 weekday boardings.

In October 2006, FST assumed operation of Rt 90; this route had previously been operated by Vallejo Transit. Rt 90 directly connects Fairfield and Suisun City to El Cerrito Del Norte BART, and operates Monday through Friday. The service provides 52 weekday nonstop trips with approximately 1,166 boardings.

In addition to the fixed-route transit system, Fairfield/Suisun Transit provides three different transportation services to the elderly and disabled. Two of the services, Dial-a-Ride Transit (DART) and reduced fare taxi, are also available to residents of Suisun City.

The DART service operates Monday through Friday from 6:00 a.m. to 8:00 p.m. and on Saturday from 8:30 a.m. to 6:30 p.m. within Fairfield and Suisun City. In FY 2006-07, this service provided an estimated 20,603 passenger trips and approximately 19,499 of them are lift-assisted.

Subsidized taxi service is available 24 hours a day at half the metered fare for eligible residents 60 years old and older. Individuals are issued either a DART card or a taxi card. DART cardholders can also use the subsidized taxi. Approximately 24,000 passengers are carried each year.

A volunteer driver program is operated through the Fairfield Senior Center. It is designed to transport people 50 years and older in central Fairfield for specific types of trips. Users of this service must be fairly ambulatory. The service provided an estimated 4,400 annual trips in FY 2002-03, the last year for which statistics have been provided.

Benicia Transit

The City of Benicia has operated Benicia Breeze (formally known as Benicia Transit) since 1986. Bus service is provided on an intercity route (Route 75) between Pleasant Hill BART Station, Benicia and Vallejo Ferry Terminal. There are three flex routes within the City limits and an intercity route between Benicia and Martinez. Service generally operates between 5:30 am and 9:00 pm, Monday-Friday and 7:45 am to 7:00 pm on Saturday. No service is available on Sundays and major holidays. 7 fixed route buses operate during the peak.



Benicia Breeze operates on a fleet of 14 buses ranging from 22-foot cutaways to 40-foot buses. All fixed and flex route buses have space for two bicycles and two mobility devices and are equipped with lifts. Benicia Breeze carries 650

passengers on an average weekday and requires an annual subsidy of approximately \$668,000 and carries 147,000 passengers annually.



Benicia Breeze Paratransit is available for ADA certified passengers traveling within Benicia and within a ¼ mile boundary of Route 75 between Pleasant Hill BART Station, Benicia and Vallejo Ferry Terminal. Limited service is provided to medical facilities in Vallejo during midday hours. Service hours are generally the same as Benicia Breeze fixed and flex route hours.

Approximately 4,500 revenue vehicle service hours are operated, requiring an annual subsidy of \$320,000 and carries approximately 5,600 passengers annually or 38 passengers per weekday. 2 paratransit buses operate during the peak.

Benicia Breeze also offers a subsidized Taxi Scrip Program for seniors, persons with disabilities and Medicare cardholders. Service is available 24 hours per day, seven days a week on Vallejo/Benicia City Taxicab and Yellow Cab of Vallejo and Benicia. Approximately 1,100 passenger trips took advantage of this program in fiscal year 2005-2006.

Vacaville City Coach

The City of Vacaville offers intracity fixed route service (operating as City Coach) to the general public on four newly updated routes. Operating times are approximately eleven and one half hours Monday through Friday and eight hours on Saturday. Convenient 30 minute service frequency is offered on all City Coach bus routes. All buses are equipped with wheelchair lifts and bicycle racks.



Approximately 200,000 patrons were served in FY 2005-06 with annual ridership continuing to grow.

Vacaville provides two alternative transportation options for the elderly and disabled operating under the title City Coach Special Services. Lift equipped dial-a-ride buses operate Monday through Saturday during the same hours as City Coach fixed route service. Vacaville Special Services served 14,537 passengers during FY 2005-06.

The City Coach fixed route fleet consists of seven 1995 thirty foot Gillig buses recently equipped with the Clear particulate trap system, as well as five 2001 Bluebird thirty foot Compressed Natural Gas buses. The Special Services fleet is comprised of six paratransit style buses.

Rio Vista Transit

The City of Rio Vista has operated Rio Vista Delta Breeze (formally known as Rio Vista Transit) since 1980. Bus service is provided on two deviated intercity routes - Route 50 between Fairfield, Suisun City, Rio Vista and Isleton and Route 52 between Rio Vista, Isleton, Antioch and Pittsburg/Bay Point BART Station.



A local demand responsive service (Route 51) operates within the City limits, to Isleton for connections to SCT/LINK for travel to Lodi and to resort communities along State Route 160 between Isleton and the Antioch Bridge. Service generally operates between 8:00 am and 5:00 pm, Monday-Friday. No service is available on Saturday, Sunday and major holidays. Two deviated fixed route buses operate during the peak.

Rio Vista Delta Breeze operates on a fleet of 4 cutaway buses. All deviated fixed route buses have space for two bicycles and two mobility devices and are equipped with lifts. Rio Vista Delta Breeze carries 25 passengers on an average weekday and requires an annual subsidy of approximately \$128,000 and carries 6,800 passengers annually.

Rio Vista Delta Breeze is a participant in Solano Paratransit - an ADA paratransit service within the northern cities and unincorporated areas of Solano County. Service hours are generally from 7:00 am to 7:00 pm, Monday-Friday and 8:00 am to 5:00 pm on Saturday. Approximately 62 Rio Vista residents take advantage of Solano Paratransit annually. The City's contribution is approximately \$12,500 annually.

Rio Vista Delta Breeze also offers a subsidized Taxi Scrip Program for seniors, persons with disabilities and Medicare cardholders. Service is available 24 hours per day, seven days a week on Delta Cab Co. Approximately 350 passenger trips took advantage of this program in fiscal year 2005-2006.

Dixon Read-Ride



The City of Dixon operates a general public dial-a-ride service which operates within the city limits. Service hours are Monday through Friday 7:00 a.m. to 5:45 p.m.

County of Solano

The County will financially contribute to 8 intercity routes in FY 2007-08, as well as Solano Paratransit.

Solano Paratransit

Under a joint powers agreement among the cities and the county, STA operates Solano Paratransit, an intercity paratransit service primarily for ADA eligible



persons. It is managed under an agreement with the City of Fairfield and provided by a private transit operator.

Since August 1995, this service has provided intercity trips for residents of Fairfield, Suisun City, Vacaville, Dixon, Rio Vista and unincorporated eastern Solano County. Estimated annual ridership for FY 2006-07 was about 10,756 boardings.

Intercity Transit

Intercity transit was first initiated in Solano County in the late 1980's. Daily ridership has increased to a current total intercity ridership of about 285,000 daily boardings for routes 20, 30, 40 and 90.

There are regularly scheduled public transit services connecting the seven cities in Solano plus destinations to cities in adjoining counties including El Cerrito, Pleasant Hill and Walnut Creek in Contra Costa County, San Francisco, Napa, Davis and Sacramento.

Solano Links

In 1997, the SolanoLinks Intercity Transit Consortium was formed with participation of all six Solano transit operators, Solano Napa Commuter Information and the STA. It also functions as an official advisory committee to the STA Board on matters pertaining to planning and implementation of intercity transit. The Consortium was established in response to SB 1474, the Bay Area Transit Coordination bill and it has established a very effective marketing and planning program. It is considered one of the model transit coordination efforts among multiple providers throughout the Bay Area.

In 1998, the SolanoLinks Consortium completed its first 5-Year Intercity Transit Plan that identified various new and expanded services along the I-80 and I-680 corridors. Particular attention was given to the need for expanded service in north county between Fairfield, Vacaville, Dixon and Davis. In 2001, the STA adopted the Transit Element as part of Solano's Comprehensive Transportation Plan. The Transit Element is a long-range transit plan for Solano County that address the needs for future intercity transit, park and ride facilities, and ridesharing needs. In 2004, the STA Board adopted the I-80/680/780 Transit Corridor Study which determines future express bus service and park and ride facilities along the entire corridor.

Capitol Corridor

The Capitol Corridor provides intercity train service with thirty-two daily roundtrips between Sacramento and Oakland- some of those trains continue service beyond, extending the service area to Auburn and San Jose. In addition, the Capitol Corridor provides limited weekend and holiday service. The Capitol Corridor has reached its maximum capacity for the number of trains it can run on the system; future increases in capacity will rely upon additional cars in existing trains.



Shuttle buses are also provided by the Capitol Corridor to service San Jose to Monterey and Santa Cruz. The Capitol Corridor shares a station with BART in Richmond, and sells BART tickets at a 20% discount on board the trains. The Capitol Corridor also provides bus connections to San Francisco at the Emeryville station. The Capitol Corridor is operated by Amtrak and administrated by the Capitol Corridor Joint Powers Board. In Solano County, residents are served by an existing

station located in Suisun City at Highway 12 and Main Street. A new station with an integrated Transit Oriented Development land use plan is to be sited in Fairfield on Peabody Road. The City of Fairfield is the lead agency on this project. The new station is expected to begin construction in 2009-10.

Capitol Corridor ridership is consistently growing; as of April 2007, the overall growth rate for the preceding 12 month period was 7.8%. Significant work was completed in March 2007 on the rail system to allow fewer conflicts between passenger and freight rail traffic, and train delays in April and May 2007 have been significantly decreased. An improvement in on-time performance of the system is expected to lead to additional increases in ridership and farebox recovery.

Frequency and Routing

As described above, the transit systems in Solano County run the gamut from well-developed urban systems to very small rural services. The service standards depicted in the following Tables IV and V reflect this diversity. The levels of service required differ according to the situation. Because of its very low-density residential development (as low as ten people per square mile), there are no standards for the unincorporated area. In the more densely settled urban areas, the standards are quite high.

These standards are intended to be minimums. Agencies are encouraged to exceed them particularly in high volume corridors during peak periods.

There are standards for different service types as well as for different sized jurisdictions. Commute and general public services have different requirements from those intended to provide only "lifeline" service to those without other transportation options.

Table IV
Intracity Transit Service Standards

Population*	Service Target	Service Type	Headways	Stops	Days	Hours	Minimum Farebox
100,000 and up	Commuters and General Public Lifeline	Fixed Route	1 hour	1/4 mile for 85% of population	6 days/week	6 to 10*	As set by TDA regulations
		Fixed Route	1 hour	1/2 mile for 85% of population	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hour	NA	5 days/week	8 to 5	As set by TDA regulations
		Text Assist	24 hour	NA	5 days/week	8 to 5	As set by TDA regulations
99,999 - 50,000	Commuters and General Public Lifeline	Fixed Route	1 hours	1/2 Mile for 80% of population	5 days/week	8 to 5	As set by TDA regulations
		Fixed Route	1 1/2 hours	1/2 mile for 70% of population	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
49,9999 - 25,000	Commuters and General Public Lifeline	Fixed Route	1 hours	1/2 mile for 70% of population	5 days/week	8 to 5	As set by TDA regulations
		Fixed Route	2 hours	1/2 mile for 50% of population	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
49,9999 - 25,000	Commuters and General Public Lifeline	Fixed Route	2 hours	1 mile for 50% of population	5 days/week	8 to 5	As set by TDA regulations
		Fixed Route	2 hours	1 mile for 50% of population	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations

*Weekend hours minimum is 8 to 5

Table V
Intercity and Intercounty Transit Service Standards

Population*	Service Target	Service Type	Headways	Stops	Days	Hours	Minimum Farebox
180,000 and up	Commuters and General Public Lifeline	Fixed Route	1 hour	Local service transfer point(s)	6 days/week	6 to 10**	As set by TDA regulations
		Fixed Route	2 hour	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hour	NA	5 days/week	8 to 5	As set by TDA regulations
		Text Assist	24 hour	NA	5 days/week	8 to 5	As set by TDA regulations
179,999 - 100,000	Commuters and General Public Lifeline	Fixed Route	1 1/2 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		Fixed Route	2 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
99,999 and less	Commuters and General Public Lifeline	Fixed Route	2 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		Fixed Route	3 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations

* The sum of the population for any two adjacent directly served cities

**Weekend hours minimum is 8 to 5

Coordination of Services

The various intercity services, Vallejo Baylink ferries, Route 75, Route 23, Route 50, Route 52, Route 80, Route 30, Route 40 and Route 90 have timed transfer connections with the local systems they serve. In addition, the intercity services and the local services have transfer agreements in place.

