



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:
Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

... working for you!

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REGIONAL TRANSPORTATION IMPACT FEE (RTIF) TECHNICAL WORKING GROUP

1:30 p.m. – 3:00 p.m.
Thursday, November 18, 2010

STA Main Conference Room
One Harbor Center, Suite 130,
Suisun City, CA 94585-2473

MEETING AGENDA

- I. CALL TO ORDER/INTRODUCTIONS** Sam Shelton, STA
(1:30 – 1:35 p.m.)

- II. APPROVAL OF THE AGENDA**
(1:35 – 1:40 p.m.)

- III. CONSENT CALENDAR**
(Note: Items under consent calendar may be removed for separate discussion.)
(1:40 – 1:45 p.m.)
 - A. RTIF Technical Working Group Meeting Minutes of July 8, 2010** Sam Shelton, STA
Recommendation:
Approve the RTIF Committee Meeting Minutes of July 8, 2010.

- IV. ACTION ITEMS**
 - A. None.**

- V. INFORMATION ITEMS**
 - A. Revised RTIF Development Schedule** Sam Shelton, STA
Informational
(1:45 – 1:55 p.m.)

COMMITTEE MEMBERS

City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano
Charlie Knox Mike Roberts	Royce Cunningham Dave Dowswell	George Hicks Erin Beavers	Morrie Barr Emi Theriault	Dan Kasperson April Wooden	Rod Moresco Maureen Carson	Gary Leach Michelle Hightower	Bill Emlen Paul Wiese

RTIF Committee packet information is available on
STA's website: www.solanolinks.com

B. RTIF Nexus Study Outline Jason Moody, EPS
Informational
(1:55 – 2:15 p.m.)

C. Revised RTIF Project List Sam Shelton, STA
Informational Bob Macaulay, STA
(2:15 – 2:45 p.m.)

VI. NEXT POLICY COMMITTEE MEETING TOPICS

A. RTIF Implementation Options with Revised Project List Sam Shelton, STA
(2:45 – 2:50 p.m.)

VII. CLOSING COMMENTS FROM COMMITTEE MEMBERS Committee Members
(2:50 – 3:00 p.m.)

VIII. ADJOURNMENT

The next Regional Transportation Impact Fee (RTIF) Technical Working Group Meeting will be on **Thursday, January 6, 2010 at 1:30 p.m. at the Solano Transportation Authority, Main Conference Room.**



**SOLANO TRANSPORTATION AUTHORITY
Regional Transportation Impact Fee (RTIF)
Technical Working Group Meeting Minutes of
Thursday, July 8, 2010**

I. CALL TO ORDER

The RTIF Technical Working Group was called to order at approximately 1:35 p.m. in the Solano Transportation Authority's Main Conference Room.

MEMBERS

PRESENT:

Royce Cunningham	City of Dixon
Gene Cortright	City of Fairfield
April Wooden	City of Suisun City
Jeff Knowles	City of Vacaville
Paul Wiese	County of Solano
Matt Tuggle	County of Solano

MEMBERS

ABSENT:

Mike Roberts	City of Benicia
Charlie Knox	City of Benicia
Dave Doswell	City of Dixon
Erin Beavers	City of Fairfield
Morrie Barr	City of Rio Vista
Emi Theriault	City of Rio Vista
Dan Kasperson	City of Suisun City
Gary Leach	City of Vallejo
Michelle Hightower	City of Vallejo
Jim Fiack	County of Solano

STAFF

PRESENT:

Janet Adams	STA
Robert Macaulay	STA
Robert Guerrero	STA
Sam Shelton	STA
Jason Moody	Economic Planning Systems
Julie Morgan	Fehr and Peers

II. APPROVAL OF AGENDA

On a motion from Paul Wiese, and a second from Gene Cortright, the STA RTIF Technical Working Group unanimously approved the agenda.

III. CONSENT CALENDAR

On a motion from April Wooden, and a second from Gene Cortright, the STA RTIF Technical Working Group unanimously approved the Consent Calendar Items A and B.

A. RTIF Technical Working Group Meeting Minutes of December 10, 2009

Recommendation:

Approve the RTIF Committee Meeting Minutes of December 10, 2009

B Review RTIF Policy & Stakeholder Committee Draft Meeting Minutes of December 17, 2009 & January 13, 2010

Recommendation:

Receive and file

IV. ACTION ITEMS

None

V. INFORMATIONAL ITEMS

A. RTIF Modeling Results

Julie Morgan reviewed the RTIF modeling results for roadway projects on the RTIF project list. Jeff Knowles requested a definition of the term “regional trips”. Bob Macaulay defined regional trips as those trips that both begin and end in the county, but do not begin or end in the same jurisdiction. Ms. Morgan clarified that this definition excludes “pass-through” trips, such as trips originating in Sacramento and ending elsewhere in the Bay Area.