Monthly passes are offered by Vallejo Baylink ferries, Vallejo Transit, Benicia Breeze, Rio Vista Delta Breeze and Fairfield-Suisun Transit. The Baylink pass allows use of either the ferry or Vallejo Transit buses (including BARTLink), Benicia Breeze and Fairfield/Suisun Transit vehicles for travel in either direction. Vallejo Baylink ferries connect to Vallejo Transit Route 80, BARTLink and local services, Benicia Breeze, and Napa Valley VINE. The ferry pass also includes an optional charge to add a San Francisco Municipal Railway (MUNI) Fast Pass sticker for use on all MUNI services.

The Cities of Fairfield and Suisun City have a fully coordinated system serving both cities.

STA and the county transit providers have completed a comprehensive ridership survey. The results of that survey were provided to the STA Board in May 2007. Based upon the ridership information and on-going negotiations, the participants are exploring options for transit



consolidation and an intercity funding agreement. If a consolidation plan is implemented, there may be some changes to routes and schedules.

The STA and the various Solano County transit operators will continue to identify and request additional funding to fully implement the Transit Element of STA's Comprehensive Transportation Plan including federal, state and regional funds that may become available and local sources such as a portion of a transportation sales tax should one pass in Solano County. In particular, the

STA and its member agencies will continue to pursue future Federal TEA-21 Reauthorization funds (including increased CMAQ funds), federal earmarks, State Transportation Improvement Program (STIP) funds, Regional Measure 1 & 2 funds, annual clean air grants, regional and local transportation tax measures and other special funds that would help maintain and expand intercity transit services. The STA will incorporate transit strategies and prioritize or recommend transit projects in the various countywide and regional transportation plans.

Solano County is one of the nine Bay Area counties under the jurisdiction of the Metropolitan Transportation Commission. Senate Bill 602 (Kopp, 1989) requires a certain level of coordination between all transit operators in the region. As a result, this CMP specifically recognizes and adopts the SB 602 coordination standards (see Appendix B) as its own. To limit duplication of effort, the STA will determine compliance with the coordination standards based on MTC's annual determination of compliance with SB 602 standards. In 1996, the Bay Area Transit Coordination Bill SB 1474 (Kopp) passed which requires MTC to, among other tasks, determine if there are duplicative transit services in the region, and to withhold State Transit Assistance Funds (STAF) until those duplications are corrected.

In 1997 the STA completed the Solano Intercity Transit Coordination Study and in 2002 the STA completed the Transit Element of the Comprehensive Transportation Plan. These plans are proactive and made recommendations to address applicable items included in SB 1474. The proposals included the formation of an intercity transit consortium, improvements to intercity transit services, improved transit information and marketing, and the long range capital and operating needs of intercity ADA paratransit services. Implementation of its recommendations commenced during 1997-98 with the formation of the Solano Intercity Transit Consortium whose members include staff from the various transit operators in Solano County.

Multimodal System Performance Measures

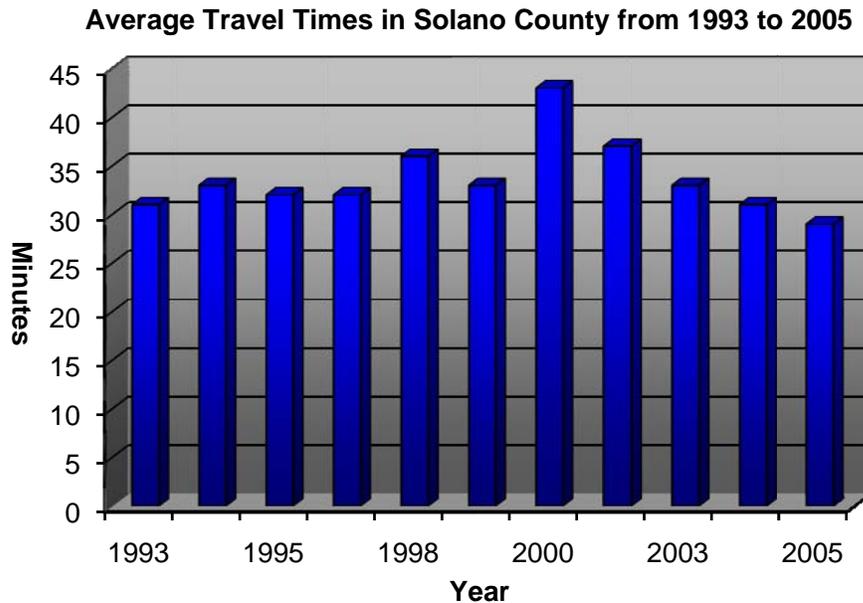
One of the key emphases of the CMP is "multimodal system performance." While this measurement is not as precisely defined such as with LOS measurements, the purpose of these measures are to identify either individually or as a group, how the countywide transportation system (including all modes), is performing. The LOS measurements, which provide the STA with information regarding the performance of the highways and principal arterials, and this element will help determine how the transportation system as a whole is performing. In Solano County it was decided that the criteria for the selection of performance measures should include:

- 1.) Ease of measurability and accessibility of data
- 2.) Forecastability
- 3.) Variety of locally accepted modes

Performance Measures For Solano CMP

The following performance measures were selected for the Solano County CMP:

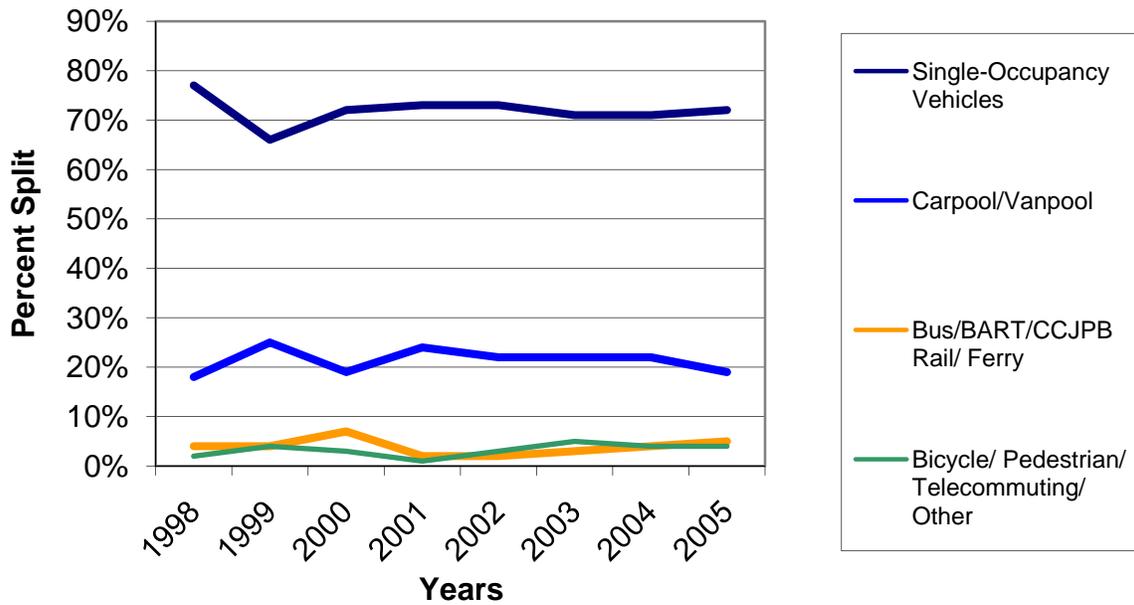
- 1.) Level of Service: This measurement provides an overview of congestion in Solano County. It has already been included in the CMP since 1999 and provides an on-going way to compare changes to the system on an annual basis. It is a widely accepted way to identify existing traffic conditions and to plan the most effective improvements to the highways and roadway system. This measurement is discussed in "Defining the CMP System" and the standards and existing LOS for each of the CMP road segments is contained in the 2007 CMP LOS Inventory.
- 2.) Travel Times To and From Work: Long commute times show both congestion and long trips; conversely, reduced commute times may show less congestion or shorter commute distances. These travel times are documented by RIDES for Bay Area Commuter's "Commuter Profiles" ¹ and the U. S. Census Bureau. Commute time peaked in 2000 with the robust 'dot-com' economy, and dropped off when that market segment rapidly shrank.



¹ In July 2005, RIDES ceased to exist as a result of the loss of MTC's Regional Rideshare Program funding.

- 3.) Ridership for Intercity Transit: This measure will calculate the number of riders that use intercity transit per day. The data will be compiled, over time, from operators, which are responsible for any of the existing, or proposed intercity routes evaluated in the Solano Comprehensive Transportation Plan's 'Transit Element'. A more detailed discussion of existing transit services available as well as the major proposals in this comprehensive plan are described in Chapter IV, Travel Demand.
- 4.) Bicycle and Pedestrian Movement: The purpose is to ensure that bicycle and pedestrian improvements are included, where appropriate, in the CMP's Capital Improvement Program and as recommended in the Solano Countywide Bicycle Plan. This plan proposes a major countywide bicycle system with a primary route following along various county and city roads from Davis-Dixon-Vacaville-Fairfield; then through Fairfield's Linear Park to I-80; then adjacent to I-80 along the Solano Bikeway (the former State Route 40 right-of-way) to Vallejo. A secondary system is proposed along other state and county roads and intercity arterials.
- 5.) Multimodal Split: This compares the above measures 2, 3 and 4 for each CMP update. It assumes that with further efforts to enhance and promote modes such as intercity transit, ferry, rail, ridesharing and telecommuting, single occupant vehicles (as a percentage of all modes) will drop. The current estimated mode split and past mode split percentages are as follows:

Multimodal Split in Solano County



	Single-Occupancy Vehicles	Bus/BART/CCJPB Rail/ Ferry	Carpool/Vanpool	Bicycle/ Pedestrian/ Telecommuting/ Other
2005	72%	5%	19%	4%
2004	71%	4%	22%	4%
2003	71%	3%	22%	5%
2002	73%	2%	22%	3%
2001	73%	2%	24%	1%
2000	72%	7%	19%	3%
1999	66%	4%	25%	4%
1998	77%	4%	18%	2%

IV. Travel Demand Element

This section promotes alternative transportation methods such as carpools, vanpools, transit, bicycles, and park-and-ride lots (which support both formal and informal carpooling); improvements in the balance between jobs and housing; and other strategies, including flexible work hours, telecommuting, and parking management programs.

Trip Reduction Programs

Trip reduction programs are designed to reduce the total number of vehicle trips on the roadways that make up the CMP system. This improves the Level of Service for CMP roadways by addressing the volume side of the volume to capacity ratio. There are a variety of voluntary trip reduction efforts in Solano County.

- ◆ From a regional perspective, the primary trip reduction measure is the very successful carpool, vanpool and employer outreach efforts programs of Solano Napa Commuter Information.
 - Solano County has the highest percentage of carpool/vanpool participants in the Bay Area. This impressive percentage has been achieved without the benefit of High Occupancy Vehicle (HOV) lanes, which allow carpool and vanpool vehicles to travel and notably higher speeds.
 - STA and Caltrans have programmed the construction of an eight-mile HOV lane from Red Top Road to Airbase Parkway.
- ◆ The SolanoLinks Transit Consortium works to create a higher level of transit coordination and ridership for all of its transit operators.
- ◆ BAAQMD and YSAQMD clean air funds are programmed to create more effective transit, bicycle and other trip reduction projects.
- ◆ Voluntary and non-employer based trip reduction programs contribute to the trip reduction efforts of STA and its member agencies. As higher-density office and manufacturing facilities locate in Solano County, more employer-based trip reduction programs are being seen.

The STA and its member agencies will continue to develop and implement effective trip reduction strategies, including the expansion of the HOV lane system; and, will work with private employers to facilitate voluntary work-based trip reduction programs.

Transit Systems

Public transit systems provide a system of fixed route transportation that is reliable and affordable, thereby reducing the total number of vehicles on the road. Transit systems operate on fixed routes and schedules that riders can rely upon. Transit users, many of whom have limited financial resources and few transportation choices, have access to the community without the high fixed capital costs of purchasing a vehicle. Public transit both impacts and is impacted by land use decisions, especially density and proximity to arterials and freeways. Transit can include heavy rail such as Amtrak, light rail such as BART, regional express busses and local bus services.



Transit providers should provide as complete, accessible, and functional transit systems as are financially viable. Transit systems should be extensive enough to allow the substitution of transit trips for single occupant vehicle trips, yet the systems must be affordable both to the transit agency and the user. Systems should provide enough options in both time and routes that they are an attractive alternative to the private automobile.

Some Solano County jurisdictions are too small to support the operation of a transit system that would appeal to any but the transit dependent. It is recognized that these agencies will be unable to provide systems targeted at choice users who have multiple transportation options.

In order to reach the goal of having intercity transit systems reduce congestion by 11% or more of the total daily traffic volume, significant increases in transit ridership will be necessary. Improvement to transit, particularly along the I-80 Corridor has been proposed by a number of transportation studies including the MTC I-80 Corridor Study and the Solano Intercity Transit Concept Plan (prepared in 1995), Solano Comprehensive Plan Transit Element (2002) and the Transit Corridor Study (2003). MTC's Resolution 3434 from the 2001 Regional

Transportation Plan will also help to achieve this goal by expanding regional express bus service from Solano County to the rest of the San Francisco Bay Area. Improved information, promotion and increased service options in the terms of bus, rail and ferry is designed to entice commuters out of the automobile.

STA and its member agencies will continue to strive to provide a transit system that meets the needs of Solano County residents. This will include exploring consolidation of services in order to provide routes that serve transit user's while lowering overhead costs, and expanding service where ridership justifies and funds allow. STA and its member agencies will also continue to work with regional transit agencies to coordinate and provide better service between Solano County transit services and those provided by regional agencies.

Park-And-Ride Lots

Park-and-Ride facilities, including both surface lots and parking structures, provide opportunities for local drivers to share a regional ride. Transit seeks to reduce the total number of vehicle trips. Park-and-ride lots offer a location for numerous single-occupant vehicle trips to meet at a common local point and share a regional trip, without leaving vehicles on residential streets or in commercial parking lots. The actual use of park-and-ride lots is effected by such factors as ease of access and security. Park-and-ride lots can also serve as parking areas for regional bus hubs.



The following is an inventory of park-and-ride lots in Solano County:

- ◆ Benicia - E. 2nd and E Street
- ◆ Dixon - Market and Pitt School Road, W. B Street and Jefferson
- ◆ Fairfield - Green Valley Road/I-80, West Texas (Fairfield Transportation Center), North Texas Street and Airbase Parkway
- ◆ Rio Vista - none
- ◆ Suisun City - Main Street/Amtrak Station
- ◆ Vacaville - Leisure Town Road, Davis Street (Vacaville Transit Center), Bella Vista Avenue, Cliffside Drive
- ◆ Vallejo - Magazine Street, Lemon Street, Benicia Road

The cities of Solano County should continue their efforts to provide sufficient park-and-ride lots for local commuters, such as the planned Fairfield park-and-ride lots at Red Top Road and Gold Hill Road. Where appropriate, park-and-ride lots and lots with transit facilities should be colocated. Even with the capacity added since the 2005 CMP, the current level of out-commutes exceeds the number of park-and-ride spaces available. Additional spaces are needed to keep up with demand for these facilities. Ridesharing and transit commuter options are encouraged by proper numbers and placement of park-and-ride lots. Also, the placement of secure bicycle parking facilities is encouraged at park-and-ride lots.

Bicycle Facilities

Commuter bicycle routes generally divert trips no longer than five to seven miles, and therefore typically serve local riders. The bicycle system serves primarily to remove trips from non-CMP roadways or to feed public transit or ride-share services. The bicycle system generally serves two communities, with different needs: bicycle commuters, who desire high-speed bike lanes and can tolerate proximity to auto traffic, and recreational/family cyclists who prefer more scenic and relaxed paths and do not tolerate proximity to traffic well. The bicycle commute system should be designed to capture trips that would otherwise be taken in a single passenger automobile.

The following steps have been and continue to be taken to promote bicycle commuting in Solano County:



- ◆ Creation of a bike and pedestrian capital project priority list by the STA Bike and Pedestrian advisory committees; projects have focused on creating linkages across the county, and to Yolo County and Contra Costa County bike facilities
- ◆ Funding of BAC and PAC priorities, including use of Transportation Development Act (TDA) and Congestion Mitigation and Air Quality (CMAQ) funds
- ◆ Inclusion of bike and pedestrian elements in the North Connector Transportation for Livable Communities Corridor Concept Plan and the Jepson Parkway TLC Plan
- ◆ Publication of Solano-Yolo Bikelinks maps designed to help identify the best existing bike routes and promote bicycling throughout Yolo and Solano counties

Bicycle routes and improvements should be consistent with Solano Countywide Bicycle Plan. This Plan identifies a primary bikeway system extending between Davis (in Yolo County) and Dixon, then following various county and city roads to Vacaville, Fairfield and Suisun City; then crossing through Fairfield on the linear park route towards Solano Community College; then paralleling I-80 to Vallejo, with future connections to the new bike routes on the planned spans for the Carquinez and Benicia-Martinez bridges. A secondary or recreational system is also proposed along many county roads and adjacent to many of the road segments designated in this program.

The STA and its member agencies will continue to identify and fund bike facilities, both to serve bicycle commuters and recreational bicyclists. STA will focus on creating a cross-county core system, and work with local communities to develop branching bike lanes and paths that connect to housing, work, shopping and community centers within their jurisdiction. STA will also continue to promote the annual Bike to Work day and other events which focus on and encourage bicycle use. Finally, STA will encourage local jurisdictions to provide convenient bicycle access and parking in new development.



Land Use

Land use development occurs where there either is or will be an adequate transportation system to serve the development. An inadequate transportation system results in congestion, delays, and lower land values. A transportation system with too much capacity can be a poor expenditure of public funds or an inducement to future growth.

The type of land use also effects the transportation system. Low density land uses, or those without pedestrian and bicycle friendly streetscapes, do not provide sufficiently concentrated ridership to allow public transit to be

financially feasible. Higher density land uses can financially support public transit, but may result in higher congestion rates if residents/ employees/ customers choose to use private vehicles anyway.

It is a very difficult challenge to foresee future land use, plan an adequate transportation system, set aside right-of-way for roads and interchanges, and fund construction of the improvements in a timely manner. State law requires that fees charged to new development only pay for the capacity needed to serve that new development, and not for a previously-existing deficiency in the transportation system.

In Solano County, the overwhelming majority of urban development occurs within the boundaries of the seven cities. STA has worked with those cities and, where appropriate, with the County, to coordinate land use and transportation decisions, and to encourage land uses that support ride sharing and use of public transportation where appropriate. Regionally, MTC has taken the lead in encouraging more coordinated planning between land use and transportation matters. For instance, MTC's Transportation for Livable Communities Program (TLC) provides planning and capital assistance for projects that strengthen the link between transportation, community goals, and land use. Examples of recent TLC projects include:

- ◆ Jepson Parkway Concept Plan
- ◆ North Connector TLC Corridor Concept Plan
- ◆ TLC Planning Grants to Fairfield, Rio Vista and Vacaville
- ◆ TLC Facilities Grants to Rio Vista, Suisun City and Vacaville,

STA has worked with the cities to identify and submit applications for Priority Development Areas under the Bay Area FOCUS program. Those areas designated as PDAs may be eligible for additional planning and facilities funding, and will serve to further strengthen the local and regional public transportation system. Increased density at transit nodes may well be of benefit in the future. Jurisdictions are encouraged to examine and plan for this in their long range planning as the population and the sophistication of their transit network increases. The STA has also identified infill opportunity locations throughout Solano County that are potential sites to be designated as new compact residential or mixed use development within 1/3 of a mile from planned or existing transit hubs, rail or bus services. These locations are 'Infill Opportunity Zones' as defined by SB 1636 (Figueroa) and are listed on page 40.

STA has continued to work with local jurisdictions to make use of the Transportation and Land Use Toolkit developed in 2003. STA staff has also made presentations to all of the planning commissions in 2005 regarding TLC and land use decisions.

Congestion on the CMP system roads can also be reduced by creating a better balance of jobs and housing in each community, and in Solano County. This includes the creation of housing conveniently near local employment centers, with housing products affordable to workers in those centers. Local jobs produce more local trips and therefore fewer regional trips, and create tax revenue that can then be used to support local transportation programs as well as other community services.

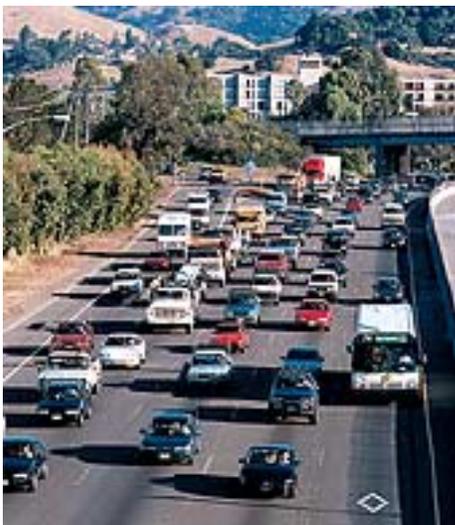
STA and the CMA legislation requires that local land use proposals, including environmental notices, be provided to the STA for review and comment. STA checks these proposals for consistency with the CMP. Where projects propose land uses different from the CMP or result in a deficiency finding, STA will work with the local agency and/or the developer to identify project changes and/or mitigation measures to reduce congestion and impacts to the transportation infrastructure. See Section VI below for further discussion of land use review and comment by STA.

The STA and its member agencies will continue to work together to identify a transportation system that adequately serves local land uses and regional traffic. This includes STA seeking out additional planning and infrastructure funds for TLC projects, higher-density land uses and PDA designations.

HOV Lanes

High Occupancy Vehicle (HOV) lanes provide shorter trip times for busses, and passenger vehicles with multiple occupants. This encourages more bus ridership and carpooling, which in turn reduces congestion and delays for other vehicles.

Planning for the installation of HOV lanes for any freeway or major expressway that will be six or more lanes is encouraged. An HOV count was performed in the spring of 2001 which confirmed high levels of carpooling and vanpooling.



The counts indicated 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 indicated it may after 2010.

In 1996, an HOV lane was constructed on I-80 from City of Richmond to Hwy 4. Contra Costa has future plans for HOV lanes to continue north on I-80 to Cummings Skyway

Photo: MTC

and eventually on to the Carquinez Bridge. Contra Costa also has a long term plan to construct HOV lanes on I-680 up to the Benicia-Martinez Bridge. Both bridges will have new toll plaza facilities that will have booths designated specifically for HOV.

STA has secured funding and is preparing the documents necessary to construct the first HOV lane in Solano County. The eight-mile segment will run from Red Top Road to Airbase Parkway. Construction is planned for 2008. The HOV lanes will primarily be constructed in the existing median, and will require minimal expansion of the freeway right-of-way. No lanes of mixed-flow traffic will be eliminated to accommodate the HOV lane project.