Sam Shelton distributed a chart of modeling results comparing 2030 regional trips generated by new county growth, total 2010 volumes and 2030 project volumes, and the percentage of regional trips due to new growth by project. Jeff Knowles asked if calculations were made to distinguish between trips generated by new development versus trips displaced due to freeway bottlenecks, which would potentially generate trips on local roadways. Julie Morgan stated that trip growth was generated by subtracting trips between the 2010 base year and the 2030 project trip numbers. Bob Macaulay asked understanding the difference between new growth trips and displaced trips would be important for a potential fee definition. Jeff explained a scenario where Solano County/Rio Vista’s McCormick Road project is listed as a 61% regional trip project, which could be due to displaced trips from a congested State Route 12 and not new growth from Rio Vista or other jurisdictions.

Robert Macaulay asked if the modeling results showed where additional through trips were projected to be located. Julie Morgan answered that most through trips were located along major freeways. Ms. Morgan added that this last modeling run assumes that the entire RTIF project list is built, meaning that the modeling run is not financially constrained.

Jeff Knowles suggested that further modeling work should be done to understand the trip displacement effect generated by freeway bottlenecks on local route trip volumes. Mr. Knowles continued to emphasize that a RTIF Program should focus on Solano County regional trips and not pass through trips. Julie Morgan answered that the definition of regional trips being used does not include pass through trips.

Gene Cortright requested that the RTIF project list be reduced to a reasonable number of projects and asked if the adopted RTIF criteria could help begin that process. Jason Moody agreed with the concept of reducing the number of RTIF projects that would be included in the Nexus Study. Mr. Moody continued by stating that the project list would help define the maximum nexus of project costs that would define the maximum fee allowable. Robert Macaulay stated that the current RTIF project selection criteria are not weighted, making the valuation of projects more subjective than objective.

Royce Cunningham suggested that projects that have high traffic volumes and high regional trip percentages should be natural priorities. Robert Macaulay stated that the Policy Committee could choose to not fund Interstate projects when implementing the RTIF Program. Gene Cortright asked if that policy would eliminate auxiliary lanes. Mr. Cortright added that auxiliary lanes on I-80 in Fairfield have been a priority project for the STA and Fairfield since the 2004 I-80 Major Investment Study.

Robert Macaulay suggested that projects that have low volumes and low regional trip percentages could be considered a safety priority project. Royce Cunningham suggested that projects with low volumes like McCormick Road deserve a second look, but continued to suggest some form of cutoff line. Jason Moody agreed with Mr. Cunningham about criteria to eliminate projects from continuing in the nexus study. Robert Macaulay noted that the RTIF Stakeholders Committee also requested to reduce the number of projects on the list.

Royce Cunningham stated that if the RTIF Program is designed with a "Return to Source" element, he would be in favor of more projects being included in the nexus to cover local needs. Janet Adams raised concerns regarding how a big project list could erroneously create expectations among the public about building all of the projects on the list. Ms. Adams suggested that the next step should be to recommend projects for the maximum nexus list.

Royce Cunningham noted that the goal of the RTIF is not to completely fund projects with one impact fee program and reminded the working group that the RTIF is part of a larger funding strategy. Mr. Cunningham used the I-80/I-680/SR 12 Interchange project as a project that could never be funded by impact fees alone. Mr. Cunningham suggested that the goals of implementing regional projects should be balanced with "Return to Source" projects.

Robert Macaulay stated that Mark Thomas will draft project cost estimates. Jason Moody stated that a RTIF Program funding strategies may need to include some form of Cost Benefit Analysis as well as understanding the need for seed money to get projects shelf ready for construction.

Jeff Knowles recommended that STA staff recommend regional project priorities while each agency recommend one local priority project. Jason Moody noted that nexus study project cost numbers and calculations are usually updated every 5 years. Royce Cunningham agreed with Mr. Knowles suggested approach.

Robert Macaulay suggested that STA staff may choose to eliminate projects from being considered regional projects by establishing a regional trip percentage floor criteria. Janet Adams stated that the STA will look over the project list and recommend priority projects.

Royce Cunningham asked if the focus of the RTIF should be big regional projects. Jeff Knowles stated that the more projects that are on the list, the higher the maximum nexus price tag would be, allowing a higher fee to be charged. Sam Shelton stated that other RTIF programs create a balance between regional needs and local needs. Jason Moody also discussed balancing regional and local needs. Paul Wiese recommended that the STA recommend regional project prior to receiving input from local agencies on their priority projects.