Future HOV lane segments are proposed for I-80, with the eventual goal of having an HOV lane on I-80 extend from the Solano/Contra Costa county line to the Solano/Yolo county line.

The STA will continue to seek and program funds for additional HOV lane segments in Solano County. STA will also work in partnership with Caltrans and local jurisdictions to identify and acquire right-of-way as needed, implement freeway performance improvements such as ramp metering, obtain approval of all plans and documents needed, and proceed to construction of the identified HOV lane segments.

Rail Systems

Public transportation via rail system includes heavy rail such as the Capitol Corridor (operating on the same track as freight rail services) and light rail such as BART and Sacramento Light Rail (operating on tracks dedicated to the commuter rail service.) Rail has the disadvantage of being capital intensive and limited to fixed corridors. However, rail service can transport a large number of people very rapidly from one station to the next. Rail transit stations collocated with higher density housing allow for commuters to walk from home to the rail link, eliminating auto trips altogether. Similarly, rail stations fed by effective local or regional bus systems or with good bicycle lane linkage can completely eliminate some car trips. Where higher density housing or transit system linkage is not available, rail can still provide for regional commute trips that use local roads but that do not impact CMP roadways or intersections.

The STA continues to support rail options as an alternative mode of transportation. In 2002-03, the STA worked with various partner agencies to conduct three commuter rail studies: Contra Costa- Solano/ sBART, Dixon-Auburn (Sacramento), and Napa-Solano. In 2001, the STA prioritized three additional Capitol Corridor rail stations for Fairfield/Vacaville, Benicia, and Dixon. In 1997, the STA prepared a Long-Range Light Rail Plan to look at

maintaining rail options particularly over the new spans of the Benicia-Martinez and Carquinez bridges. In 2006 the STA, working with the Capitol Corridor and the partner counties of Contra Costa, Yolo, Sacramento and Placer Counties, complete the Phase 2 tasks for the proposed Auburn-Sacramento-Oakland commuter rail service.



The Capitol Corridor intercity rail service, operated by the Capitol Corridor Joint Powers Board (CCJPB), currently stops at the Suisun/Fairfield station in Solano County and provides thirty-two round trips per day. STA will continue to assist the City of Fairfield to plan and construct a new station on Peabody Road.

Signal Timing

Signal timing serves two primary purposes on CMP roadways. First, it coordinates the flow of traffic on roadways, thereby reducing stop-and-go driving and reducing time spent stopped in traffic. Second, placement of signals on freeway onramps (ramp metering) measures the flow of traffic onto the freeways, reducing the congestion that occurs when a large number of vehicles seek to enter the freeway at one time.

The STA encourages all jurisdictions to take actions directed towards meeting the clean air standards contained in both state and federal legislation. In particular, jurisdictions with one or more series of traffic signals that would benefit from either an air quality or vehicular congestion standpoint should consider participation in Caltrans' Fuel Efficient Traffic Signal Management Program. Signal timing programs could well eliminate the need for other more costly improvements to maintain mobility on the transportation system.

The STA will work with local agencies and support their efforts to develop and implement programs for signal timing. These include the Citywide signal interconnect program in Vallejo and the long term signal interconnect proposed along the Jepson Parkway through Suisun City, Fairfield, Solano County and Vacaville.

Jobs-Housing Balance

More than forty percent of Solano County's employees commute to jobs outside the county. These commutes are generally longer and therefore contribute more to highway congestion and air pollution than in-county, or in-city commutes. One way to reduce this out-commute is to provide a better balance between housing provided and jobs available within each of the cities in the county. To be truly balanced, the jobs must pay enough that the jobholder can afford to live in the jurisdiction where he or she works.

Limiting growth in housing units may also reduce the out-commute. But, this often has the undesired effects of increasing housing costs, reducing the availability of lower and moderate income housing and limiting the turnover of housing stock.

While there is no guarantee that a jobs-housing balance will reduce the out-commute, a well-planned policy continued over an extended period provides an opportunity for local residents to also work locally, thereby reducing traffic on CMP roadways.

Flexible Work Hours and Telecommuting

A primary cause of traffic congestion is the work commute. Typically, traffic volumes are at their highest during the weekday morning and evening commute hours. Any rearrangement of the workday that avoids starting work between 7 a.m. and 9 a.m. or stopping work between 4 p.m. and 6 p.m. will reduce this commute congestion.

Another effective technique involves altering the typical workweek. Changing from a workweek of five 8-hour days to four 10-hour days will reduce the work commute by twenty percent. Changing to a two-week period consisting of eight 9-hour days and one 8-hour day will reduce the work commute by 10 percent.

Telecommuting also effectively reduces work-hour traffic congestion. Many jobs do not have to be performed at the work site each day. Employees can

perform these jobs at their home, entirely eliminating the commute trip, or at a telecommuting center which would be located closer to home than the normal work site. These employees would only be required to come to the work site when necessary.

Employers, including government agencies, are encouraged to implement any of the flexible work hour arrangements and/or telecommuting whenever feasible.

Parking Management, TSM Programs and Other Incentives

Parking Management

In many high-density land use areas, adequate parking is at a premium. Examples of these types of areas are downtown Oakland, San Francisco and Sacramento, as well as dense portions of cities such as the UC Davis campus. Often employers in these areas provide free or subsidized parking as an employee benefit. There are various ways in which the availability of parking can be used to encourage work commutes by means other than the single occupant vehicle. One option is for employers to simply stop providing free or subsidized parking for single occupant vehicle commuters. However, with Solano County's relatively low land use densities and plentiful free parking, this is generally not a viable option.

Another option is for employers to provide cash incentives to employees who commute by means other than the single occupant vehicle. There are two excellent examples of cash incentive programs that have previously been available in Solano County. Upon completion of the program, SNCI received positive results. According to RIDES for Bay Area Commuters, Solano County has the highest vanpool rate and the second highest carpool rate in the Bay Area. Presently, Solano Napa Commuter Information has several incentives for encouraging more vanpool, transit, and bicycle trips. These incentives include free gas coupons, transit vouchers, and up to \$100 off of a bicycle purchase.

Incentives can be in the form of free and/or preferential parking for vanpools and carpools. Transit incentives (i.e. some free introductory trips or employer subsidized transit passes) to encourage use of transit have been successful during rideshare week and are often used in other transit systems such as the transit incentive program in Contra Costa County and the Ecopass in Santa Clara County.

AB 2109 requires that certain employers offer a "parking cash-out" program. The law applies to employers that: 1) have 50 or more employees, 2) lease parking for their employees, 3) subsidize that parking for employees, and 4)

can reduce the number of parking spaces available to employees without penalty (such as breaking a lease or violating planning regulations). Employers who meet the above criteria and who lease parking after January 1, 1993, or renew leases after that date must offer employees cash equal to the subsidy for an employee's parking space.

Local agencies typically require the provision of ample parking as a condition of approval of any new development. These parking requirements should be reconsidered with a view toward discouraging the use of single occupant vehicle trips to work sites, and commercial, shopping, and recreational activities.

In June of 2007, MTC released the "Reforming Parking Policies to Support Smart Growth Toolbox/Handbook." STA will work with the member jurisdictions to implement the ideas in the toolkit where appropriate.

Gas Tax

Gas taxes can discourage excessive automobile usage and promote the use of transit and other forms of alternative modes. When the state increased gas taxes by a 9-cent increase to 18 cents per gallon (which was phased in by 1995), increased emission reductions were noticeable.

Traffic Operations System

Caltrans' Traffic Operations System (TOS) assumes emission reductions. TOS systems are planned to be provided along the major corridors such as I-80 and I-680 to improve traffic flow by providing information on traffic incidents and emergency bypasses during those incidents.

Transportation Systems Management

The STA supports Transportation Systems Management (TSM) programs that will improve transportation corridors by reducing traffic congestion, improve safety and promote alternative transportation modes. Projects such as the Jepson Parkway and the STA Travel Safety Study are two examples of recent efforts to provide TSM programs in Solano.

Spare the Air

Each year, the Bay Area Air Quality Management District and Solano Napa Commuter Information conduct the Spare the Air Program. The STA supports the efforts of BAAQMD to reduce air emissions during high ozone days. The FasTrak Bridge fare program, the Weigh in Motion truck program, telecommuting and other Integrated Technology Systems (ITS) programs are also supported by the STA. The STA and its member agencies continue to participate and support the development of MTC's TransLink Card network. This effort allows regional transit riders to purchase promotional cards that can track transit fare payment electronically for integrated transit systems such as

BART and Express Buses. Currently, the TransLink card is a pilot program limited to a few operators in the Bay Area.

Bridge Tolls

Bridge tolls are currently \$4 on the seven State owned toll bridges in the San Francisco Bay Area. \$1 is dedicated to bridge corridor based projects, the second \$1 is used to fund seismic retrofit for each bridge, and the third \$1 (Regional Measure 2) is used for a variety of transit projects with an annual revenue stream of approximately \$125 million. Since Bay Area voters passed Regional Measure 2 in the March 2004, various Solano County projects were funded including:

- Express bus facilities and park and ride lot construction
- Construction of the Vallejo intermodal ferry and bus station
- I-80/I-680/SR 12 interchange improvements
- Capitol Corridor rail tracks and station improvements at the Fairfield/Vacaville Intermodal Transit Station
- Regional express bus operation

Ferry Services

The City of Vallejo provides the only ferry service to San Francisco in Solano County with three ferries operating on a regular basis and one back up vehicle in its fleet. The ferries operate from 5:30 a.m. to 7:00 p.m. on weekdays, with trips approximately once an hour during peak periods and every hour and a half during off-peak periods. The Vallejo ferry service proved to be an important method of transit for Solano County commuters to San Francisco during the October 1989 Loma Preata Earthquake. Access to and from San Francisco was limited due to damaged infrastructure on the freeways and bridges. The ferry service responded quickly to the earthquake crisis.

The City of Benicia is currently in the early stages of determining if a ferry terminal would be desirable and practical. STA will work with Benicia to help make this determination.



Transportation Control Measures

MTC Resolution 3000 Revised, requires all CMP's to be consistent with the region's adopted Transportation Control Measures (TCMs) for the Federal and State Clean Air Plans by addressing the timely implementation of TCMs that require local implementation. Particular attention has been given to Table 1 of that Resolution, and efforts have been made to meet its intent. The following table lists the correlation of the Federal/State TCMs with the Solano County CMP. These measures, in whole or in part, are being implemented by various programs and projects in the sections referenced in the CMP. Additional regional TCM measures have been incorporated into the following list since the 1997 CMP in accordance with MTC's CMP guidelines.