April Wooden asked if SB375 and the Sustainable Communities Strategy work would affect the RTIF process. Robert Macaulay answered that if capacity inducing projects are not part of the strategy, then MTC will not be able to program federal funds toward those projects. Jason Moody discussed how some stakeholders view fees as a mechanism to slow growth. Ms. Wooden noted that transportation capacity projects can induce growth. Mr. Macaulay noted that the RTIF's Greenhouse Gas reduction criteria could support the Sustainable Community Strategy plan with an appropriate choice of projects. Royce Cunningham noted that he believed that the Association of Bay Area Governments' projections does not account for the growth he expects Solano County to receive.

Paul Wiese requested that the STA add all of Solano County's projects that are part of the County's Routes of Regional Significance to the RTIF list.

April Wooden recommended that a percentage of fee receipts should be applied to transit projects.

Paul Wiese suggested that if the RTIF Working Group would be recommending regional projects for the RTIF project list, then the STA should recommend those projects prior to receiving input from the working group.

VI. NEXT POLICY COMMITTEE MEETING TOPICS

VII. CLOSING COMMENTS FROM COMMITTEE MEMBERS

No closing comments from committee members.

VIII. ADJOURNMENT

The meeting was adjourned at 3:00 p.m. The next meeting of the STA RTIF Working Group meeting will be scheduled for **August 12, 2010 at 3:30pm. at the Solano Transportation Authority, Main Conference Room.**



DATE: November 15, 2010
TO: STA RTIF Working Group
FROM: Sam Shelton, Project Manager
RE: Information Items

A. Revised RTIF Development Schedule (Sam Shelton, STA)

STA staff has drafted a revised RTIF Development schedule based on progress made to date and committee member availability. The schedule estimates the completion of the RTIF Nexus Study by Summer 2011 (schedule provided under separate cover).

B. RTIF Nexus Study Outline (Jason Moody, EPS)

Between the last set of RTIF working group and committee meetings, about eight or nine months have passed, creating a gap of knowledge regarding the RTIF Nexus Study process. To bring committee members up to speed on the next seven to eight months of RTIF meetings, Jason Moody has drafted an expanded outline of the nexus study document. This is not a draft document for review and comments. It is intended to be a guide to committee members as content is discussed during meetings and added to the outline (outline provided under separate cover).

C. Revised RTIF Project List (Sam Shelton, STA; Bob Macaulay, STA)

On May 6, 2010, the STA Board adopted the RTIF Project List for use in the RTIF Nexus Study Analysis. On July 8, 2010, the RTIF Working Group reviewed modeling results of the roadway projects included on that approved list. The RTIF Working Group recommended to reduce the number of projects on the list prior to drafting a maximum nexus of project costs and development impacts.

Since July, STA staff and EPS staff derived a narrower set of project selection criteria, based on currently approved RTIF project selection criteria:

- **Regional Significance (maximum of 1 point):**
Projects with more than 20% Regional Trips in 2030 due to new Solano County growth were awarded 1 point (attachment A).
- **Regional Divergence (maximum of 2 points):**
Projects considered to be reliever routes based on their ability to 1) provide intercity connections, 2) provide direct freeway-to-freeway connections, or 3) relieve traffic on a parallel highway or freeway (attachment B). If a project

exhibited abilities in any category, it received 1 point for a maximum of 2 points.