Transportation Control Measures

Correlation of Federal/State TCMs with Solano CMP

TCM	Description	Section, Page
F1,2,3	Increase transit ridership	Performance Standards Element, 28
F4	Expand HOV lanes	Travel Demand Element, 30
F5	Support Rides and SNCI efforts	Travel Demand Element, 33
F7	Reaffirm preferential parking	Travel Demand Element, 33
F8	Encourage Park-and-Ride lots	Travel Demand Element, 28
F9	Expand commute alternatives	Travel Demand Element, 33
F10	Develop Info. Prog. for Local Gov.	Travel Demand Element, 33
F13	Increase bridge tolls	Travel Demand Element, 35
F14	Support Bay Bridge surcharge	Travel Demand Element, 35
F15	Support increased state gas tax	Travel Demand Element, 34
F17	Continue post-earthquake transit	Travel Demand Element, 35
F18	Expand Amtrak Capitols	Travel Demand Element, 31
F20	Support regional HOV System Plan	Travel Demand Element, 30
F21	Support Regional Transit Coordination	Performance Standards Element, 23
F22	Expand Regional Transit tickets	Performance Standards Element, 24
F24	Expand signal timing to new cities	Travel Demand Element, 32
F25	Maintain existing signal timing	Capital Improvement Program, 7
F26	Support Incident Management Systems	Travel Demand Element, 34
F27,28	Support TSM Programs	Travel Demand Element, 34
S1	Expand employer assistance	Travel Demand Element, 33
S2	Support voluntary trip reduction	Travel Demand Element, 27
S3	Improve areawide transit service	Performance Standards Element, 14
S4	Expand regional rail	Travel Demand Element, 31
S5	Improve access to rail and ferry	Performance Standards Element, 31, 35
S6	Improve intercity rail service	Performance Standards Element, 31
S7	Improve ferry service	Performance Standards Element, 35
S8	Construct carpool/express lanes	Travel Demand Element, 30
S9	Improve bicycle access	Capital Improvement Program, 7
S10	Youth transportation	Performance Standards Element, 28
S11	Install freeway TOS systems	Travel Demand Element, 34
S12	Improve arterial traffic	Capital Improvement Program, 7
S13	Provide transit use incentives	Performance Standards Element, 33
S14	Provide carpool incentives	Travel Demand Element, 33
S15	Air quality plans/programs	Travel Demand Element, 29
S16	Support Spare the Air Program	Travel Demand Element, 34
S17	Support demonstration projects	Travel Demand Element, 34
S18	Support revenue measures	Performance Standards Element, 35
S19	Support market pricing programs	Travel Demand Element, 33

F= Federal TCM

S= State TCM

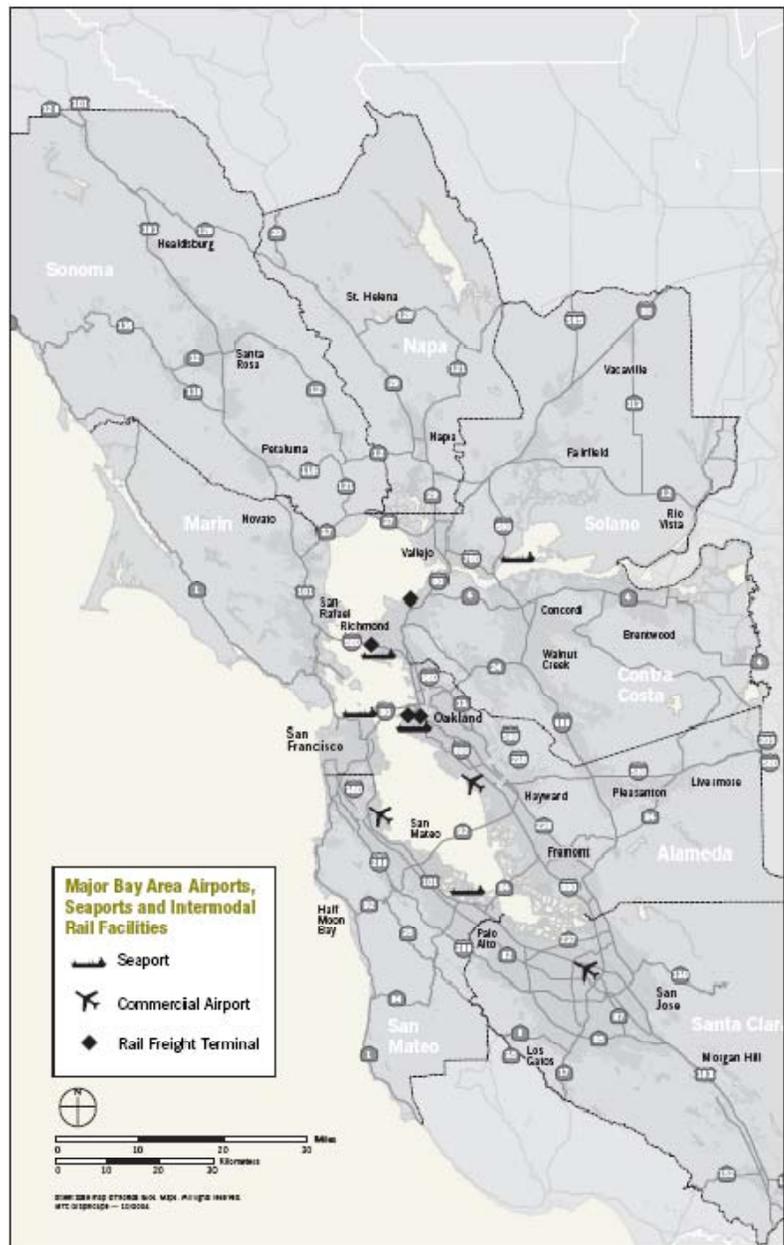
V. Regional Goods Movement

As noted in MTC's 2004 "Regional Goods Movement Study," there is a substantial movement of raw and finished products throughout the regional transportation infrastructure. More than \$400 billion in goods moves into or out of the 9-county Bay Area. In Solano county, almost 5% of all jobs are in goods-movement related industries. Successful management of congestion on local and regional roadways will strengthen this segment of the economy. STA and its member agencies will actively seek opportunities to improve the movement of goods as well as people in Solano County.

Goods Movement Infrastructure

The Port of Oakland is the third busiest port in the US for container movement, behind Long Beach/Los Angeles and New York/New Jersey. In terms of overall tons of cargo shipped, in 2004 the Port of Richmond ranked 33rd in the US, with Oakland ranked 45th, Stockton ranked 106th, San Francisco ranked 112th and Redwood City ranked 136th. No ranking was provided for port facilities in Benicia, Martinez or Sacramento. Since that time, the Port of Oakland has substantially increased its containerized cargo handling capacity. Regional airports providing substantial goods movement are San Francisco, Oakland and San Jose. In addition, Travis Air Force Base, located in Fairfield, is one of the primary hubs for military air cargo in the continental United States.

Source: MTC Regional Goods Movement Study



Goods coming into or out of the Bay Area are moved primarily by truck or rail. Truck routes include I-80 through Solano County, I-580 in Alameda County, and US 101 south from Santa Clara County. I-580 is the primary corridor for truck transportation from the Bay Area to the interstate highway network. Rail lines serving the Port of Oakland and the auto import lots in Benicia either pass into the central valley in northern Contra Costa County or cross through Solano County through Benicia, Suisun City and Dixon.

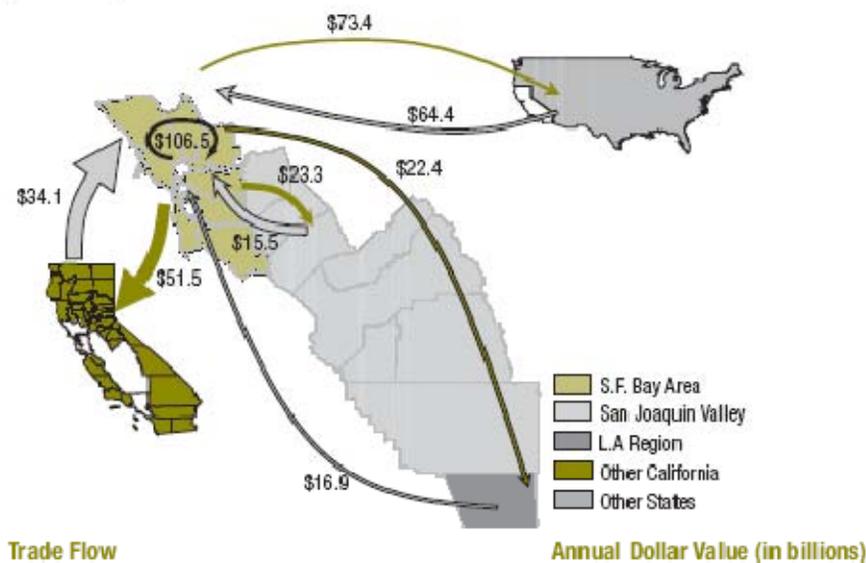
Trucks carry approximately 80% of the goods moved to and from the Bay Area, with rail accounting for an additional 6% and marine transport 13.3%. Almost all truck movement occurs on publically-owned roadways. Rail movement of goods occurs mostly on privately owned tracks. Marine goods movement occurs on public waterways and mostly through public ports, although some movement occurs at private piers and loading/unloading facilities.

Volume and Value

The Port of Oakland moved 2.2 million TEUs (Twenty-Foot Equivalent units -20' long cargo containers) in 2005. That amount is projected to increase to 2.7 million TEUs by 2010, 4.2 million TEUs in 2020, and 6.5 million TEUs in 2030. This later number is three times as large as the 2005 volume. Oakland handles by far the largest number of TEUs in the Bay Area; port facilities in Richmond and Martinez process mainly bulk petroleum, while Stockton handles primarily agricultural products. Oakland is the only northern California port where the value of exports exceeds the value of imports.

I-580 has an average daily truck volume in excess of 12,500 vehicles. In contrast, I-80 in Solano County has an average daily truck volume of between 7,500 and 12,500 vehicles.

The Largest Share of the Bay Area's Domestic Trade Stays Within California
(\$ in billions)



Source: MTC Regional Goods Movement Study

According to the 2004 Regional Goods Movement Study, 25% (\$106.5 billion) of the \$408 billion in goods movement through the Bay Area was for local consumption. Much of this goods movement is concentrated in the population centers around the bay itself. Almost \$39 billion in goods is moved to and from the San Joaquin valley, \$39 billion to and from the Los Angeles area, and \$85 billion to the rest of California.

Maintaining and Improving Capacity

The majority of goods movement in the Bay Area is for Bay Area consumption and moves by truck. As a result, the system improvements and travel demand strategies identified in this document as means to improve the movement of people will also serve to improve the movement of goods. Examples of projects that will improve both people and goods movement include the reconstruction of the I-80/I-680/SR-12 interchange, the Cordelia Truck Scale project and the construction of HOV lanes on I-80.

Rail improvement projects are primarily designed to allow for greater movement of freight. However, the installation of additional tracks by the Union Pacific and Burlington Northern Santa Fe Railroads may also serve to allow more service by the Capitol Corridor. STA will work with its member agencies to identify opportunities and funding to eliminate at-grade crossings in Solano County. This will serve to decrease congestion on local streets, allow for faster and more reliable rail movement of both people and goods, and reduce the chances of pedestrians or autos coming into conflict with moving trains.

Policies related to goods movement by air or water is not within the jurisdiction of STA. However, STA will continue to work with its partner agencies to support regional air and water freight facilities.

The STA, working with the Napa County Transportation and Planning Authority (NCTPA) and MTC has created a traffic forecasting model in accordance with ABAG population and employment projections (using Projections 2003 and the Projections 2005 growth increment) and consistent with the MTC "CMP Model Consistency Guidelines." This super regional countywide traffic model, the "Solano/Napa Travel Demand Model", extends over the entire Bay Area, and includes detailed zones in such areas as Sacramento, Yolo and San Joaquin counties to the east, Lake and Mendocino counties to the north, and counties in the Association of Monterey Bay Area Governments to the south of the Bay Area. The model is based on data from ABAG, MTC, SACOG, SJCOG, Census data and many local land use databases. This was necessary due to Solano County's location in the center and along major transportation arteries of the emerging Northern California mega-region. There was also a need to create a multi-jurisdictional model that would provide the most reliable traffic projections available for project developments and environmental documents. Finally, the Napa-Solano Travel Demand Model will serve as the basis for land use alternative comparisons in MYC's "I-80 Smarter Growth Study" project.

Recognizing the model is a necessary tool for the analysis of projects proposed within jurisdictions for their countywide impacts, it was necessary for the STA to develop policies concerning the use and dispersal of both the model and the information it generates. The policies are spelled out below. Users of the model must first sign a use agreement with STA.:

- 1) All member jurisdictions will receive, on request, any available model output information at no charge. Special runs for general plan and environmental impact studies will continue to be charged the additional cost of that work effort. The STA staff may assist in the traffic impact analysis and, on a time available basis, will aid jurisdictions on matters concerning the model.
- 2) Only the STA will have the right to copy, sell, or otherwise distribute the information contained in the model as a whole. The portions of the model that have been derived from other sources remain under the control of the source.
- 3) Non-member governmental agencies may receive free model information on request, at the discretion of the Executive Director.
- 4) For non-governmental users and those governmental units that should not receive free information, the model and/or model information will be available at a price and in a manner to be determined by the STA.