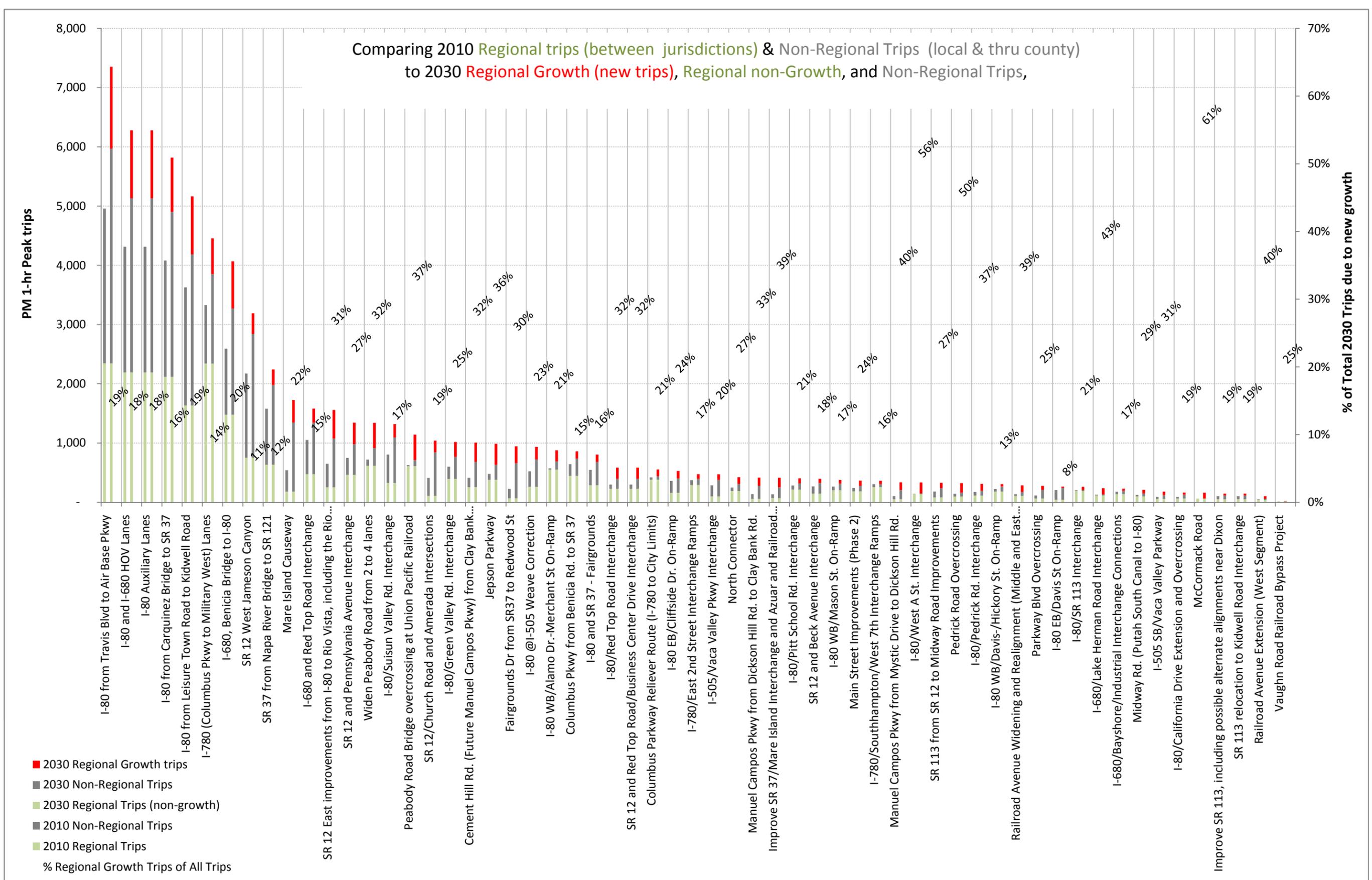
- **Greenhouse Gas Emission Reduction (average of three scores, maximum of 2 points):**

Based on general project types, STA & EPS staff assigned scores for 1) mode shift potential, 2) effect on vehicle miles traveled, and 3) effect on vehicle hours of delay (attachment C).

- **Funding Strategy (maximum of 3 points):**

Based on funding strategy principles adopted by the STA Board on March 10, 2010, 1 point was awarded to a project per funding strategy principle (attachment D): 1) Delivery Progress (Is there any progress beyond the concept phase?), 2) Funding Certainty (Does this project have any committed funding?), and 3) Leverage Potential (Can this project compete for other funding sources if made shelf ready?).

Using this criteria, STA staff recommends a smaller set of projects for drafting a maximum nexus. This recommendation will be provided at the RTIF Working Group meeting on November 18, 2010.



Reliever Routes

For the purpose the Regional Traffic Impact Fee (RTIF), local arterial projects were reviewed and were given a point for each of the following criteria (maximum of 2 points):

- Provides intercity connection
- Has a direct freeway to freeway connection
- Relieves traffic on parallel Hwy or Freeway

Key

-  All Freeway and Highway Corridor Projects are not considered reliever routes
 -  Project meets the column criteria
 -  Project does not meet the column criteria
-

Jurisdiction	F&P ID#	Location / Title	Local Arterial that:			Points (2 points max.)
			1) Provides Intercity Connection	2) Direct Freeway to Freeway Connection	3) Relieves traffic on parallel Hwy or Freeway	
Benicia	1	I-680, Benicia Bridge to I-80 Construct an HOV lane in the northbound direction of I-680 per the draft I-80/I-680/I-780 Corridor Operations Improvement Plan				
Benicia	2	I-780 (Columbus Pkwy to Military West) Aux Lanes Construct an eastbound auxiliary lane per the draft I-80/I-680/I-780 Corridor Operations Improvement Plan				
Benicia	3	I-680/Lake Herman Road Interchange Install traffic signals and construct interchange improvements at I-680/Lake Herman Road. This project will link a rail station to an intermodal transportation station				
Benicia	4	I-680/Bayshore/ Industrial Interchange Connections Install traffic signals and related traffic control and circulation improvements				
Benicia	5	I-780/Southampton/ West 7th Interchange Ramps Upgrade ramps to meet current standards				
Benicia	6	I-780/East 2nd Street Interchange Ramps Upgrade ramps to meet current standards				
Benicia	7	Columbus Parkway Reliever Route (I-780 to City Limits) Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo.	✓	✓	✓	2
County	47e	County Route of regional Significance – Pedrick Road, I-80 to Putah Creek, add shoulders	✗	✗	✗	0
County	41	I-80 from Leisure Town Road to Kidwell Road Construct one additional mixed-flow lane in each direction.				
County	42	I-80 from Carquinez Bridge to SR 37 Improve traffic flow and safety through Vallejo, including consolidating ramps				
County	43	Improve SR 113, including possible alternate alignments near Dixon Widen SR 113 and consider realigning it outside of the City of Dixon to improve traffic flow				
County	44	I-80 and SR 37 – Fairgrounds Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. A Project Study Report for the project is complete	✗	✗	✗	0
County	45	Jepson Parkway to the north and south gates of Travis Air Force Base Construct improvements to Petersen Road, Canon Road, and North Gate Road	✗	✗	✗	0
County	46	Widen Peabody Road from 2 to 4 lanes Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility	✓	✗	✗	1
County	47a	County Route of regional Significance – Fry Road to SR 113, add shoulders	✗	✗	✗	0
County	47b	County Route of regional Significance – Lewis Road, I-80 to Fry Road, add shoulders	✗	✗	✗	0
County	47c	County Route of regional Significance – Lyon Road, Cherry Glen to I-80, add shoulders	✗	✓	✓	2
County	47d	County Route of regional Significance – Meridian Road, Fry Road to McCory Road, add shoulders	✗	✗	✗	0
County	47f	County Route of regional Significance – Rockville Road, West Texas to Suisun valley Road, add shoulders	✗	✗	✗	0
County	47g	County Route of regional Significance – Suisun Valley road, I-80 to Napa County Line, add shoulders	✗	✗	✗	0
County	47h	County Route of regional Significance – McCory Road to North Gate Road, add shoulders	✗	✗	✗	0

Jurisdiction	F&P ID#	Location / Title	Local Arterial that:			Points (2 points max.)
			1) Provides Intercity Connection	2) Direct Freeway to Freeway Connection	3) Relieves traffic on parallel Hwy or Freeway	
County	48	I-80 - Pedrick Road – Tremont Road – Kidwell Road area Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area				
County	50	Cordelia Rd. from I-680 to SR 12 Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road	✓	✓	✓	2
County	79	SR 12 West Jameson Canyon Widen SR 12 in Jameson Canyon to 2 lanes plus shoulders, including a Class II bike lane, in each direction from Red Top Road to SR 29 in Papa County				
County	85	SR 113 from SR 12 to Midway Road Improvements Improve curves, shoulders and pavement on SR 113 from SR 12 north to Midway Road, per the SR 113 Major Investment Study				
County	87	McCormack Road Improve McCormack Road, Canright Road and Azevedo Road from SR 113 to SR 12 to provide a parallel alternate to SR 12. Improve the roadways to County standard travel lanes and shoulders	✗	✗	✓	1
Dixon	11	I-80/Pedrick Rd. Interchange Construct overcrossing and ramp improvements				
Dixon	12	I-80/SR 113 Interchange Construct overcrossing and ramp improvements				
Dixon	13	I-80/Pitt School Rd. Interchange Construct overcrossing and ramp improvements				
Dixon	14	I-80/West A St. Interchange Construct overcrossing and ramp improvements				
Dixon	15	SR 113 relocation to Kidwell Road interchange Relocate SR 113 out of the Dixon City Limits on the Midway-Kidwell Road alignment				
Dixon	16	Parkway Blvd Overcrossing Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility	✗	✗	✗	0
Dixon	17	Vaughn Road Railroad Bypass Project Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks	✗	✗	✗	0
Dixon	18	Pedrick Road Overcrossing Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road. Project includes 2 travel lanes in each direction plus Class I bike/ped facility	✗	✗	✗	0
Fairfield		Expand Fairfield Transportation Center Construct expansion of existing parking garage at Beck and Cadenesso drives, with a net addition of 1,000 parking spaces				
Fairfield	22	I-80/Green Valley Rd. Interchange This interchange is part of the I-80/ I-680/SR-12 Interchange Complex				
Fairfield	23	I-80/Suisun Valley Rd. Interchange This interchange is part of the I-80/ I-680/SR-12 Interchange Complex				
Fairfield	24	I-80/Red Top Road Interchange This interchange is part of the I-80/ I-680/SR-12 Interchange Complex				
Fairfield	26	I-680 and Red Top Road Interchange Construct a new interchange. This interchange is part of the I-80/ I-680/SR-12 Interchange Complex				
Fairfield	26	I-80 from Travis Blvd to Air Base Pkwy Construct mixed-flow lane in each direction				
Fairfield	27	I-80/West Texas St Ramp Improvement Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center				
Fairfield	29	Manuel Campos Pkwy from Mystic Drive to Dickson Hill Rd. Construct a 4-lane arterial across the Putah South Canal to close gap in Manuel Campos Parkway	✗	✗	✗	0
Fairfield	30	SR 12 and Red Top Road/ Business Center Drive Interchange Construct a new interchange linking the North Connector, Red Top Road and SR 12				