- 5) Alteration of the CMA model, other than changes in the population and employment data bases triggered by the project in question, will render any traffic analysis completed for CMP purposes unacceptable unless the alterations are cleared in advance with the STA.

The STA has been updating its model during 2002-03 for consistency with the MTC mode choice model called Baycast. The horizon years are now being extended out to the years 2010, 2015, 2025 and 2030.

The MTC model is based on population projections of the Association of Bay Area Governments (ABAG) and takes into consideration long-range land use projections for each county. Information for counties outside of the Bay Area was collected from similar authoritative sources. Their population projections are updated every two years and the land use data is updated in areas where growth is occurring the most. Land use and economic trends are used as the basis to project job and household growth in the area and throughout the Bay area.

Through the Partnership Modeling Working Group, MTC developed the Baycast version of their model that runs on desktop computers. The STA countywide model has been updated with a larger number of traffic analysis zones and is consistent with MTC's new regional model.

VII. Land Use Analysis Program

One of the key features of the 1990 CMP legislation was an attempt to link land use decisions to the ability to provide satisfactory transportation facilities and services. To avoid increased traffic congestion caused by new development, mitigation of traffic impacts is required. Since its inception this program has consisted of the following:

"A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. In no case shall the program include costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems."

The two air districts with regulatory authority in Solano County are required by the California Clean Air Act to develop Indirect Source Rules (ISRs) and require air districts to develop Indirect Source Control (ISC) Programs. The Act allows air districts to develop the specific types of requirements for these programs. It is the intent of the STA to continue to integrate the requirements of this CMP with those of the air district ISRs as much as possible so that one response will fill both needs.

The 2007 Solano County CMP also complies with SB1636 (Figueroa). Key points from SB1636 (Figueroa) include:

- "Infill Opportunity Zone" would be exempt from the level-of-service standards established in a CMP. Instead of the CMP LOS standards, jurisdictions would apply alternative standards or a flexible set of options for mitigating the impacts of development within the zone. With this exemption, jurisdictions can now allow an increased density or mix of uses in these areas without being limited by the need to maintain the CMP LOS standards.
- Legislation includes two sunset clauses: (1) no infill opportunity zones may be created after December 31, 2009, and (2) jurisdictions must ensure that a development project shall be completed within the infill opportunity zone not more than four years after the date on which the city or county adopted its resolution
- Infill opportunity zone must be within 300 feet of a bus rapid transit corridor or within one-third mile of a specified transportation site, include an existing or future rail station, ferry terminal served by bus or rail transit service, or an intersection of at least two major bus routes. Eligible transit service is that with maximum scheduled headways of 15 minutes for at least 5 hours a day.

The STA identified the following land use areas as potential candidates for infill opportunity zones or Priority Development Areas as defined by the Bay Area FOCUS program discussed above:

- Fairfield Transportation Center
- Vallejo Ferry Terminal
- Vallejo Intermodal Facility
- Suisun City Capital Corridor Train Station
- Fairfield/Vacaville Capitol Corridor Train Station
- Dixon Multi Modal Transfer Center

Land Use Impact Analysis

When this CMP was first established, it required submittal of quarterly reports on all small land use developments and all large developments having 2,000 or more ADT. The STA no longer requires the submittal of these quarterly reports since it has been comprehensively updating the land use, population and jobs for the model on a more periodic basis.

However, to help determine biennial conformity with this CMP, each jurisdiction is requested to submit general plan projections on land use/housing/jobs to the modeler on a traffic analysis zone and land use category basis. The STA continues to remain a “responsible agency” and requests each jurisdiction to submit copies of all additional proposed general plan amendments (not included in the basic model data) and environmental impact reports for review and comment by the STA. For any additional general plan amendments not included in the comprehensively updated model, the applicant will be required to have a special model run, conducted by the STA modeler and paid by the project sponsor. Should any of the LOS standards of this CMP be exceeded as a result of new unanticipated projects (excluding LOS segments within an Infill Opportunity Zone), the STA will require a deficiency plan as discussed later in this document.

Mitigation Measures

The mitigations for all land use decisions is determined at the local level. Local and regional levels of government provide the best place for the inter-relationship between land use and transportation decisions to be seen, and for steps to be taken to reduce reliance on the automobile. Depending on the type and size of the project, possible mitigations may include site design standards to minimize demand for the automobile; minimizing parking (if appropriate) near transportation corridors; development patterns friendly to bicycles, pedestrians, and transit; and clustering and mixing different uses that benefit

commute patterns. Additionally, projects can mitigate their share of impacts to local and regional transportation systems by constructing system improvements or paying impact or mitigation fees that cover their fair share of the project's total cost. The CEQA process will also be used to monitor required mitigations. This will require that mitigations for transportation system impacts must be presented with cost figures included.

The following policies have been established by STA to deal with impact mitigation:

1. If impacts of a project are totally contained within the jurisdiction, the mitigations for the project are up to that jurisdiction.
2. If a project in one jurisdiction creates impacts in another jurisdiction, then the jurisdiction containing the project must provide mitigations.
3. If a jurisdiction is able to show with a license plate survey or some other method acceptable to the STA that impacts on a portion of its system are caused by traffic from another jurisdiction, the jurisdiction causing the impact is responsible for mitigations.
4. The STA will act as a mediator in disputes.
5. Compliance with any required extra-jurisdictional mitigations will be part of the conformance findings of the STA and/or part of the required mitigation program approved as part of a Deficiency Plan.

Deficiency Plans

If, based on LOS data obtained from the biennial update, the countywide travel demand model, a general plan amendment or an environmental impact report, a segment or intersection of the CMP system has deteriorated or will deteriorate below the adopted LOS standard (within the seven year time frame of the capital improvement program), the jurisdiction whose development causes the problem will be notified. Unless the segment is within an Infill Opportunity Zone, the jurisdiction must then prepare and submit a deficiency plan in time for the mitigation to be placed in the next biennial update to the CMP Capital Improvement Program (CIP) which is usually prepared during May-September of each odd numbered year. The action portion of the deficiency plan must be completed prior to the date of the projected system failure. The goal is to plan for congestion and provide mitigation before it happens.

If there is a delay in carrying out the deficiency plan through no fault of the jurisdiction, as determined by the STA, the jurisdiction is protected from loss of gas tax revenue as described under item 4) of the determination findings contained in Section 9 of this CMP.

A deficiency plan must be adopted by the responsible jurisdiction at a noticed public hearing. The plan is to include: 1) an analysis of the cause of the deficiency, 2) improvements to the affected facility so that it will meet the LOS standard, 3) cost estimates for the improvements, 4) actions that contribute to significant improvements to air quality and improve the level of service of the system, and 5) an action plan with specific implementation timetable that implements either improvements to the facility itself or improvements to the LOS of the system. A deficiency plan may be prepared for either a specific development or for a jurisdiction as a whole. The STA must either accept or reject the deficiency plan without modification at a public hearing.

Multi-Jurisdictional Deficiency Plans

If the STA identifies two or more jurisdictions that are contributing to the deficiency of any segment of the CMP system, and one or more of the jurisdictions exceed the adopted level of service standard by a threshold of 10% or more of the maximum service flow rate, a multi-jurisdictional deficiency plan shall be prepared by the STA and paid for equally by each of the member jurisdictions that are causing the impact. To determine what jurisdictions shall participate in a multi-jurisdictional deficiency plan, the STA (based on documented traffic volumes and/or LOS data from the countywide traffic model or other available data) will determine that the proposed development(s) from a member jurisdiction is contributing at least 10% of the projected additional peak hour traffic impact to the subject road segment or intersection. A multi-jurisdictional deficiency plan improvement program shall be formally agreed to by all participating member jurisdictions and approved by the STA and amended into the CMP Capital Improvement Program, before any of the proposed projects may be implemented.

The land use analysis of the CMP shall consist of the following elements:

1. STA contract modeler will maintain a set of all current general plans and land use/population/jobs projections received from each of the member jurisdictions.
2. STA will periodically work with ABAG when they update the Solano County population, land use, and job projections to help ensure accuracy in their projections.
3. STA members will provide all EIR's and general plan amendments for any land use changes in each of their jurisdictions.

VIII. Capital Improvement Program

Solano County has one of the smaller Bay Area populations, consisting of about 420,000 residents living mostly in medium-sized communities. The freeways and principal arterials are somewhat aged and most were designed and built in the 1950's and 60's to accommodate substantially smaller traffic volumes based upon smaller suburban communities than exist in 2007. As the county grew, particularly during the 1980's and 90's, and as more suburban-commute patterns developed and LOS standards dropped, a greater emphasis on the Capital Improvement Program (CIP) has developed. The cities in the STA jurisdictional area also have their own CIPs, and have been constructing facilities to accommodate locally-generated traffic. In order to reduce congestion along the CMP roadways, the STA believes that it must continue to give its highest priority to projects that have been proven to maintain or improve LOS standards.

The CIP is the element that sets out the STA's program of projects that will, along with the performance measures, trip reduction and travel demand and land use analysis elements, improve the performance of the multi-modal CMP system for the movement of goods and people over the next seven years. Typical CIP projects include increasing capacity on the roadway network and maintenance of the existing system. Capacity can be increased both by adding lane miles and by allowing for more efficient use of the existing system capacity. The CIP is the primary way for proposing new projects for the Regional Transportation Improvement Plan (RTIP). According to the state statute, MTC may include certain projects or programs in the RTIP which are not in a CIP, but are in the Regional Transportation Plan (RTP). Projects must be consistent with the RTP to be incorporated into the RTIP.

The CIP lists the major capital projects funded over the next seven years. These projects include State Transportation Improvement Program (STIP), TEA-21 Reauthorization projects, Regional Measure 1 & 2 Bridge Toll projects, Congestion Management Air Quality (CMAQ) projects, State Highway Operation and Protection Program (SHOPP) projects, and federal and state earmarks.

In order to maintain long-range adequate levels of service, Solano County is embarking on a multi-modal transportation program designed to make an efficient, cost effective transportation system. This list includes various modes of transportation including transit, rail, bicycle/pedestrian and transportation system management projects and other unfunded or partially funded bridge and highway projects.

The policy of the STA is to place projects in the CIP in the following order: 1) projects to maintain the LOS on the system above the minimum, 2) projects

experiencing poor LOS but because of trip elimination allowances are not in danger of falling below LOS standards, and 3) all other projects.

The STA is also committed to implementing performance measures and maintaining high air quality standards with emphasis on implementing Transportation Control Measures (TCMs) contained in the 2000 Clean Air Plan for the San Francisco Bay Area; many of those measures are incorporated into this Program. For example, the STA remains firmly committed to increasing the county's ridesharing program (even though it has the highest modal share in car- and van-pools of any Bay Area county), promoting additional high quality intercity rail, intercity transit, and improving the bicycle/pedestrian routes. Such activities continue to be part of the "non-structural" program that the STA is trying to achieve as part of an overall balanced transportation program.

Since the CMP will be incorporated into the Regional Transportation Plan (RTP), the Capital Improvement Program needs to be consistent with the RTP since it forms the basis of the Regional Transportation Improvement Program (RTIP). In addition, inclusion in the RTIP is the first step in obtaining funding commitment from the State. Projects that MTC places in the RTIP are recommended to the California Transportation Commission (CTC) for inclusion in the State Transportation Improvement Program (STIP). STIP projects recently programmed by the STA for the 2007 STIP have also been included in the final draft of this CMP.