Jurisdiction	F&P ID#	Location / Title	Local Arterial that:			Points (2 points max.)
			1) Provides Intercity Connection	2) Direct Freeway to Freeway Connection	3) Relieves traffic on parallel Hwy or Freeway	
Fairfield	31	Manuel Campos Pkwy from Dickson Hill Rd. to Clay Bank Rd. Widen from 2-lanes to 4-lanes				0
Fairfield	32	Manuel Campos Pkwy - Cement Hill Rd. from Clay Bank Rd. to Peabody Rd. Widen from 2-lanes to 4-lanes				0
Fairfield	33	SR 12 and Beck Avenue Interchange Replace the existing SR 12/Beck at-grade intersection with a new grade-separated interchange				
Fairfield	34	SR 12 and Pennsylvania Avenue Interchange Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange				
Fairfield	38	Peabody and Vanden Roads - Fairfield/Vacaville Multi-modal Rail Station Construct a local/regional bus, park-and-ride lot and Capitol Corridor train station at the intersection of Vanden and Peabody roads, including new Peabody road overcrossing of UPRR tracks.				
Multiple		Countywide Solano Bicycle Master plan projects				
Multiple		Countywide transit Projects				
Rio Vista	39	SR 12/Church Road and Amerada Intersections Improve the SR 12 and Church Road intersection. Construct 40 Space Park and Ride Lot at Church Road @ SR 12. The park-and-ride lot may be installed with development of a shopping center at this intersection				
STA	80	I-80 WB Cordelia Truck Scale Relocation				
STA	81	I-80/I-680/SR12 Interchange Construct improvements to I-80/I-680/ SR 12 Interchange				
STA	82	I-80 Auxiliary Lanes Construct Auxiliary Lanes on I-80 and I-680 per the I-80/I-680 /I-780 Corridor Operations Improvement Plan				
STA	83	I-80 and I-680 HOV Lanes Construct new HOV Lanes: a) I-80 from the Contra Costa County line to SR 37 b) I-80 from SR 37 to Red Top Road c) I-80 from Airbase Parkway to I-505 d) I-80 from I-505 to the Yolo County line e) I-680 from the Benicia Bridge to I-80				
STA	83	North Connector Construct a 4-lane roadway parallel to I-80, from Abernathy Road across the lower Suisun Valley, along Business Center Drive, connecting to SR 12. The East Segment (Suisun Parkway) is under construction. The central segment is under construction. The West Segment will be a 2-lane roadway connecting Business Center Drive to SR 12 Jameson Canyon				2
STA	84	SR 12 East improvements from I-80 to Rio Vista, including the Rio Vista Bridge Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento River				
STA	86	Jepson Parkway Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities				2
Suisun City	49	Main Street Improvements (Phase 2) – Suisun City Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12.				0
Suisun City	51	Railroad Avenue Widening and Realignment (Middle and East Segment) Widen and reconstruct Railroad Avenue from Sunset Avenue to Humphrey Drive to a 3-lane arterial with class 2 bike lanes. Realign and widen Railroad Avenue from Humphrey Drive to East Tabor Avenue with new intersection at East Tabor Avenue and Olive Street				1