2007 CMP Capital Improvement Program

Roadway Enhancement Projects

Arterials, Highways, and Freeways (Capacity and Safety Improvements)

2007 Draft CMP Capital Improvement Program					
Costs estimates are in millions of 2007 dollars					
<i>Arterials, Highways, and Freeways (Capacity and Safety Improvements)</i>					
Location	Project	Total Cost Est.	7-Year CIP Fund Est.	Additional Expected RTP/CTP Funds	CTP Unfunded Vision
Adequate Maintenance					
Countywide	MTS streets and roads pavement and non-pavement maintenance	\$43.60		\$43.60	\$0
Countywide	Non MTS streets and roads pavement and non-pavement maintenance	\$551.20		\$356.70	\$510.20
Countywide	Local streets and roads pavement and non-pavement maintenance	\$367.80	\$11.00		
Countywide	Local bridge maintenance	\$29.90		\$29.30	\$0
Countywide	I-80, I-680, I-780, I-505, and Highway 84 State Highway Preservation and Protection Program (SHOPP) Projects (currently programmed between FY 07 and FY 10)	\$181.00	\$181.00	TBD	
System Safety					
Countywide	SR 12 safety improvements east of I-80, as identified in 2001 SR 12 MIS	\$120.00	\$6.70	\$0.00	\$113.30
Fairfield, County	Cordelia Truck Scales Relocation	\$300.00	\$50.00	\$250.00	
Countywide	Non-capacity-increasing safety projects (i.e. local intersections, safe routes to schools, railroad crossings, improvements for emergency vehicles, safe routes to transit and disaster preparedness and mitigation)	\$120.00		\$10.00	\$110.00
System Efficiency					
Countywide	Short Term SR12 SHOPP operational improvements east of I-80, as identified in 2001 SR12 MIS	\$64.00	\$64.00	\$0.00	\$0
Fairfield	I-80/North Texas Street interchange improvements (includes relocation of North Texas Street, new connection between Manuel Campos Parkway and existing bridge, new eastbound on- and off-ramps and new bridge)	\$33.00	\$33.00	\$0.00	\$0
County, Fairfield	SR12 Westbound (Red Top Road) truck lane	\$11.00	\$11.00	\$0.00	\$0
Strategic Expansion					
County	American Canyon Road ramp improvements at I-80	\$8.20	\$8.20	\$0.00	\$0
County, Dixon	I-80 widening west of Meridian to Kidwell (6 to 8 lanes)	\$102.00		\$0.00	\$102.00
County, NCTPA	SR12 widening west of I-80 (Jameson Canyon, 2 lanes to 4 lanes)	\$139.50	\$139.50		\$0
Fairfield, Suisun	SR 12 Long-term capacity and operational improvements at Beck and Pennsylvania Avenues	TBD		TBD	TBD
County, Suisun City, Rio Vista	SR 12 capacity improvements east of I-80 to the Rio Vista Bridge (taken from SR12 MIS)	\$105.00	\$0.00	\$3.30	\$101.70

Countywide	I-80/I-680/I-780 Corridor Mid and Long-Term Improvements (not including transit hubs or park and ride lots as identified in the I-80/I-680/I-780 Major Investment and Corridor Study).	\$1,279.56		\$102.40	\$1,177.16
Countywide	Improve I-80 hook ramps immediately west of West Texas Street	TBD		TBD	TBD
Countywide	I-80/I-680/SR12 Interchange Improvements	\$1,200.00	\$121.00	\$397.00	\$682.00
Countywide	I-80 HOV Lane Improvements from Red Top Road to Air Base Parkways	\$80.00	\$80.00		
Countywide	Local interchanges and match for arterial Improvements	\$400.00		\$3.00	\$397.00
FF, County	North Connector Project	\$90.00	\$58.00	\$32.00	\$0
FF, VV, County	Jepson Parkway (unfinished segments)	\$136.00	\$60.00	\$76.00	

Travel Demand Element Projects

Transit (Intercity Bus, Rail, and Ferry Capital and Operating)

<i>Transit (Intercity Bus, Rail, and Ferry Capital and Operating)</i>					
Location	Project	Total Cost Est.	7-Year CIP Fund Est.	Additional Expected RTP/CTP Funds	CTP Unfunded Vision
Adequate Maintenance					
Countywide	Senior and Disabled transit capital and operating	\$129.10		\$0	\$129.10
Vallejo	Vallejo Transit – transit operating and capital improvement program	\$572.90		\$562.50	\$10.40
Strategic Expansion					
Countywide	Commuter Rail Service - Auburn to Oakland (capital and operating funds) with new stations in Fairfield/Vacaville and Dixon	\$113.00		\$0	\$113.00
Countywide	Intercity Bus service and transit hubs (Capital)	\$78.00		\$25.00	\$53.00
Countywide	Expanded Express bus capital and operating funds	\$158.80		\$87.00	\$71.80
Countywide	Construct rail stations and track improvements for Dixon and Benicia Capitol Corridor service from Sacramento to Oakland	\$48.00	\$6.40	\$13.60	\$28.00
Benicia	Downtown Ferry Dock	\$1.20			
Benicia	Park and Ride Lot	\$0.70			
Fairfield	Fairfield Transportation Center improvements (Phase 3, 600 parking spaces)	\$20.00	\$7.80	\$12.20	\$0
Fairfield	Fairfield/Vacaville multi-modal rail station for Capitol Corridor (Phases 1, 2, and 3)	\$40.00	\$40.00	\$0.00	\$0
Fairfield	Fixed Route bus capital and operating funds	\$68.0	\$40.5	\$0.00	\$27.5
Fairfield	Paratransit vehicle replacement and operating funds	\$23.5	\$21.0	\$0.00	\$2.5
Fairfield	Facilities and Technology				
Rio Vista	Park and Ride Lot	\$0.90			
Vacaville	Vacaville Intermodal Station (400-space garage, 200 space lot)	\$8.75	\$7.25	\$1.50	\$0
Vallejo	New Vallejo Ferry Terminal Intermodal Facility	\$64.7	\$55.00	\$0.00	\$9.7
Vallejo	Vallejo Ferry Maintenance Facility	\$11.40	\$8.10	\$3.30	\$0.00
Vallejo	Vallejo Baylink ferry service capital and operating funds (fifth high-speed boat)	\$50.00		\$0	\$50.00
Vallejo	Curtola Transit Center Improvements	\$15.00	\$6.00	\$9.00	\$0

Travel Demand Element Projects (continued)

Alternative Modes (Bicycle, Pedestrian, and various Ridesharing modes)

<i>Alternative Modes (Bicycle, Pedestrian, and various Ridesharing modes)</i>					
Location	Project	Total Cost	7-Year CIP Fund Est.	Additional Expected RTP/CTP Funds	CTP Unfunded Vision
System Efficiency					
Countywide	Local Bicycle Projects	\$56.00	\$7.50	\$15.00	\$33.50
Countywide	Local Pedestrian Projects	\$25.00	\$1.10	\$3.90	\$20.00
Countywide	Rideshare Program	\$27.00	\$7.00	\$20.00	\$0
Countywide	County TLC / Enhancements Program	\$68.00	\$11.30	\$36.20	\$20.50
Countywide	Clean Fuel Vehicle Programs	\$18.00	\$4.00	\$14.00	\$0
Countywide	Other Park and Ride Lots	\$16.00	\$1.00	\$2.00	\$13.00

A. California Government Code Section 65088-65089.10

CALIFORNIA CODES
GOVERNMENT CODE
SECTION 65088-65089.10

65088. The Legislature finds and declares all of the following:

(a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.

(b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.

(c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars (\$3,100,000) added costs to the motoring public.

(d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.

(e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

(f) In addition to solving California's traffic congestion crisis, rebuilding California's cities and suburbs, particularly with affordable housing and more walkable neighborhoods, is an important part of accommodating future increases in the state's population because homeownership is only now available to most Californians who are on the fringes of metropolitan areas and far from employment centers.

(g) The Legislature intends to do everything within its power to remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development in order to reduce regional traffic congestion and provide more housing choices for all Californians.

(h) The removal of regulatory barriers to promote infill housing, transit-oriented development, or mixed use commercial development does not preclude a city or county from holding a public hearing nor

finding that an individual infill project would be adversely impacted by the surrounding environment or transportation patterns.

65088.1. As used in this chapter the following terms have the following meanings:

(a) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.

(b) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.

(c) "Commission" means the California Transportation Commission.

(d) "Department" means the Department of Transportation.

(e) "Local jurisdiction" means a city, a county, or a city and county.

(f) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space.

A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

(g) "Infill opportunity zone" means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, zoned for new compact residential or mixed use development within one-third mile of a site with an existing or future rail transit station, a ferry terminal served by either a bus or rail transit service, an intersection of at least two major bus routes, or within 300 feet of a bus rapid transit corridor, in counties with a population over 400,000. The mixed use development zoning shall consist of three or more land uses that facilitate significant human interaction in close proximity, with residential use as the primary land use supported by other land uses such as office, hotel, health care, hospital, entertainment, restaurant, retail, and service uses. The transit service shall have maximum scheduled headways of 15 minutes for at least 5 hours per day. A qualifying future rail station shall have broken ground on construction of the station and programmed operational funds to provide maximum scheduled headways of

15 minutes for at least 5 hours per day.

(h) "Interregional travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of any trip is the starting point of that trip.

A roundtrip consists of two individual trips.

(i) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.

(j) "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, nonmotorized, and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies may vary by county and region in accordance with the size and complexity of different urbanized areas.

(k) "Performance measure" is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.

(l) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.

(m) "Bus rapid transit corridor" means a bus service that includes at least four of the following attributes:

- (1) Coordination with land use planning.
- (2) Exclusive right-of-way.
- (3) Improved passenger boarding facilities.
- (4) Limited stops.
- (5) Passenger boarding at the same height as the bus.
- (6) Prepaid fares.
- (7) Real-time passenger information.
- (8) Traffic priority at intersections.
- (9) Signal priority.
- (10) Unique vehicles.

65088.3. This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management

program.

65088.4. (a) It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs.

(b) Notwithstanding any other provision of law, level of service standards described in Section 65089 shall not apply to the streets and highways within an infill opportunity zone. The city or county shall do either of the following:

(1) Include these streets and highways under an alternative areawide level of service standard or multimodal composite or personal level of service standard that takes into account both of the following:

(A) The broader benefits of regional traffic congestion reduction by siting new residential development within walking distance of, and no more than one-third mile from, mass transit stations, shops, and services, in a manner that reduces the need for long vehicle commutes and improves the jobs-housing balance.

(B) Increased use of alternative transportation modes, such as mass transit, bicycling, and walking.

(2) Approve a list of flexible level of service mitigation options that includes roadway expansion and investments in alternate modes of transportation that may include, but are not limited to, transit infrastructure, pedestrian infrastructure, and ridesharing, vanpool, or shuttle programs.

(c) The city or county may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone is consistent with the general plan and any applicable specific plan. A city or county may not designate an infill opportunity zone after December 31, 2009.

(d) The city or county in which the infill opportunity zone is located shall ensure that a development project shall be completed within the infill opportunity zone not more than four years after the date on which the city or county adopted its resolution pursuant to subdivision (c). If no development project is completed within an infill opportunity zone by the time limit imposed by this subdivision, the infill opportunity zone shall automatically terminate.

65088.5. Congestion management programs, if prepared by county transportation commissions and transportation authorities created

pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

65089. (a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system, except when it is within an infill opportunity zone. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department instead shall make this determination if either (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or (ii) the department is responsible for preparing the regional transportation improvement plan for the county.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A except when the area is in an infill opportunity zone. When the level of service on a segment or at an intersection fails to attain the established level of service standard outside an infill opportunity zone, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4).

The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access

and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

(d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.

(2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

(e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

65089.1. (a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.

(b) An agency may require an employer to provide rideshare data

bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer; bicycle parking areas; and other noncash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may offer, but no agency shall require an employer to offer, cash, prizes, or items with cash value to employees to encourage participation in a trip reduction program as a condition of approving a plan.

(c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.

(d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.

(e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.