Jurisdiction	F&P ID#	Location / Title	Local Arterial that:			Points (2 points max.)
			1) Provides Intercity Connection	2) Direct Freeway to Freeway Connection	3) Relieves traffic on parallel Hwy or Freeway	
Suisun City	52	Railroad Avenue Extension (West Segment) Extend Railroad Avenue from Marina Boulevard to Main Street/Highway 12 On-Ramp and make a signalized intersection at Main St/Hwy 12 On-Ramp				1
Vacaville	54	I-80 @ I-505 Weave Correction Construct weave corrections for WB traffic at the I-80/I-505 interchange and eliminate 4 to 3 WB lane drop at the interchange				
Vacaville	55	I-505 SB/Vaca Valley Parkway Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection				
Vacaville	56	I-80 WB/Alamo Dr.-Merchant St On-Ramp Widen bridge over Alamo Creek and extend WB on-ramp to provide standard acceleration lane and merge				
Vacaville	57	I-80 WB/Mason St. On-Ramp Extend WB on-ramp to provide standard acceleration lane and merge				
Vacaville	58	I-80 WB/Davis-/ Hickory St. On-Ramp Extend WB on-ramp to provide standard acceleration lane and merge				
Vacaville	59	I-80 EB/ Cliffside Dr. On-Ramp Widen bridge over Mason St. and extend EB on-ramp to provide standard acceleration lane and merge				
Vacaville	60	I-80 EB/Davis St On-Ramp Widen bridge over Davis St. and extend EB on-ramp to provide standard acceleration lane and merge				
Vacaville	61	I-80/California Drive Extension and Overcrossing Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections				1
Vacaville	62	I-505/Vaca Valley Pkwy Interchange. Widen the existing overcrossing to 2 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities				
Vacaville	63	Midway Rd. (Putah South Canal to I-80) Widen Midway Rd. in both directions to provide a 4-lane, undivided arterial				0
Vallejo	65	I-80 / Redwood Interchange Improve on/off ramp circulation from I-80				
Vallejo	66	Fairgrounds Dr from SR 37 to Redwood Increase capacity of roadway segment				2
Vallejo	67	SR 37 from Napa River Bridge to SR 121 Widen SR 37 from 2 to 4 lanes, plus shoulders. Maintain current median barrier				
Vallejo	68	Improve SR 29 through Vallejo Pedestrian and landscaping improvements				
Vallejo	69	Improve SR 37/Mare Island Interchange and Azuar and Railroad from SR 37 to G St. Improve major roadways on and connecting to Mare Island				
Vallejo	70	Columbus Pkwy from Benicia Rd. to SR 37 Widen Columbus Pkwy from 2 lanes to 4 lanes. Complete from SR 37 to Springs St. Springs St. to Benicia Road				2
Vallejo	71	Mare Island Causeway Replace existing causeway bridge				
Vallejo	72	SR 37 / Fairgrounds interchange Improve on/off ramp circulation to SR 37				

PROJECT EVALUATION RULES FOR GHG-RELATED CRITERIA				
Project Type	Mode Shift Potential	Effect on VMT	Effect on Vehicle Delay	Total Rating
Transit	+2	+2	+2	+6
Bicycle/Pedestrian	+1	+1	+1	+3
HOV Lanes	+2	+1	+1	+4
Auxiliary Lanes	0	0	+1	+1
Interchange Improvements	0	0	+1	+1
Adding Freeway Capacity	-2	-2	+2	-2
Adding Local Street Capacity	0	-1	+1	0
Local Improvements that Strongly Support PAD	+2	0	0	+2
Safety Improvements	0	0	0	0

KEY

Mode Shift Potential: The project's potential to encourage travelers to shift away from single-occupant vehicle travel to other modes, which would include carpools, public transit, bicycling or walking. A positive number means the project has the potential to cause a shift from single-occupant vehicle travel to other modes, while a negative number means the project has the potential to encourage more single-occupant vehicle travel.

Effect on VMT: The project's potential to affect vehicle miles of travel, which measures distance of travel and is an indicator of greenhouse gas emissions. A positive number means the project has the potential to reduce VMT, while a negative number means the project has the potential to increase VMT.

Effect on Vehicle Delay: The project's potential to affect traffic congestion. A positive number means the project has the potential to reduce vehicle delay and ease congestion, while a negative number means the project could increase delay and cause more congestion.

EXPLANATION OF RATINGS

All projects are given a rating of between -2 and +2 for each category, which are then summed to produce the Total Rating. Because of the difficulty in making fine distinctions between individual projects at current planning levels, all projects of a particular type have been assigned the same ratings. The ratings for each project type are explained below:

Transit: Projects that involve providing new regional transit services or improving access to existing regional transit services are considered to have substantial potential to cause mode shift away from single-occupant vehicles, and therefore to cause reductions in overall VMT and levels of vehicle delay. These projects are assigned ratings of +2 for Mode Shift, VMT, and Vehicle Delay categories.

Bicycle/Pedestrian: Projects that involve providing new bicycle/pedestrian infrastructure are considered to have some potential to cause mode shift away from single-occupant vehicles, and similar effects on reducing VMT and vehicle delay. The effects are considered more moderate than with transit projects, because bicycling typically serves shorter trips than transit. These projects are assigned ratings of +1 for Mode Shift, VMT and Vehicle Delay.

HOV Lanes: Projects that construct freeway lanes designated for transit and HOV use are considered to have substantial potential to encourage travelers to shift from single-occupant vehicles to carpools or transit. Such projects may also have some positive effects on VMT and delay as some travelers who previously used the general-purpose lanes form carpools and switch to the HOV lane. These projects are assigned a rating of +2 for Mode Shift, and +1 for VMT and Delay.

Auxiliary Lanes: Projects that construct auxiliary lanes between adjacent freeway interchanges are typically intended to address localized congestion that results from heavy on- and off-ramp volumes. These projects are not expected to have noticeable effects on mode of travel or on overall length of trips. Therefore, these projects are assigned ratings of 0 for Mode Shift and VMT, and +1 for Vehicle Delay.

Interchange Improvements: Most of the interchange improvement projects on the RTIF list are interchange reconstructions that are intended to address localized congestion that results when the volume of traffic generated by nearby land uses exceeds the capacity of the existing interchange ramps. These projects are not expected to have noticeable effects on mode of travel or on overall length of trips. Therefore, these projects are assigned ratings of 0 for Mode Shift and VMT, and +1 for Vehicle Delay.

Adding Freeway Capacity: Projects that add a freeway lane for general purpose use may encourage longer-distance single-occupant vehicle travel by making such travel more convenient. Such projects may also substantially reduce vehicle delay if they are applied in freeway segments that otherwise experience heavy congestion. These projects are assigned ratings of -2 for Mode Shift, -2 for VMT, and +2 for Vehicle Delay.

Adding Local Street Capacity: Projects that add capacity to the local street system, typically by widening an existing road or extending a road beyond its current terminus, are considered to have a marginal effect on travelers' choice of mode. By adding capacity to the roadway system and providing travel opportunities to previously inaccessible areas, such projects have the potential to encourage more overall vehicle travel, while also having the potential to reduce congestion. These projects are assigned ratings of 0 for Mode Shift, -1 for VMT, and +1 for Vehicle Delay.

Local Improvements that Strongly Support PAD: Projects that improve local access to Planned Area Developments or other transit-oriented developments, thereby improving access to mixed-use, transit-accessible areas. These projects are assigned ratings of +2 for Mode Shift, 0 for VMT, and 0 for Vehicle Delay.

Safety Improvements: Most of the safety projects on the RTIF list involve improving roads to applicable standards, typically by adding shoulders, correcting sight distance at curves, and other such measures. These types of projects are not expected to have noticeable effects on overall levels of vehicle travel, so they are assigned ratings of 0 for all three categories.

Solano Transportation Authority (STA) Funding Strategy Principles and Criteria, DRAFT 01-20-10

The following set of principles and criteria will help guide the STA Board in prioritizing STA Overall Work Plan (OWP) projects.

1. Minimum of One Top Priority Project Per Agency every 10 years

- a. To maintain equity between STA member agencies, at least one top priority project from each agency will benefit from STA discretionary dollars every 10 years.
- b. Criteria: Developed project phases per member agency per decade.

2. Create Funding Certainty

- a. Projects become STA OWP funding priorities if a project sponsor can demonstrate a project has a funding strategy for each development phase (project concept planning to construction) to cover at least a complete phase of construction.
- b. Criteria: Funded Project Delivery Phases
 - i. Environmental Review
 - ii. Preliminary Engineering and Design
 - iii. Right-of-Way Acquisition
 - iv. Construction

3. Reward Project Progress

- a. Projects become STA OWP funding priorities if the project sponsor can show project development progress towards obtaining environmental clearance, completing design, or certifying right-of-way.
- b. Criteria: Completed Project Delivery milestones
 - i. Environmental Document approval, permits obtained, and Project Approval
 - ii. Final Design complete
 - iii. Right-of-Way acquired

4. Maximize Countywide Funding through Leveraging

- a. Projects become STA OWP funding priorities if STA investments can help bring additional grant funding into Solano County. There are several ways to leverage funds:
 - b. **Provide basic local matches to obligate grant funds**
 - i. Projects become STA OWP funding priorities if STA investments can assist project sponsors with local matches.
 - ii. Criteria: Ratio of STA grants vs. other funding
 - c. **Develop projects to compete for "Shovel-Ready" grants**
 - i. Projects become STA OWP funding priorities if STA investments can assist a project sponsor develop a project to acquire grants focused on construction.
 - ii. Criteria: Ratio of STA development funds needed vs. construction grant opportunities
 - d. **Invest comprehensively in a project area to compete for large grants**
 - i. Projects become STA OWP priorities if project sponsors can demonstrate multiple transportation connections to their projects.
 - ii. If these choices are not yet available, additional connection projects can become STA funding priorities to support the larger project, enabling it to compete for larger grant funds.
 - iii. Criteria: Ratio of STA investments vs. regional grant funding