(f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

(g) This section only applies to agencies and employers within the South Coast Air Quality Management District.

65089.2. (a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of a multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region.

(b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.

(c) (1) The regional agency shall not program any surface transportation program funds and congestion mitigation and air

quality funds pursuant to Section 182.6 and 182.7 of the Streets and Highways Code in a county unless a congestion management program has been adopted by December 31, 1992, as required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance.

(2) Notwithstanding any other provision of law, upon the designation of an urbanized area, pursuant to the 1990 federal census or a subsequent federal census, within a county which previously did not include an urbanized area, a congestion management program as required pursuant to Section 65089 shall be adopted within a period of 18 months after designation by the Governor.

(d) (1) It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas.

(2) It is the further intent of the Legislature that disputes which may arise between regional agencies, or agencies which are not within the boundaries of a multicounty regional transportation planning agency, should be mediated and resolved by the Secretary of Business, Housing and Transportation Agency, or an employee of that agency designated by the secretary, in consultation with the air pollution control district or air quality management district within whose boundaries the regional agency or agencies are located.

(e) At the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip-generating facility in another county shall participate in the congestion management program of the county where the facility is located. If a dispute arises involving a local jurisdiction, the agency may request the regional agency to mediate the dispute through procedures pursuant to subdivision (d) of Section 65089.2. Failure to resolve the dispute does not invalidate the congestion management program.

65089.3. The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collection and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other

affected owners and operators in developing data collection and analysis procedures and schedules prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

(a) Consistency with levels of service standards, except as provided in Section 65089.4.

(b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.

(c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

65089.4. (a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

(b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

(c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities, consistent with the requirements of this section. The deficiency plan shall include all of the following:

(1) An analysis of the cause of the deficiency. This analysis shall include the following:

(A) Identification of the cause of the deficiency.

(B) Identification of the impacts of those local jurisdictions within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of impacts pursuant to subdivision (f) indicates that the level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.

(2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

(3) A list of improvements, programs, or actions, and estimates of

costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved nonmotorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

(4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or improvements, programs, or actions identified in paragraph (3), that are found by the agency to be in the interest of the public health, safety, and welfare. The action plan shall include a specific implementation schedule. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency's deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f).

Action plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

(d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency's concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be nonconformance for the purposes of Section 65089.5.

(e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency.

(1) If, according to the agency's methodology, it is determined

that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.

(2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a) of this section, that jurisdiction shall be considered in nonconformance with the program for purposes of Section 65089.5.

(3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.

(f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c) shall exclude the following:

- (1) Interregional travel.
- (2) Construction, rehabilitation, or maintenance of facilities that impact the system.
- (3) Freeway ramp metering.
- (4) Traffic signal coordination by the state or multi-jurisdictional agencies.
- (5) Traffic generated by the provision of low-income and very low income housing.
- (6) (A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station, and

(B) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency.

(g) For the purposes of this section, the following terms have the following meanings:

(1) "High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.

(2) "Mixed use development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

65089.5. (a) If, pursuant to the monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.

(b) (1) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.

(2) If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.

(3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld pursuant to this section to the agency.

(c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes.

65089.6. Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the circulation element of its general plan.

65089.7. A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions required to be taken with respect to the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.

65089.9. The study steering committee established pursuant to Section 6 of Chapter 444 of the Statutes of 1992 may designate at least two congestion management agencies to participate in a demonstration study comparing multimodal performance standards to highway level of service standards. The department shall make available, from existing resources, fifty thousand dollars (\$50,000) from the Transportation Planning and Development Account in the State Transportation Fund to fund each of the demonstration projects. The designated agencies shall submit a report to the Legislature not later than June 30, 1997, regarding the findings of each demonstration project.

65089.10. Any congestion management agency that is located in the Bay Area Air Quality Management District and receives funds pursuant to Section 44241 of the Health and Safety Code for the purpose of implementing paragraph (3) of subdivision (b) of Section 65089 shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter.

B. Regional Transportation Plan Consistency Requirements

AB 2419 (Bowler) requires that the CMA biennially determine if the cities and the county are conforming to the requirements of the CMP. The requirements for conformity are:

- 1) Consistency with the LOS standards (with the exception of conditions that fall under point 4 below) determined on a biennial basis.
- 2) Consistency with the performance measures.
- 3) Submittal of current copies of the general plan (at least the land use projections by model zone and all amendments to that plan) and any current or pending general plan amendments or environmental impact reports for each jurisdiction.
- 4) An agency that expects a segment to become deficient during the seven-year capital improvement program, must submit a deficiency plan to be approved by the CMA. The deficiency plan must contain actions that will either: a) improve the segment that is projected to become deficient or b) measurably improve the functioning of the system as a whole and contribute to significant improvements in air quality through transportation-related measures.
- 5) Inclusion of the STA as a responsible agency, as defined in the California Environmental Quality Act, for all EIRs for which one or more of the jurisdictions is designated the lead agency.
- 6) The jurisdiction is responding satisfactorily to extra-jurisdictional impacts on the system created by developments within its boundaries.
- 7) The jurisdiction is providing annual financial support for the operations of the CMA as determined by the STA.

Usually by May or June of each odd-numbered year, STA staff will distribute a "Determination of Conformity" request to each of the member jurisdictions requesting the information described above. All information and contributions are due to the STA no later than July 15th unless an earlier date is specified in the worksheet. The consistency determinations will be made by the STA, preferably in July or August of each year, immediately preceding MTC's need for CMP information to be included in the Regional Transportation Improvement Program.

On an annual basis, as part of its annual budget process the STA Board will determine the annual financial contribution that each member will contribute from its gas tax subventions based on the most recent available population figures from State Department of Finance. All financial contributions must be submitted no later than July 15 of each year.

C. 2007 LOS Report Form

See next page

D.2007 CMP LOS Inventory

**TABLE 1
2007 CMP System LOS Inventory**

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)				
					1999	2001	2003	2005	2007
STATE ROADWAY									
I-80	0	0.933	Solano County	F	D	D	D	E	F
I-80	0.933	1.114	Vallejo	F	F	F	E*	E*	E
I-80	1.114	4.432	Vallejo	F	F	F	D*	D*	D
I-80	4.432	6.814	Vallejo	F	C	F	D*	D*	D
I-80	8.004	10.015	Solano County	E	D	D	D	D	C
I-80	10.015	11.976	Fairfield	E	C	C	D*	C	C
I-80	11.976	12.408	Fairfield	E	D	D	D*	E	E
I-80	12.408	13.76	Fairfield	F	F	F	D*	F	F
I-80	13.76	15.57	Fairfield	F	F	F	D*	F	E
I-80	15.57	17.217	Fairfield	F	F	F	E*	E	E
I-80	17.217	21.043	Fairfield	F	F	F	E*	F	E
I-80	21.043	23.034	Fairfield	F	D	D	D*	E	D
I-80	23.034	24.08	Vacaville	E	E	E	E	D	D
I-80	24.08	28.359	Vacaville	F	D	D	D	D	C
I-80	28.359	32.691	Vacaville	F	C	D	D	C	C
I-80	32.691	35.547	Vacaville	F	D	E	E	D	C
I-80	35.547	38.21	Solano County	F	D	D	D	E	D
I-80	38.21	42.53	Dixon	E	C	C	C*	C*	D
I-80	42.53	44.72	Solano County	E	D	D	C	D	D
I-505	0	3.075	Vacaville	E	B	B	D	B	B
I-505	3.075	10.626	Solano County	E	A	A	A	B	A
I-680	0	0.679	Solano County	F	F	F	F	F	F
I-680	0.679	2.819	Benicia	E	C	C	B*	B*	***
I-680	2.819	8.315	Solano County	E	C	C	C	D	D
I-680	8.315	13.126	Fairfield	E	C	C	***	D	
I-780	0.682	7.186	Benicia	E	C	C	C*	C*	***
SR 12	0	2.794	Solano County	F	C	C	F	F	F
SR 12	1.801	3.213	Fairfield	E	B	B	B*	B	B
SR 12	3.213	5.15	Suisun City	F	B	B	B**	B	C
SR 12	5.15	7.7	Suisun City	F	B	B	B**	B**	A
SR 12	7.7	13.625	Solano County	E	B	B	B	B	B
SR 12	13.625	20.68	Solano County	F	B	B	B	B	B
SR 12	20.68	26.41	Rio Vista	E	E	E	E**	E**	E**
SR 29	0	2.066	Vallejo	E	A	A	A*	A*	A
SR 29	2.066	4.725	Vallejo	E	B	B	B*	B*	B
SR 29	4.725	5.955	Vallejo	E	C	C	C*	C*	C
SR 37	0	6.067	Vallejo	F	B	C	C*	C*	A
SR 37	6.067	8.312	Vallejo	E	D	B	B*	B*	A
SR 37	8.312	10.96	Vallejo	F	F	F	F*	F*	A
SR 37	10.96	12.01	Vallejo	F	F	F	F*	F*	A
SR 84	0.134	13.772	Solano County	E	C	C	C	C	C
SR 113	0	8.04	Solano County	E	B	B	B	B	A
SR 113	8.04	18.56	Solano County	E	B	B	B	B	A

* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study
** SR 12 MIS 2001
*** TBD

RED: Roadway at LOS F.
GREEN: LOS is two levels higher than LOS standard.
Highlighted segments are currently operating at their LOS standard that is not grandfathered at LOS F.

2007 CMP System LOS Inventory (continued)

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)				
					1999	2001	2003	2005	2007
LOCAL ROADWAY									
SR 113	18.56	19.637	Dixon	F	F	F	F	***	***
SR 113	19.637	21.24	Dixon	F	F	F	F	***	***
SR 113	21.24	22.45	Solano County	E	C	C	C	C	B
SR 128	0	0.754	Solano County	E	C	C	C	C	C
SR 220	0	3.2	Solano County	E	C	C	C	C	C
Military East			Benicia	E	***	***	***	C	***
Military West	W. 3rd	W. 5 th	Benicia	E	B	B	***	A	***
Air Base Parkway	Walters Rd	Peabody Rd	Fairfield	E	***	***	***	***	C
Peabody Road	FF C/L	VV C/L	Solano County	E	D	D	E	D	D
Peabody Road	VV C/L	California	Vacaville	E	B	A	A	D	C
Walters Road	Petersen	Bella Vista	Suisun City	E	B	B	***	***	***
Vaca Valley Parkway	I-80	I-505	Vacaville	E	C	C	C	C	D
Elmira Road	Leisure Town	C/L	Vacaville	E	B	B	B	C	C
Vanden Road	Peabody	Leisure Town	Solano County	D	***	B	B	B	C
Tennessee St	Mare Island Way	I-80	Vallejo	E	***	***	***	***	C
Curtola Parkway	Lemon St	Maine St	Vallejo	E	***	***	***	***	B
Mare Island Way	Main St	Tennessee St	Vallejo	F	***	***	***	***	B
INTERSECTION									
Peabody Rd at Cement Hill / Vanden Rd			Fairfield	E	***	E	***	B	B
Walters Rd at Air Base Parkway			Fairfield	E	B	B	***	A	D
Tennessee Street at Sonoma Blvd			Vallejo	E	D	C	B	B	B
Curtola Parkway at Sonoma Blvd			Vallejo	E	C	C	C	C	C
Mare Island Way at Tennessee Street			Vallejo	F	D	D	B	B	B
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study ** SR 12 MIS 2001 *** TBD				RED: Roadway at LOS F GREEN: LOS is two levels higher than LOS standard. Highlighted segments are currently operating at an LOS standard that is not grandfathered at LOS F.					

E. 2007 CMP Land Use Analysis Flow Chart

CMP Land Use Analysis Flow Chart

The CMP's Land Use Analysis Program parallels the CEQA process for commenting and responsible agency determinations. When the STA receives a Draft Environmental Impact Report (DEIR), the following process is used:

