STA
Solano Transportation Authority

Solano County Congestion Management Program

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SOLANO COUNTY
Congestion Management Program

2011

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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 (STA) has revised the Solano County CMP once every two years since 1991.

Subsequent to STA approval and MTC acceptance of the 2009 Solano CMP, several programs were updated that impact the Solano CMP. These updates impact the content of the Solano CMP, as well as the Solano CMP's Capital Improvement Plan. In addition, the STA updated its travel demand model, which is used in the current version of the Solano CMP to provide existing traffic condition information. For these reasons, STA chose to update the Solano CMP before the regular 2-year cycle requires. The 2011 Solano CMP is based upon the 2010 updated Solano CMP.

The major goals of the 2011 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 the Metropolitan Transportation Commission's (MTC's) adopted 25-year Transportation 2035 Plan (T-2035) 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 share information and organization with the Solano County Comprehensive Transportation 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 2011 Solano 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. No changes to the system are proposed for the 2011 CMP. The following is a table of the roadways included in the CMP System:

Solano 2011 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 2011.

CMP System Performance

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 Plan (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:

<u>Standards</u>

- Level of Service
    - See "Level of Service Standards" element beginning on Page 18

<u>Measures</u>

- 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 Transportation Development Act (TDA) regulations
- Bicycle and Pedestrian Movement
    - Bicycle and Pedestrian Plan Implementation in the CMP CIP
- Multimodal Split
    - Percent of trips per mode taken per year

Travel Demand

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. Under the Bicycle and Pedestrian System category, the CMP also includes

sections of the Solano Safe Routes to Schools program, which diverts school trips from autos to bicycle and pedestrian routes by improving route awareness and safety. Finally, the CMP addresses Seniors and People with Disabilities (formerly Senior and Disabled Transportation), in order to provide and/or maintain mobility for senior and disabled populations without increasing traffic congestion.

To encourage coordination between land use and transportation, the CMP identifies both potential Infill Opportunity Zones and designated Priority Development Areas (PDAs) and the programs or legislation that enables 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 Element 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.

Support of Regional Transportation Plan Goals

The Regional Transportation Plan has specific goals that county CMPs are required to help advance. Chapter VI of the Solano CMP identifies how the Solano CMP supports the RTP goals.

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 the Association of Bay Area Governments (ABAG), MTC, the Sacramento Area Council of Governments (SACOG), the San Joaquin County Council of Governments (SJCOG), the U. S. Census data and many local land use databases. This model is consistent with MTC's model. STA is preparing a major update of the Napa-Solano Travel Demand Model, beginning in Fiscal Year 2011-12 to incorporate new census data and revised

information from ABAG's Projections series and the development of the Bay Area Sustainable Communities Strategy.

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. There was a significant reduction in land development activity in the 2007-2009 period, reducing the need for a land use data update. However, STA did initiate a review of existing and projected land use data as part of a proposed Regional Transportation Impact Fee (RTIF) analysis. As a result, the baseline land use data has been confirmed and, in a few places, updated.

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 may be 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.

Land development in Solano County has been at a low level for the 2009-2011 time period. This slow-down applies across the board to both new development and reuse of existing structures, to residential, commercial, office and industrial development, and in all of the communities in Solano County. During the 2009-2011 time period, STA has submitted comments on several large land use proposals recommending inclusion of higher density, mixed use development co-located with transit facilities, and the implementation of Transit Oriented Development (TOD) policies such as revised parking standards.

Capital Improvement Plan

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-2035 Plan. The table on the following pages is the 2011 CMP Capital Improvement Plan's Project List. New projects have been proposed for the updated RTP. However, since the new RTP has not yet been adopted, and the RTP project list has not been publically released or approved, the Solano 2011 CMP CIP is based upon the project list from the existing RTP.

2011 CMP Capital Improvement Plan

RTP Projects

RTP #	Project/Program	Total Cost	Committed Funds	RTP Funds	Project Notes
21341	Construct new Fairfield/Vacaville multimodal train station for Capitol Corridor intercity rail service (Phases 1, 2 and 3)	$48.0	$48.0	$0.0	Partially funded with Regional Measure 2 Toll Bridge Program funds
22629	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities and pedestrian access improvements)	$74	$64	$10.0	Partially funded with Regional Measure 2 Toll Bridge Program funds
22630	Improve Parkway Boulevard overcrossing over Union Pacific Railroad tracks	$45	$4	$41	Includes West A undercrossing and Parkway Blvd. Overcrossing.
22631	Construct Route 12 westbound truck climbing lane at Red Top Road	$13.2	$13.2	$0.0	This project has been completed
22632	Widen American Canyon Road overpass at I-80	$10.7	$10.7	$0.0	
22633	Widen Azuar Drive/Cedar Avenue from 2 to 4 lanes between P Street and Residential Parkway (includes bicycle lanes, railroad signals and rehabilitation improvements)	$11.7	$11.7	$0.0	
22634	Construct an adjacent 200-space, at-grade parking lot at the Vacaville Intermodal Station (Phase 1)	$12.9	$12.9	$0.0	This project has been completed.
22700	Construct parallel corridor north of I-80 from Red Top Road to Abernathy Road	$69.0	$60.5	$8.5	Project completed from Abernathy Road to Business Center Drive; remaining segment will be part of the I-80/I_680/SR 12 interchange.
94151	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road	$185	$140	$45	
230311	Widen and improve Peterson Road with the addition of a truck-stacking lane (includes drainage improvements)	$2.6	$2.6	$0.0	

RTP #	Project/Program	Total Cost	Committed Funds	RTP Funds	Project Notes
230322	Rebuild and relocate eastbound Cordelia Truck Scales Facility (includes a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)	$100.9	$100.9	$0.0	Proposition 1B Trade Corridors Improvement Fund (TCIF) project, currently under construction
230326	Improve I-80/I-680/Route 12 interchange, including connecting I-680 northbound to Route 12 westbound (Jameson Canyon), adding connectors and reconstructing local interchange, and providing direct connection for HOV lanes (Phase 1)	$700	$364	$334	Partially funded with Regional Measure 2 Toll Bridge Program funds
230468	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Air Base Parkway (includes a new eastbound mixed-flow lane from Route 12 east to Air Base Parkway)	$50.0	$0.00	$50.0	
230635	Construct new 400-space parking garage at the Vacaville Intermodal Station (Phase 2)	$14	$3.5	$11.5	
230650	Widen I-80 from Red Top Road to Air Base Parkway to add HOV lanes in both directions (includes pavement rehabilitation and ramp metering)	$94.9	$94.9	$0.0	This project has been completed.
230699	Local streets and roads maintenance	$1,640	$__	$__	Shortfall remains
230708	Improve local interchanges and auxiliary lanes and make local streets and roads improvements (includes street channelization, overcrossings, bicycle and pedestrian access, and safety improvements)	$25.0	$25.0	$0.0	
22247	Regional Bicycle Program: provide capital funds to fully build out the Regional Bicycle Network as defined in MTC's Regional Bicycle Master Plan for the San Francisco Bay Area, 2009 Update	$ 77.6	$ 2.5	$ 75.1	
22423	Lifeline Transportation Program: fund programs and services that address transportation gaps specific to low-income communities. Fund Senior and Disabled transit projects.	$ 150.0	$ 18.7	$ 131.3	

RTP #	Project/Program	Total Cost	Committed Funds	RTP Funds	Project Notes
94152	Widen Route 12 (Jameson Canyon) from 2 lanes to 4 lanes from I-80 in Solano County to Route 29 in Napa County (Phase 1)	$ ____	$____	$ 0.0	currently under construction
230221	Implement I-80 Integrated Corridor Mobility (ICM) project operations and management	$ 187.8	$ 187.8	$ 0.0	
230550	Local Climate Action Plan development and implementation	$ 25.0	$ 0.0	$ 25.0	
	Regional Express Lane Network	$ ___	$ ___	$ 0.0	Total Project Cost is cost to construct regionwide network.

2011 CMP Capital Improvement Plan

State Highway Operation and Preservation Program (SHOPP) Projects

2010 SHOPP amended August 2011
Includes Prop 1B Bond Projects and Excludes GARVEE Projects and Federal ER Funds
($1,000)

Route	Post Miles	Location/Description	FY	RW	Con	Supt
12	22.7/R 23.7	Near Rio Vista, At Currie, McCloskey and Azevedo roads; also from Azevedo Road to Liberty Island Road. Construct left turn pockets and widen shoulders.	2012/ 13	$ 1,97	$ 9,11	$ 5,73
37	R7.3	Near Vallejo, at the Napa River Bridge (Bridge# 23-0064). Replace joint assembly.	2010/ 11	$ -	$ 500	$ 50
80		Near Vallejo, on Route 80 at various locations. Install metal beam guardrail.	2011/ 12	$ 25	$ 5,400	$ 1,550
80	13.3/1 5.7	In Fairfield, at the EB Cordelia Truck Scale. Relocate and expand truck scale.	2010/ 11	$ -	$49,800	$ -
80	R24.9/ R25.1	In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp. Lengthen on-ramp and widen bridge.	2012/ 13	$ 26	$ 4,620	$ 1,635
80	4.6/5. 2	In Vallejo, from the Redwood Street onramp to the Route 37 connector. Construct concrete barrier.	2010/ 11	$ 5	$ 1,893	$ 539
80	30.9/3 8.7	In Solano County from Vacaville to Dixon from Meridian Road to East of Route 113. Rehabilitate roadway.	2012/ 13	$ -	$50,000	$ 3,009

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 (HCM2010) 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 2011 CMP. In 2013, STA will evaluate the system to identify new roadways that may be added to the Solano CMP system, such as the North Connector. If new roadways are added, appropriate Level Of Service (LOS) standards will be established and monitored.

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.

2011 Solano Congestion Management System Map

State Routes

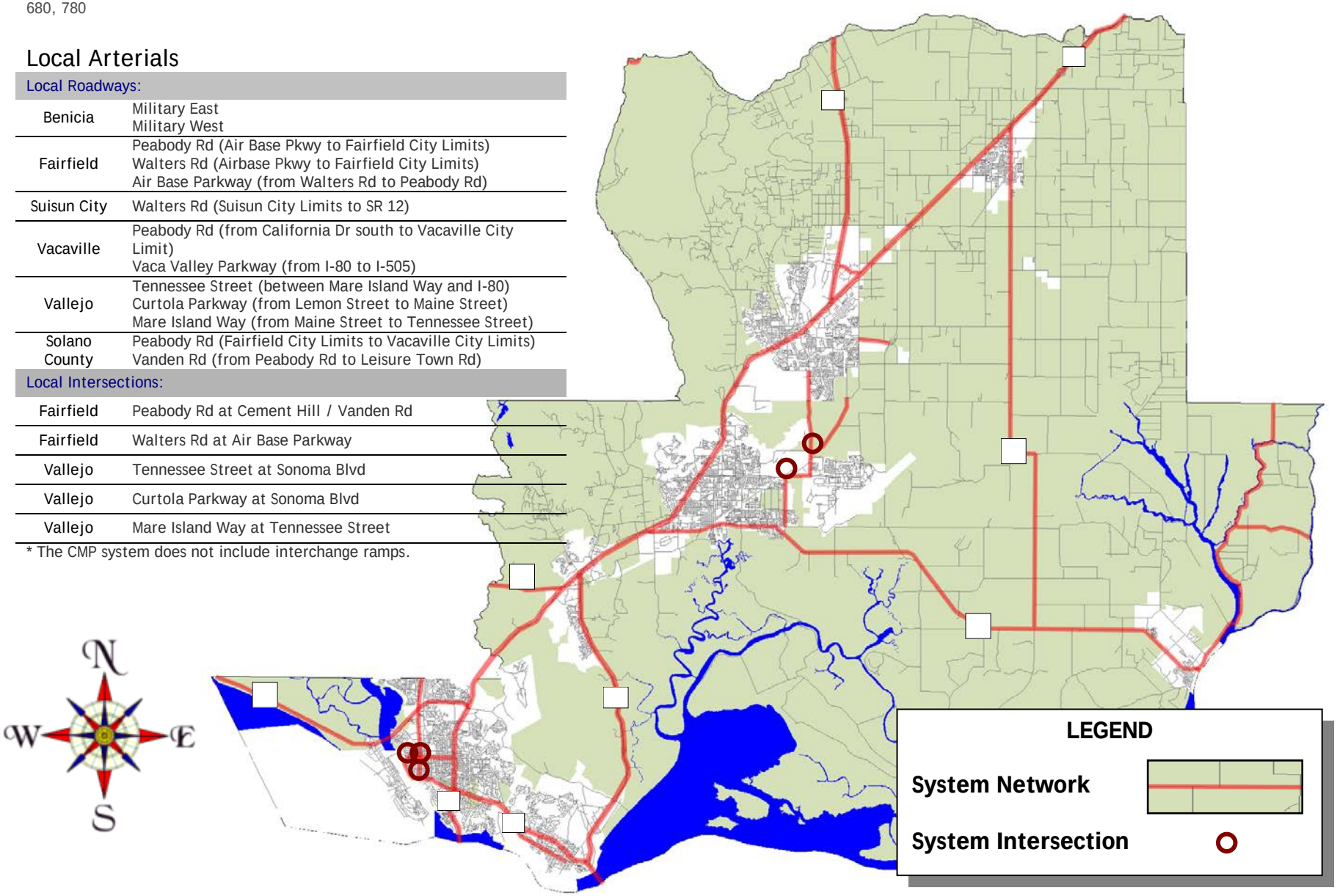
Interstates:	State Routes:
80, 505, 680, 780	12, 29, 37, 84, 113, 128, 220

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 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, starting on Page 23. 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.

For the 2011 Solano County CMP, the traffic counts on the CMP network roadways were not updated. Although the economy was strong in 2007, it began a significant retraction in 2008 that carried over through 2009 and into 2011. In addition, public works staff and budgets have been reduced. Finally, the STA, the seven Solano cities and Solano County have recently completed a detailed update of the Napa-Solano Travel Demand Model, including creating a 2010 scenario that closely reflects 2009 conditions, and which shows few differences from the 2007 CMP traffic counts. Finally, locally-produced traffic counts for 2010 and early 2011 on a limited number of CMP roadways did not show significant changes in volume, timing or direction of travel on CMP. For all of these reasons, the STA did not require submittal of new traffic counts on the CMP network for 2011.

The statutory language for the CMP states "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." STA has chosen to retain its current method of LOS calculation, as outlined below.

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 HCM2010.

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.

LOS measurements are typically reported to the STA on a biennial basis at a time and in a form to be determined by the STA. As noted above, for 2011 the STA did not require jurisdictions to submit new traffic counts on CMP roadways, but it did update portions of the CMP network with information already available from local studies. For years when measurements are required, 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. STA will perform a comprehensive update of traffic counts for the 2013 CMP.

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

1) Interregional travel.[1]

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 density[2] residential development located within 1/4 mile of a fixed rail passenger station or traffic generated

[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

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.

7) Compact or mixed-use development within a locally adopted Infill Opportunity Zone as defined in SB1636 (Figueroa). For more information regarding Infill Opportunity Zones see the 2010 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 PDAs identified under the MTC/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.

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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.

III. CMP System Performance Element

This element sets forth performance standards and measures to evaluate current and future multimodal system performance for the movement of people and goods, and how well the current system meets those criteria. 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.

The Performance Element is designed to show progress towards meeting the MTC's Transportation 2035 policy goals, as spelled out in the Guidance for Consistency of Congestion Management Programs with the Regional Transportation Plan issued by MTC in July of 2011. The principles set out in the RTP and the Guidance for Consistency document are designed to address the "Three Es: Economy (Maintenance and safety; Reliability; Efficient Freight Travel; Security and Emergency Management), Environment (Clean Air; Climate Protection), and Equity (Equitable Access; Livable Communities).

Roadway Standards

Below is a table showing how the roadway and intersection network described in Element I meets the LOS standard described in Element II.

TABLE 1
2011 CMP System LOS Inventory

Roadway	From (PM)	To (PM)	Jurisdiction	**Standard**	LOS Measurements (PM Peak, Peak Flow)				
					2001	2003	2005	2007	2010 Model
STATE ROADWAY									
I-80	0	0.933	Solano County	**F**	D	D	E	**F**	D
I-80	0.933	1.114	Vallejo	**F**	F	E*	E*	**E**	D
I-80	1.114	4.432	Vallejo	**F**	F	D*	D*	D	E
I-80	4.432	6.814	Vallejo	**F**	F	D*	D*	D	E
I-80	8.004	10.015	Solano County	**E**	D	D	D	C	B
I-80	10.015	11.976	Fairfield	**E**	C	D*	C	C	B
I-80	11.976	12.408	Fairfield	**E**	D	D*	E	**E**	**D**
I-80	12.408	13.76	Fairfield	**F**	F	D*	F	F	C
I-80	13.76	15.57	Fairfield	**F**	F	D*	F	**E**	D
I-80	15.57	17.217	Fairfield	**F**	F	E*	E	**E**	**E**
I-80	17.217	21.043	Fairfield	**F**	F	E*	F	**E**	**E**
I-80	21.043	23.034	Fairfield	**F**	D	D*	E	D	C
I-80	23.034	24.08	Vacaville	**E**	E	E	D	D	D
I-80	24.08	28.359	Vacaville	**F**	D	D	D	C	D
I-80	28.359	32.691	Vacaville	**F**	D	D	C	C	D
I-80	32.691	35.547	Vacaville	**F**	E	E	D	C	C
I-80	35.547	38.21	Solano County	**F**	D	D	E	D	C
I-80	38.21	42.53	Dixon	**E**	C	C*	C*	D	C
I-80	42.53	44.72	Solano County	**E**	D	C	D	D	D
I-505	0	3.075	Vacaville	**E**	B	D	B	B	B
I-505	3.075	10.626	Solano County	**E**	A	A	B	A	A
I-680 ****	0	0.679	Solano County	**F**	F	F	F	F	D
I-680	0.679	2.819	Benicia	**E**	C	B*	B*	***	D
I-680	2.819	8.315	Solano County	**E**	C	C	D	D	D
I-680	8.315	13.126	Fairfield	**E**	C	***	D		C
I-780	0.682	7.186	Benicia	**E**	C	C*	C*	***	E
SR 12	0	2.794	Solano County	**F**	C	F	F	F	F
SR 12	1.801	3.213	Fairfield	**E**	B	B*	B	B	C
SR 12	3.213	5.15	Suisun City	**F**	B	B**	B	C	E
SR 12	5.15	7.7	Suisun City	**F**	B	B**	B**	A	D
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	E
SR 29	2.066	4.725	Vallejo	**E**	B	B*	B*	B	E
SR 29	4.725	5.955	Vallejo	**E**	C	C*	C*	C	F
SR 37	0	6.067	Vallejo	**F**	C	C*	C*	A	F
SR 37	6.067	8.312	Vallejo	**E**	B	B*	B*	A	C
SR 37	8.312	10.96	Vallejo	**F**	F	F*	F*	A	C
SR 37	10.96	12.01	Vallejo	**F**	F	F*	F*	A	C
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	A	A
SR 113	8.04	18.56	Solano County	**E**	B	B	B	A	A

* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study
** SR 12 MIS 2001
*** TBD
**** Previous LOS of F caused by Benicia Bridge Toll Plaza congestion. Relocation of Toll Plaza has eliminated congestion.

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.

2011 CMP System LOS Inventory (continued)

Roadway	From (PM)	To (PM)	Jurisdiction	**Standard**	LOS Measurements (PM Peak, Peak Flow)				
					2001	2003	2005	2007	2010 Model
SR 113	18.56	19.637	Dixon	**F**	F	F	***	C +	A
SR 113	19.637	21.24	Dixon	**F**	F	F	***	D +	C
SR 113	21.24	22.45	Solano County	**E**	C	C	C	B	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
LOCAL ROADWAY									
Military East			Benicia	**E**	***	***	C	***	C
Military West	W. 3rd	W. 5th	Benicia	**E**	B	***	A	***	B
Air Base Parkway	Walters Rd	Peabody Rd	Fairfield	**E**	***	***	***	C	B
Peabody Road	FF C/L	VV C/L	Solano County	**E**	D	E	D	D	E
Peabody Road	VV C/L	California	Vacaville	**E**	A	A	D	C	A
Walters Road	Petersen	Bella Vista	Suisun City	**E**	B	***	***	***	A
Vaca Valley Parkway	I-80	I-505	Vacaville	**E**	C	C	C	D	A
Elmira Road	Leisure Town	C/L	Vacaville	**E**	B	B	C	C	B
Vanden Road	Peabody	Leisure Town	Solano County	**D**	B	B	B	C	B
Tennessee St	Mare Island Way	I-80	Vallejo	**E**	***	***	***	C	D
Curtola Parkway	Lemon St	Maine St	Vallejo	**E**	***	***	***	B	E
Mare Island Way	Main St	Tennessee St	Vallejo	**F**	***	***	***	B	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.

IV. Travel Demand Element

This section identifies 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.

Transit Programs and Services

Standards of Performance

Transit standards are less clearly defined than the roadway congestion measure of LOS. Typically, transit is measured by the frequency of service, also known as headway. Transit services can also be measured by accessibility (how close transit stops are to the population in general, or to transit-dependent segments of the population) and affordability, both of which directly impact ridership and farebox recovery. Measuring accessibility and affordability is difficult because it requires gathering demographical data that includes non-transit riders. Therefore, ridership and farebox recovery are the measures used to quantify transit performance, supplemented by periodic ridership surveys to obtain qualitative information.

Existing Public Transit Services

The following is a brief description of existing public transit currently available in Solano County. This information was developed as part of STA's "State of the System – Transit," which is a part of the update of the Solano Comprehensive Transportation Plan. Following the description of each form of transit is a description of how well that form delivers service to its users. Where available and appropriate, schedule, passenger count and farebox recovery information is included.

On July 1, 2011, the transit systems for the cities of Benicia and Vallejo merged into a new agency, Solano County Transit (SolTrans). For the purpose of this CMP, separate statistics will be provided for Benicia and Vallejo, since they were independent entities during most of the time covered by the 2011 Solano CMP. In future years, the merged system's name and statistics will be used.

The transit system consists of:

- The intercity bus routes operated by Vallejo Transit and Fairfield and Suisun Transit (FAST), serving destinations outside of Solano County or providing connections between Solano county cities, and operating on a headway of one hour or less; plus, services provided by Benicia Breeze and Rio Vista Delta Breeze.
- The formal carpool and vanpool facilities and services.
- The passenger rail service provided by the Capitol Corridor.
- The ferry service provided by the City of Vallejo, but soon to be provided by the new Water Emergency Transportation Authority (WETA); and, the small auto ferry operated by Caltrans to provide access to Ryer Island.
- The intercity taxi script program.
- Local bus service provided by the Benicia Breeze, Dixon Readi-Ride, FAST, Rio Vista Delta Breeze, Vacaville City Coach and Vallejo Transit.

There are additional tertiary aspects of the system that are examined briefly: commercial long-haul bus services provide by Greyhound, and taxi services.

Intercity Express Bus Service

Vallejo Transit and FAST: Intercity bus service to Sacramento, Davis, San Francisco and East-Bay BART stations is provided by Vallejo Transit and FAST. These transit operators also provide bus service between Solano County cities. All of these routes provide a headway (time between buses) of thirty minutes or less during the peak commute times.

Vallejo Transit has 25 over-the-road coaches that serve intercity routes. FAST has 19 over-the-road coaches that serve intercity routes; ten of these buses are leased from Vallejo Transit since 2006. Of these 10 Vallejo Transit buses, one was purchased in 2001, and 9 were purchased in 2003. The remaining 9 buses are owned by FAST, and were acquired in 2003.

All of the buses have lifts and seating areas to make them compliant with the requirements of the Americans with Disabilities Act (ADA). Most have the capacity to accommodate one or more bicycles, with luggage storage compartments.

Route	Origin	Destination	Provider
20 – Fairfield-Vacaville	Fairfield Transportation Center	Vacaville Transportation Center	FAST
30 – Fairfield-Vacaville-Dixon-Davis-Sacramento	Fairfield Transportation Center	Capitol Mall	FAST
40 – Vacaville-Fairfield-Benicia-BART	Vacaville Davis Street Park and Ride	Walnut Creek/Pleasant Hill BART	FAST

78 – Vallejo-Benicia-BART	Vallejo Ferry Terminal	Walnut Creek/Pleasant Hill BART	Vallejo Transit
80 – Vallejo-BART	Vallejo Ferry Terminal	El Cerrito Del Norte BART	Vallejo Transit
85 – Vallejo-Fairfield-Solano College	Vallejo Ferry Terminal	Westfield Solano Mall	Vallejo Transit
90 – Suisun City-Fairfield-BART	Fairfield Transportation Center	El Cerrito Del Norte BART	FAST

Benicia Breeze and Rio Vista Delta Breeze: The Benicia Breeze service of Route 76 began in October 2008 and connects Benicia to Contra Costa's Sun Valley Mall and Diablo Valley College with several roundtrips per day. Rio Vista Delta Breeze operates Routes 50 and 52 that provide service from Rio Vista to Fairfield, Suisun City, Isleton, Antioch and Pittsburgh/Bay Point BART. Route 50 offers service with headway of greater than 1 hour to Fairfield and Suisun City. Routes 52 operates one round trip Monday through Saturday to Antioch and Pittsburgh/Bay Point BART. While all of these are intercity services, they operate at less than one hour headway, and are not part of the county's core intercity transit system.

The following facilities are used to load and unload passengers for the Vallejo Transit and FAST routes described above:

- Fairfield Transportation Center, owned by the City of Fairfield, is an off-street facility with dedicated bus bays and covered passenger waiting and boarding/alighting areas. Bus, pedestrian and auto traffic are separated. Bus drivers have access to break area. The center includes 640 parking spaces (combination of a parking structure and surface parking).
- Curtola Park and Ride, owned by the City of Vallejo, is an off-street facility. There is an off-street carpool/vanpool pick-up/drop-off area as well as bus shelters along the street front used by casual carpooling. Bus and auto traffic are not separated.
- Sereno Transfer Station in Vallejo is owned by the City of Vallejo. The Sereno station has off-street bus-only facilities, with no auto parking. The facility has weather protection for passenger waiting and boarding/alighting areas.
  The Vallejo Transit Center is a new bus transfer center. The facility features bays for 12 buses, public parking and administration building. The facility has weather protection for passenger waiting and boarding/alighting areas.
- Vallejo Ferry Terminal bus passengers have a bus shelter along the street. Bus traffic is not separate from auto traffic. The passenger waiting area is across the street from a 900-space Park and Ride lot.
- Suisun City Amtrak station has bus parking bays within the station and a bus shelter across Main Street, next to the 250 surface space Park and Ride lot. Passengers can wait under a shelter or in the train depot.

- Vacaville Transportation Center, a new facility with 200 auto parking spaces, 20 dedicated vanpool parking spaces, and 10 bus bays. This facility is located at the intersection of Allison Drive and Ulatis Drive in central Vacaville.
- Park and Ride Lots have mixed auto and bus traffic. Passengers have sheltered waiting areas.

The number, routes and service schedules of intercity bus routes have been fluid over the past 5 years. This is one of the strengths of the system: the large number of vehicles and the widely-distributed road and station system allow for far greater flexibility for buses than for train and ferry services. However, it does make tracking system performance more difficult.
The table below shows the ridership for each of the routes that have been operating for two or more years. The data compares FY 09-10 with FY 10-11. For the overall intercity transit system, ridership broke the one million mark for the first time ever in FY 08-09, and ridership increased 10.5% over that time period. Due to the economy, ridership decreased in FY 09-10. The ridership is currently showing a 4% increased overall in FY 10-11.

Route	FY 09-10 Ridership	FY 10-11 Ridership	Change
20 – Fairfield-Vacaville	48,217	44,366	-8%
30 – Fairfield-Vacaville-Dixon-Davis-Sacramento	40,936	44,564	9%
40 – Vacaville-Fairfield-Benicia-BART	39,473	41,090	4%
78 – Vallejo-Benicia-BART	76,310	83,135	9%
80 – Vallejo-BART	385,097	390,891	2%
85 – Vallejo-Fairfield-Solano College	143,229	150,280	6%
90 – Suisun City-Fairfield-BART	211,185	223,437	6%

The STA conducted a county-wide transit ridership survey in late 2006 and early 2007. This survey covered all routes, both local and intercity. Some of the conclusions regarding intercity transit riders were:

- The majority of trips are part of a regular travel pattern, such as commuting to work or school. For most services, two-thirds or more of the riders use the intercity bus system 2 or more times per week.
- Most passengers are long-term users (1 year or more) of the system.
- Home-work-home trips account for three-quarters of trips.
- The majority of bus trips are part of a round trip, rather than being one-way trips.
- Options to riding the bus vary by community. As compared to local bus riders, intercity riders are primarily "choice riders". In many cases, intercity bus riders have an option to make the same trip in a single occupant vehicle rather than on the bus. If the bus becomes less

convenient due to fare, schedule or stop location, commuters can return to their cars.

- Vallejo Transit intercity bus riders have fewer options, and almost one-fourth of the riders reported having no other option than the intercity bus to make their journey.

STA provides significant coordination and management activities for the intercity bus system. STA hosts and staffs the *Solano Express InterCity Transit Consortium*, which meets on a monthly basis. The *Solano Express InterCity Transit Consortium* consists of representatives from each of the transit operators and the county, and provides oversight for intercity transit services and marketing. STA's marketing budget for intercity transit was just over $275,000 in FY 2007-08 due to RM2 one time funding. An additional $5,000 was spent on carpool/vanpool advertising.

Park and Ride Lots

There are 17 Park and Ride lots in Solano County; and, one in Napa County that is on the Solano County border at Hiddenbrooke Parkway and I-80. Most of these lots are owned and operated by the jurisdiction in which they are located, but several are owned and operated by Caltrans.

These Park and Ride lots provide a total of 3,492 parking spaces for transit users, vanpools and car pools. Some of these lots are co-located with other transit facilities described above. The Park and Ride lots and their capacity are shown in the table below.

City	Location	Capacity	City	Location	Capacity
Vallejo	Vallejo Ferry Terminal	900	**Benicia**	Lake Herman Road *	48
	Curtola Street	419		E Street	15
	Lemon Street	64	**Vacaville**	Davis Street	250
	Benicia Road	13		Bella Vista Road	200
	Magazine Street	19		Cliffside Drive	125
Fairfield	Green Valley Road	59		Leisure Town Road	45
	Fairfield Transportation Center	640		Vacaville Transportation Center	200
Dixon	Downtown Train Depot	86	**Suisun City**	AMTRAK Station	250
	Market Lane/ Pitt School Road	89	**Napa County**	Hiddenbrooke Parkway and I-80 *	22

Rio Vista	Front and Main Streets	20			

* Not officially designated by Caltrans or any City as a Park and Ride lot, but continuously functions as such.

There are also many informal carpools that use private commercial parking lots or residential areas to meet. The location and use of those informal gatherings is not monitored by STA.

Park and Ride lots are not actively managed or operated, so there is no accepted metric for their effectiveness. Reports from transportation staff in cities with Park and Ride lots generally indicate that most of the lots are filled all day during the work week.

Two facilities are monitored for use: The Curtola Park and Ride Lot in Vallejo and the Fairfield Transportation Center parking structure.

- Curtola Park and Ride Use: A survey conducted by the City of Vallejo determined that the Curtola Park and Ride lot is completely occupied each day, and that approximately 130 cars park on neighboring streets each day and join formal or casual carpools, vanpools, or board buses at this facility. The City of Vallejo projects a demand for 1,100 parking spaces at the Curtola site by 2025. The survey concluded that more than 90% of the facility's patrons are from Solano County communities.
- Fairfield Transportation Center Use: The City of Fairfield reports that the Fairfield Transportation Center (FTC) parking structure and surface parking lot are completely filled by 7:30 a.m. on a typical work day. The City of Fairfield projects 95% or greater usage of an expanded, 1,000 space parking facility.

Park and Ride lots are a primary meeting location for vanpool and carpool users, as discussed below.

Vanpools are privately-operated enterprises. They receive both financial and administrative assistance from STA through the Solano-Napa Commuter Information (SNCI) program, and from MTC's 511 program.

The vanpool vehicle is owned or leased by the primary driver, who then arranges to pick up and drop off a group of 7 to 15 passengers on a regular schedule. (The driver needs to be a regular commuter to qualify as a vanpool. Otherwise, the vehicle is classified as a shuttle.) The passengers typically pay a monthly fee to the driver. SNCI helps vanpool passengers and operators connect, but the final arrangements are the responsibility of the driver and passengers.

Vanpools organized through SNCI are eligible for a subsidy to cover the cost of unfilled seats during the first 4 months of operation. The funds for this subsidy come from Federal transportation legislation, primarily the Congestion Management Air Quality (CMAQ) program. Vanpool drivers also receive a subsidy of $900 over nine months from 511/MTC.

SNCI will also reimburse drivers for a portion of the cost of their required biannual medical exam. Finally, vanpools are able to use High Occupant Vehicle (HOV) lanes, carpool lanes that bypass bridge toll collection, and in some places receive preferential parking spaces or avoid parking fees.

Carpools are casual arrangements for a group to use a private car for commuting. There is no federal or state subsidy for creation or operation of a carpool. STA does help match carpool drivers and passengers. As with vanpools, carpools can (depending on the number of occupants of the car) make use of HOV lanes, bypass toll collection on bridges, and receive preferential parking treatment.

As of September 2011, there are 240 vanpools traveling into and out of Solano County, with an estimated annual ridership of 1,267,200 passengers. While the majority of these transport Solano residents to jobs in other counties, several support commutes for workers into Solano County.

STA has also expanded the Solano Commute Challenge, whereby private employers encourage and track employee participation in non single occupant vehicle compute modes. The table below tracks participation for the past 3 years.

Year	# Employers	# Registered Participants	# Commute Champions (met the goal)
2008	39	545	302
2009	43	599	363
2010	46	620	350

*

Capitol Corridor

The Capitol Corridor operates on tracks owned by the Union Pacific Railroad (UPRR), a private company. The tracks run for 41.5 miles, from the Solano/Yolo county border near Dixon to the Benicia-Martinez Bridge across the Carqinez Straits. The railroad is primarily double track, but in some areas has additional tracks to provide access into industrial parks. Improvements to the tracks are typically funded by a combination of Union Pacific, state and local funds. The railroad is crossed in numerous locations by public roads. Other rail lines in the county, including those in Jameson Canyon and the City of Vallejo, do not carry passenger traffic.

The Capitol Corridor operates eight train sets. The train sets are owned by the State of California. A train set consists of 1 locomotive and 4 to 5 passenger

cars (one of which also serves as a food service car). A train set has the capacity to carry from 320 to 350 passengers. The California Department of Transportation has received $125 million in Proposition 1B funding to acquire 27 new passenger cars; five of these new passenger cars will be provided to the Capitol Corridor Joint Powers Authority (CCJPA). New locomotives are on order by the State; some of these will be assigned to the Capitol Corridor. If the Capitol Corridor wishes to add passenger cars to existing train sets or to expand the number of train sets operated, the equipment must be purchased by the State. Each passenger car meets the accessibility requirements of the Americans with Disabilities Act. Each car also has room for between 3 and 15 bicycles to be stored inside, but the Capitol Corridor is planning to modify some cars to accept additional bicycles. Both the ADA accessible seats and the bicycle storage areas are on the downstairs deck of the car.

The Suisun City train station is located on Main Street at Lotz Way, next to SR 12. The station consists of a single building with two automated ticket machines inside, a transit information kiosk provided by Rio Vista Delta Breeze, a concessioner's space and seating areas; covered out-of-doors passenger waiting areas with an automated ticket machine; an uncovered passenger loading/unloading platform; a bus loading/unloading area with 2 bus shelters and room for three buses to park; and, eight striped parking spaces, with room for approximately 10 additional cars next to the passenger platform, all limited to one-hour parking. Directly across Main Street is an 250 space Park and Ride lot, used by Capitol Corridor patrons, riders of Route 90 and car poolers. There are currently no plans to expand the train station or parking lot.

Funding to acquire and replace rolling stock comes from the State of California. As part of Proposition 1B, passed in 2006, the Capitol Corridor is receiving approximately $25 million to have 5 new passenger cars built. This will allow the Capitol Corridor to add 1 passenger car to each train set. Track improvements are funded by a combination of UPRR investments and state and regional funds. For example, the Bahia Crossover project between Suisun City and Benicia was funded by Proposition 1B and Bay Area Regional Measure 2 bridge toll money. Train stations are funded by local jurisdictions, usually through a combination of funding sources. For example, the proposed Fairfield/Vacaville train station is funded primarily by the City of Fairfield, but also has RM 2 funds and a contribution from the City of Vacaville.

The Capitol Corridor trains make 16 weekday round trips, with 11 weekend round trips. All of these trips cover the Sacramento-Oakland Jack London Square corridor. Service to Auburn to the east and San Jose to the southwest is provided on a less frequent schedule. Thirty-two trips per week day stop at the Suisun City station (16 westbound and 16 eastbound). Subject to a future agreement between the Capitol Corridor and UPRR, and consistent with the CCJPA Boards 2005 Vision Plan, the maximum number of passenger train round trips would be 18. As new stations are added to the system, either in Solano County or in other counties, they will also have full service by each train.

Day-to-day management of the Capitol Corridor was assumed by the Bay Area Rapid Transit (BART) district in 1998, and exercised by the Capitol Corridor Joint Powers Authority (CCJPA). The Capitol Corridor reports ridership, revenue and on-time performance on a monthly basis, and provides previous-year comparisons. In addition, the CCJPA publishes an annual report for the year just concluded and a business plan for the year ahead. The information below is taken from these CCJPA documents. Operational data for 2009 showed a downturn in passenger numbers and revenue, in the order of approximately 10%. Since that time, ridership has consistently increased. For the current operating year, the Capitol Corridor is on track to have 1.7 million riders, and increase of approximately 8% over the previous year. .

- System-wide Ridership – The July 2011 system-wide ridership was 141,767 passengers. This is down from the July 2008 system-wide ridership of 161,731, but was 7.6% higher than the previous year.

- Solano County Ridership – The Suisun City station is the eighth busiest of the 16 Capitol Corridor train stations. In March 2011, the most recent month with station ridership data available, , there were 8,700 trips to or from the Suisun City station – an increase of 1,300 trips in a 2-year period. The majority (57%) of those trips were on west-bound trains towards the Bay Area. However, the single station with the most trip destinations from Suisun City remains the Sacramento station (34%).
- Revenue – The July 2011 system revenue was $2.45 million. This was 1.7% lower than projected in the Capitol Corridor business plan. The system operating ratio (also known as the farebox recovery), a comparison of revenue to operating costs, was 42% in July 2011, compared to a business plan goal of 49%. Transit systems are generally considered financially successful if their system operating ration exceeds 50%.
- On-time Performance – The Capitol Corridor business plan has set an on-time performance goal of 90%. On-time performance means that each train arrives at and departs each station within 5 minutes of the time published in the train schedule. As of August 2011, the Capitol Corridor's on-time performance is 94%.
  The Capitol Corridor staff attributes the continued high on time results to improved performance by Union Pacific Rail Road freight trains; improved reliability of Capitol Corridor rolling stock; and, construction of additional tracks, sidings and cross-overs.

The system operating ratio and total revenues have steadily increased over the past nine years, from 30% in 1998 to 42% over the FY 10-11 time period. At the same time, the operating subsidy supplied by the State of California has remained steady. Similarly, passenger numbers and on-time performance has increased while state funding has held steady. .

Vallejo Ferry

The Vallejo ferry services operate between the Vallejo ferry terminal on Mare Island Way (next to downtown Vallejo) and the San Francisco Ferry Building (two trips per day dock at Pier 41 in San Francisco). The 30 mile trip takes 55 minutes each way. Six other ferry services also provide commuter transportation to the Bay Area, but none make stops in Solano County. The Water Emergency Transportation Authority (WETA) is expected to take control of the Vallejo Ferry in FY 11-12.

The Vallejo ferry operates four ferry boats: the *Vallejo, Intintoli, Mare Island* and *Solano*. All four ferry boats are classified as high-speed catamarans. Each of the boats has ADA-accessible seating areas, and capacity to carry a number of bicycles.

Ship	**Capacity**	**Year Built**	**Comments**
Solano	300	2004	Newest boat in system, based on design for Intintoli and Mare Island. The Solano uses a catalytic exhaust treatment system that makes her the cleanest ferry of her type operating anywhere in the world.
Intintoli	300	1997	This boat was designed and built specifically for the Vallejo ferry service. The *Intintoli* operates at 34 knots and has a crew of 5.
Mare Island	300	1997	Sister ship to *Intintoli*
Vallejo		1994	Back-up boat to the three main fleet boats. *Vallejo* was lengthened and repowered in 2001.

Typically, three ferry boats provide daily service, with a fourth ship (the *Vallejo*) available when scheduled or unscheduled maintenance is needed on one of the primary ships. The ferry maintenance and fueling facilities are located in the former Mare Island Naval Shipyard; however, these facilities are not adequate or efficient for long-term use. Each ship is refueled daily.

Passengers load onto ferries from a covered dock. Access to the dock is regulated by a gate, kept locked until the ferry arrives. Passengers waiting to embark do not have a weather-protected area unless they wish to wait in the ferry ticket building. The waiting areas and boarding ramps meet ADA accessibility requirements.

The ferry building is a 5,000 sq. ft. structure located approximately 150 feet away from the dock entry. The building and land are owned by the City of

Vallejo. The building provides ticket sales and a small café. Across Mare Island Way from the ferry terminal and dock is a 900-space surface parking facility. This parking area is used by ferry riders, bus passengers and carpoolers. Approximately one-quarter mile away, Vallejo has opened a new center for local bus service. Other portions of Vallejo's downtown redevelopment plan, including a parking garage, are proceeding. Funding for the Vallejo ferry dock and maintenance facility comes from a number of sources, including local STIP share, RM 2 funds, and a congressional earmark. The remainder of the ferry-related waterfront buildings will be funded and owned by the City of Vallejo.

Acquisition of new or replacement ferry boats is not currently anticipated. When eventually needed, funding for new or replacement ferry boats is provided by the State of California. When the MV Solano was acquired in 2004, the cost was approximately $11.3 million ($9.5 for the boat, plus spare parts and equipment).

The ferry schedule provides 12 round trips to San Francisco each week day, and 9 trips on weekend days. (For select Giants games, the ferry will deliver passengers directly to the stadium used by the San Francisco Giants baseball team.) There is a slight reduction in service in the winter months. The ferryboat service is supplemented by an express non-stop bus service directly connecting the Vallejo Ferry Terminal and the San Francisco Ferry Building. There are 13 daily roundtrips on weekdays and three roundtrips on Saturday and Sunday. As with the Capitol Corridor, the recent economic downturn has directly resulted in a decrease in ferry ridership.

- System-wide Ridership – The average number of passengers per weekday in FY 06-07 was 2,600, compared to a weekend average of 2,000 during the summer and 1,000 during the winter.
  For FY 2010-11, the Baylink Vallejo Ferry carried 696,705 riders, an increase of 2% from the FY 09-10 ridership of 682,141 passengers. This reversed a trend from FY 07-08, which saw a 5% increase in ridership over 800,000 per year..
- Solano County Ridership – The majority of ferry riders are from Solano County (66%); Vallejo has the most riders (41%), with Benicia and Fairfield the other Solano County cities with high ridership. However, 17% of riders are from Napa County, and an additional 17% come from other communities outside Solano and Napa counties.

Fare Revenue – The system operating ratio (also known as the farebox recovery), a comparison of revenue to operating costs, was 66% in FY 07-08. Transit systems are generally considered financially successful if their system operating ration exceeds 50%. Previous farebox recovery rates were:

FY 09-10	50%
FY 08-09	54%
FY 06-07	62%
FY 05-06	56%

Total fare revenue has increased 84% in the four years from $4.4 million in FY 03-04 to $8 million in FY 07-08.

- Ferry Reliability – Unlike the Capitol Corridor train system and the intercity bus lines, the Vallejo Ferry route is not impacted by service delays due to system repair, accidents or congestion. The ferry is reliably on-time when it runs. The ferry on occasion does not operate due to weather/sea conditions, or due to mechanical failures of the ferry boats. The ferry system has a 99%+ reliability rate over the FY 06-07 to FY 10-11 time periods. The lowest reliability year was FY 03-04, when the ferry operated at a 97.6% reliability rate.
- Ridership Characteristics – The STA conducted a survey of ferry riders in November 2006. The survey found that more than 60% of the riders take the ferry multiple times per week. However, almost 30% ride the ferry once per month or less. Ferry riders are typically not as long-term as bus riders, with more than half of surveyed passengers having used the ferry service for less than 2 years. Almost 40% of ferry riders had the option to take a single-occupant vehicle if they did not use the ferry; 12% had no private transportation option. A detailed ridership survey has not been conducted since 2006, and no applicable census data is available.

Operating revenues other than passenger fares include revenue from bridge tolls (RM1 and RM2).

Ryer Island Ferry

Caltrans operates a ferry that can carry cars (up to eight at a time), light trucks and RVs. The ferry is located two miles north of Rio Vista at the north end of River Road/SR 84, and connects to Ryer Island. The ferry boat, named the "Real McCoy," is a diesel-powered craft that has been operating the 200-yard route since 1945. A vessel new ferry vessel, also named the Real McCoy, was put into service in 2011. The new vessel is undergoing a break-in period, with periodic unavailability as maintenance issues are identified and addressed. The ferry primarily serves recreational and agricultural vehicles; there is no significant housing or industry on Ryer Island.

Operational information is not currently available for the Ryer Island Ferry.

Local Transit

Each of the seven cities provides a local bus transit service. The local jurisdictions have the best understanding of the origins and destinations of local patrons, as well as the mix of choice vs. transit dependent ridership. A connection to intercity transit, including coordination with the intercity transit service schedule, is also provided by the local service provider. A summary of each jurisdiction's local transit system is provided below.

The Benicia Breeze operates 8 local busses - two Gillig buses, and six cutaways. Benicia has two flex routes during peak commute hours, one fixed route that only runs five times a day, general dial-a-ride during the afternoon and late evening, and paratransit service. Benicia operates one dedicated Paratransit vehicle, operated locally from 8:00 am to 4:00 pm, then from 6:30 pm to 9:00 pm.
For the 08-09 Fiscal Year (FY), Benicia Breeze carried a total of 720,000 passengers on its fixed route system. Paratransit ridership was 10,000 passengers. Benicia Breeze had a total operating cost (including Paratransit) of $1,219,763 and a total farebox recovery of $130,000. Broken down, operating cost of the fixed routes was $1,531,411 and the paratransit was $415,000. Farebox recover for local routes was $118,000 and paratransit was $13,000, or at 14.7% for local routes and 3% for Paratransit.

The City of Dixon's Readi-Ride system operates a general Public Dial A Ride service. The system has a fleet of seven 18 passenger buses with 3-5 busses in service between the hours of 7:00 a.m.-5:00 p.m. Monday-Friday. The City also operates one bus on Saturdays between 9 a.m.-3 p.m. During FY 2009-10 the service provided 45,185 passenger trips. The City had a 13.5% farebox recovery ration during FY 2009-10. The total operating cost for FY 2009-10 was $600,000. . The City of Dixon is now providing ADA Paratransit service to the cities of Davis and Vacaville.

Fairfield and Suisun City Transit (FAST) is operated by the City of Fairfield through services provided by a third-party contractor. The City of Fairfield also operates DART to provide ADA paratransit services. FAST has a fleet of 64 buses, including the operating buses and back-up vehicles available to replace those undergoing maintenance. Forty-six (46) vehicles are used for local fixed route operations. In 2008-09, FAST recorded over one million passengers with an average daily ridership of 3,359 passengers. Total expenses for 2008-09 were $8,219,000 with a farebox recovery rate for 2008-09 at 27.8%.

Rio Vista Delta Breeze operates four cutaway buses. It operates three deviated fixed routes including local destinations, services to Fairfield, Pittsburg/Bay Point BART Station, and Antioch. Rio Vista Delta Breeze uses its deviated fixed routes as ADA paratransit service - a peak fleet of two, overall fleet of four. Rio Vista Delta Breeze carried 11,800 passengers system wide in FY 08-09. Year end actual costs in FY 08-09 was $337,000 and the farebox recovery ratio was 17.6%

The Vacaville City Coach fixed-route fleet consists of 12 30-foot Compressed Natural Gas (CNG) buses. Vacaville City Coach operates six routes. The City of Vacaville also operates Special complementary Paratransit service with six 14-passenger vehicles, and Subsidized Taxi Script program.
In FY 08-09, Vacaville City Coach transported a total of 302,000 passengers. The FY 08-09 farebox recovery rate was 17% with a total operating cost of $1,423,000. Special Services ridership was of 15,000 passengers. The Paratransit program (Special Services & Taxi) farebox recovery ratio for fiscal year 2008-09 was 6.5% with an operating cost of $480,000.

Vallejo Transit runs a fleet of 32 buses, including 5 40' RTS buses, eight 40' Orion buses and 19 40' Gillig busses. Vallejo currently purchased 21 diesel electric hybrid buses and will be retiring the RTS and Gillig buses. These buses provide service on seven local fixed routes. Vallejo Transit also provides paratransit services with 12 cutaway buses.
In FY 08-09, Vallejo Transit had 1,659,000 riders on its fixed routes. The farebox recovery rate for that fiscal year was 37.6%, with total operating costs of $8,603,000.

The Solano County Intercity Taxi Scrip Program is a new outgrowth of the two Senior and Disabled Transit summits sponsored by STA and the County of Solano in 2009. This program provides a flexible option for qualified ADA Paratransit-certified riders that are ambulatory or able to enter and exit a taxi without the help of another person. The discounted Intercity Taxi Scrip is valid for taxi trips originating and ending with Solano County. The second outgrowth is the Solano Seniors and People with Disabilities Transportation Advisory Committee which was established and met for the first time in May 2010. This committee will help STA and service providers identify and deliver specific projects to provide transit for seniors and people with disabilities residents. The finest product was the Solano Seniors and People with Disabilities Transportation Guide which provide information on the transportation options in Solano County.

Coordination of Services

The various intercity services – Solano Express intercity bus, Capitol Corridor trains and WETA ferry services – are not operated by a single agency. Both train and ferry schedules are affected by other operators, such as Union Pacific freight trains and San Francisco ferry terminal dock availability. Local bus services, such as FAST, Rio Vista Delta Breeze, Vallejo Transit and Vacaville City Coach, generally time their routes to drop off (morning commute) or pick up (evening commute) passengers using the intercity transit system. In addition, the intercity services and the local services have transfer agreements in place.

Monthly passes are offered by ferry system, Capitol Corridor, Vallejo Transit, Benicia Breeze, Rio Vista Delta Breeze and FAST. The ferry system pass allows use of the ferry or Vallejo Transit buses (including BARTLink), Benicia Breeze and FAST vehicles for travel in either direction.

Fairfield and Suisun City have a coordinated transit provider in FAST, managed by the City of Fairfield. The cities of Benicia and Vallejo merged their transit systems with joint powers authority (JPA) with STA called Solano County Transit (SolTrans). At this time, no other transit providers are actively considering service consolidation.

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 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 MTC. 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 (now Solano Express), whose members include staff from the various transit operators in Solano County.

Bicycle and Pedestrian System

Bikeway Network: The Solano bicycle network consists of a mix of Class I bike paths (separated from the roadway), Class II bike Lanes (designated lanes on the roadway) and Class II Bike Routes (designated only by signage next to the roadway).

SOLANO COUNTY REGIONAL BIKEWAY NETWORK

Agency	Existing Bikeways (miles)	Planned Bikeways (miles)	Cost for Planned Projects (millions; in 2009 $'s)	Percentage of Network Completed*
Benicia	11.7	5.2	$6.1	69%
Dixon	6.4	2.3	$1.5	74%
Fairfield	27.3	19.8	$11.9	58%
Rio Vista		9.8	$9.5	
Suisun City	13.1	3.8	$3.6	78%
Vacaville	30	15.5	$17.3	57%
Vallejo	24.2	23	$8.7	51%
County	33	92.7	$47.4	26%
Total:	129.1	181.2	$106.0	43%

Pedestrian Network: Pedestrian focused improvements are generally smaller in area than bicycle improvements, but are often more intense (additional landscaping and aesthetic elements that may be absent from the more utilitarian bicycle facilities). They may share space with bicycle improvements, but frequently only at a destination, where bicycle travel speeds slow down. Pedestrian facilities are also more sensitive to design and land use decisions, including scale and color.

The existing and planned pedestrian/TLC projects are based on the priorities identified in the 2004 Countywide Pedestrian Plan. The percentage of the pedestrian access connections network completed is measured by the *number of improvements* completed projects versus planned and secondarily by *cost* of completed versus planned projects. The percentage of the pedestrian network completed is calculated by dividing the cost of existing projects by the cost of existing and planned projects combined. Because it is difficult to gain a sense for the progress of the pedestrian oriented areas through an analysis of the projects only, a second method was utilized to assess the total amount of money required to complete the projects. This information is shown in the following table.

Several major bicycle and pedestrian projects have been completed in the mid-2009 through mid-2011 time period. The most significant projects are the extension of the central county bike path in Suisun City (2 segments), the re-opening of McGary Road from Red Top Road to Lynch Canyon, and the Rose Drive overcrossing of I-780 in Benicia.

STA is completing a comprehensive update of its bicycle and pedestrian master plans, with an increased emphasis on delivery of projects that are located in PDAs and/or that provide direct linkage to transit centers.

SOLANO COUNTY PEDESTRIAN NETWORK

Agency	# of Pedestrian Oriented Areas*	# of Planned Pedestrian/ TLC Projects	# of Pedestrian/ TLC Projects Completed	% Done	Cost of Existing Projects (millions; 2004 $'s)	Cost for Planned Projects (millions; 2009 $'s)
Benicia	10	5	2	29%	$4.8	$6.4
Dixon	4	3	1	25%	$3.0	$3.0
Fairfield	5	5	1	17%	$4.5	$9.0
Rio Vista	2	3	1	25%	$1.2	$9.1
Suisun City	5	3	1	25%	$0.679	$2.7
Vacaville	4	4	2	33%	$2.5	$1.7
Vallejo	3	6	2	25%	$11.0	$13.2
County***	1	8	1	12.5%	$0.5	$32.1
Total:	**34**	**36**	**10**	**22%**	**$27.6**	**$76.7**

*Pedestrian Oriented Areas are zones of interest which include civic centers, schools, and other such destinations
**Rounded to the nearest tenth
***Includes multi-agency projects
2009 costs have been escalated at 5% compounded annually (per Caltrans standard for escalating costs) based on costs identified in 2004 Solano Countywide Pedestrian Plan

Safe Routes to School: The STA's Safe Routes to School (SR2S) Program's goal is to improve student travel safety and increase the popularity of students walking and bicycling to school. The STA accomplishes this goal by working with a variety of stakeholders across the county to plan and implement Education, Encouragement, Enforcement, and Engineering projects. Specific projects, including improvements to roadways and bicycle and pedestrian facilities, are identified by local jurisdictions. STA works with the local jurisdictions to help provide funding and coordination to ensure delivery of SR2S projects.

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:

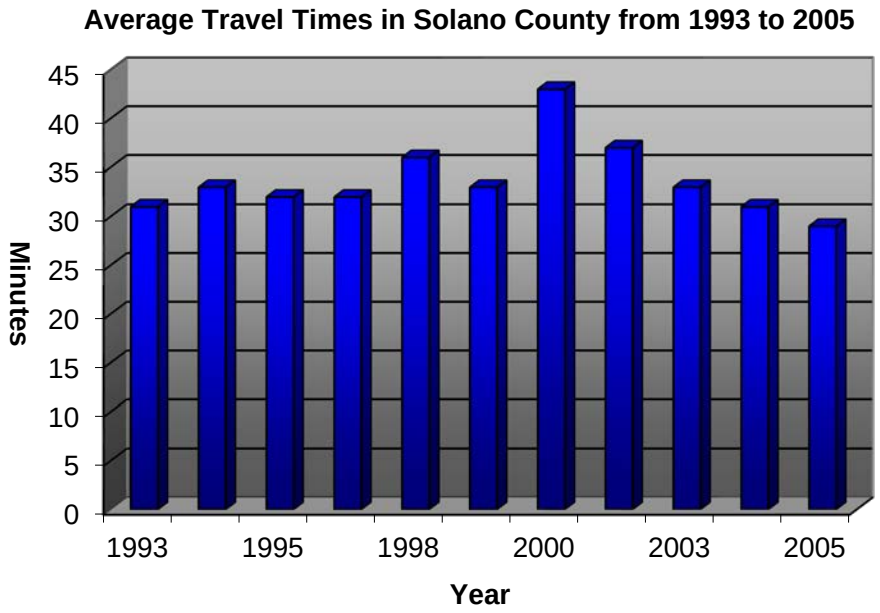
1) Ease of measurability and accessibility of data
2) Forecastability
3) Variety of locally accepted modes

Performance Measures For Solano County 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 "Commute 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. After growing in the mid-2000s, they have again dropped since 2008. This is due in large part to the significant economic downturn, but is also influenced by improvements to the I-80/I-680 interchange, the construction of the westbound truck climbing lane for SR 12 in Jameson Canyon, and the installation of Solano County's first HOV lanes.



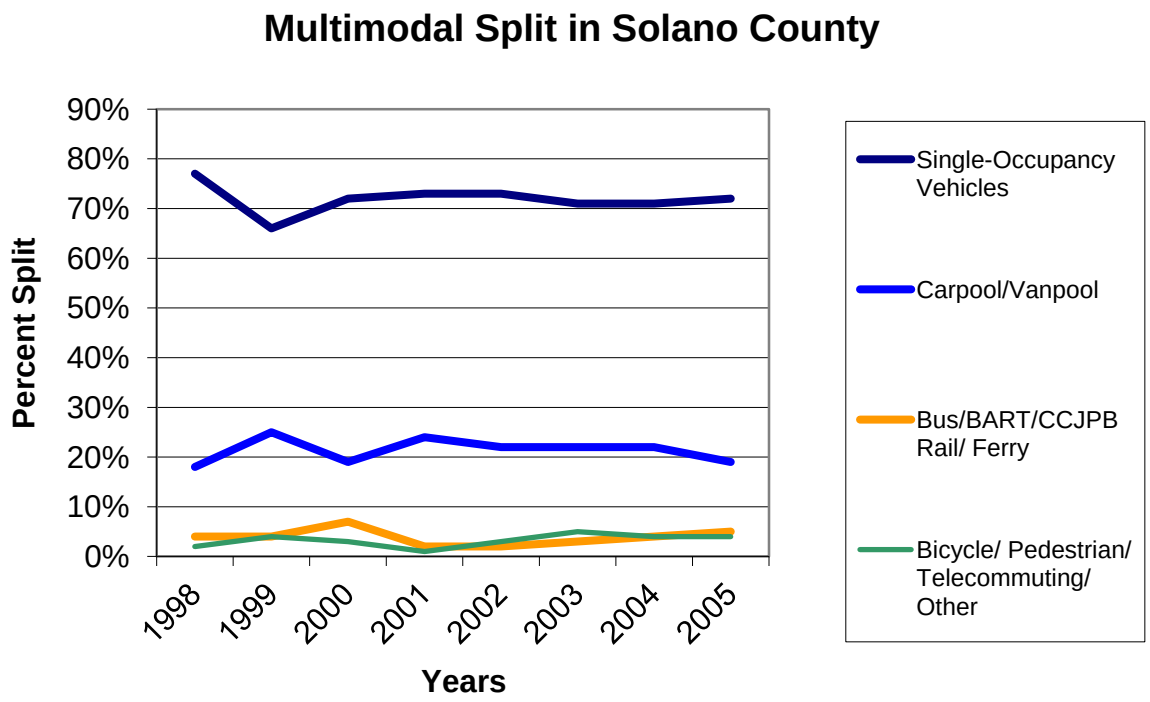
[1] In July 2005, RIDES ceased to exist as a result of the loss of MTC's Regional Rideshare Program funding.

3) Ridership and Farebox Recovery for Intercity Transit: This measure will calculate the number of riders that use intercity transit system, and the percent of operating cost covered by rider-paid fares. The

data has been compiled from system operators. Ridership and farebox figures are provided above in the Travel Demand element.

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:



	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%

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.

1) 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.

a. Solano County has the highest percentage of carpool/vanpool participants in the Bay Area. This impressive percentage had been achieved without the benefit of High Occupancy Vehicle (HOV) lanes, which allow carpool and vanpool vehicles to travel and notably higher speeds.
b. STA and Caltrans have completed the construction of an eight-mile HOV lane from Red Top Road to Airbase Parkway.

2) The Solano Express Transit Consortium works to create a higher level of transit coordination and ridership for all of its transit operators.
3) BAAQMD and YSAQMD clean air funds are programmed to create more effective transit, bicycle and other trip reduction projects.
4) 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.

Land Use

Ideally, land use development occurs where there either is or will be an adequate transportation system to serve the development. When development occurs where adequate infrastructure is not present or funded, significant congestion and air quality impacts typically occur. 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 affects 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 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 (98%). 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 (PDAs) 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. There are PDAs designated in Benicia, Fairfield, Suisun City, Vacaville and Vallejo. STA will continue to work with these jurisdictions and with the cities of Dixon and Rio Vista if they make PDA applications, to bring these projects to fruition.

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. No City has taken advantage of the infill opportunity designation in the last two years.

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 require 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.

HOV and Express 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.

Since the adoption of the 2007 CMP, the Bay Area has begun to talk in earnest about implementation of , an Express Lane network Express lanes allow high occupancy vehicles to travel for free in dedicated lanes operating at an acceptable LOS, typically LOS C or D. Single occupant vehicles can also use these lanes, but are charged a toll for such use. The occupancy requirements of the HOV vehicles (2+, 3+ or 4+) and the toll charged for single-occupancy vehicles can be adjusted for peak hours and to ensure that an adequate LOS is maintained. Express lanes can provide the revenue needed to expand the HOV network to the entire region, and net revenues can also support trip reduction measures such as express bus service.

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,.

In 1996, an HOV lane was constructed on I-80 from City of Richmond to Hwy 4, and has recently completed a westbound HOV lane on I-80 to the Carqinez Bridge. The eastbound segment had been recently completed. Contra Costa also has a long term plan to construct HOV lanes on I-680 up to the Benicia-Martinez Bridge. Both
Photo: STA

bridges have toll
plaza facilities designated specifically for HOV.

Construction began in 2008 on the HOV lanes on I-80, from Red Top Road to Airbase Parkway. The lanes were completed and opened for traffic at the end of 2009. Preliminary work is underway to extend the HOV lanes from Airbase Parkway to I-505, and to develop HOV lanes in Vallejo.

The eventual goal is to create an HOV lane on I-80 extending 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.

There are two Express Lane pilot projects in the Bay Area – in Alameda County, the I-580/I-680 corridor) and the I-680 corridor on the Sunol Grade; and, in Santa Clara County, including the I-880/SR-237 area. In addition, MTC has identified the creation of a regional Express Lane Network as an important element of the T2035 and T2040 improvements. STA has supported the Express Lane network in concept, and will work with MTC and Caltrans to potentially convert the I-80 HOV lanes into Express Lanes, and to extend the system the length of I-80 and I-680..

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 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.

In June 2009, the City of Fairfield completed the installation and activation of a transit signal preemption system along Beck Avenue, leading to the Fairfield Transit Center. This project was funded with Bay Area Air Quality Management District Transportation Fund for Clean Air funds.

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, whether caused by a lack of suitable land or infrastructure, financial market restrictions or by governmental policy, may also reduce the out-commute. But limited housing growth can also contribute to 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 eight-hour days to four ten-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 ten 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. The Joint Policy Committee, consisting of MTC, ABAG, BAAQMD and BCDC, is pursuing a Regional Parking Reforms policy that may also direct Bay Area-wide approaches to parking.

STA has submitted comments on several local EIRs and projects recommending that the local agency implement parking management. Specifically, STA has recommended parking cash-out, decoupling parking spaces from housing unit rents, and reduced parking standards/parking caps. The City of Vallejo is currently studying alternative parking standards for TOD projects.

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. During the past two years, changeable message signs have been installed on I-80 and SR 12.

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.

Bridge Tolls

Bridge tolls for autos are currently $5 on the seven State owned toll bridges in the San Francisco Bay Area; tolls on the Bay Bridge are variable with the time of day and day of the week. In addition, tolls are now collected for carpool and vanpool vehicles. $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
    - Curtola Transportation Center (Vallejo)
    - Fairfield Transportation Center
    - Vacaville Transportation Center
    - Benicia park-and-ride lots
- Construction of the Vallejo intermodal ferry and bus station
- I-80/I-680/SR 12 interchange improvements
    - Interchange improvements
    - North Connector
    - HOV lanes
    - Cordelia Truck Scales
- Capitol Corridor rail tracks and station improvements at the Fairfield/ Vacaville Intermodal Transit Station
- Regional express bus operation

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. STA will take appropriate actions to adopt and implement the measures in the adopted BAAQMD Clean Air Plan.

Transportation Control Measures

Correlation of Federal/State TCMs with Solano County 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. Program 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

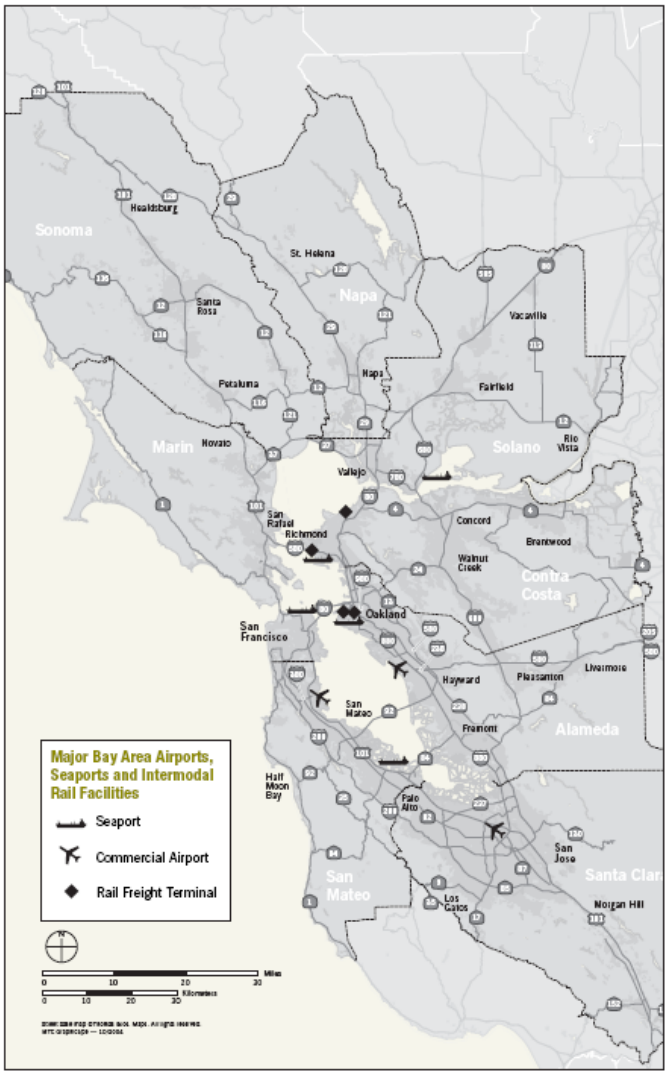
F= Federal TCM
S= State TCM

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 Angles 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

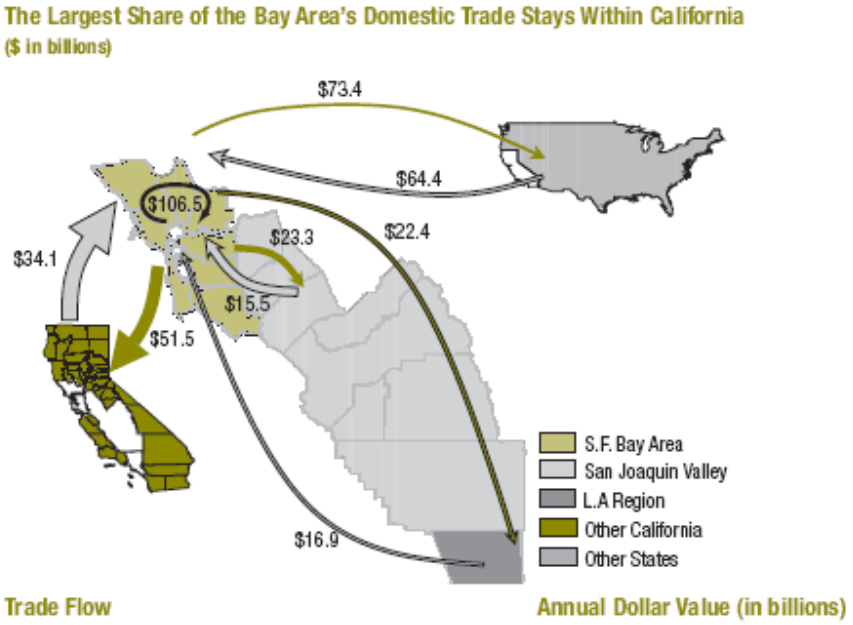
US 101 south from Santa Clara County. Rail lines serving the Port of Oakland and the auto import lots in Benicia either pass into the central valley in northern Contra Costa County or cross through Solano County through Benicia, Suisun City and Dixon.

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.



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 includes the reconstruction of the I-80/I-680/SR-12 interchange, the I-80 Eastbound Cordelia Truck Scales Relocation 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.

During the last two years, the Capitol Corridor and UPRR completed the first phase of the Bahia Crossover, allowing trains to move from one mainline track to the other in the area just east of Benicia; the second phase will begin construction in November 2009. The crossover will improve train deconfliction, and can reduce wait times for passenger trains by as much as 10 minutes.

The I-80 Eastbound Cordelia Truck Scales Relocation Project will improve regional goods movement and reduce congestion on eastbound I-80 just east of the I-80/I-680 interchange. The improvements will allow the truck scales to increase capacity from 300 trucks per hour to almost 900 trucks per hour. The project is fully funded, including use of Prop 1B and MTC bridge toll funds. The project has began construction.

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.

VI. SUPPORT OF RTP PERFORMANCE OBJECTIVES

The RTP – T-2035 – was adopted in mid-2009. The RTP contains the following Performance Objectives, designed to show progress towards the goals of enhancing the Economy, protecting and improving the Environment, and advancing social and economic Equity:

- Maintain local road Pavement Condition Index (PCI) of 75 or greater for local streets and roads.
- State highway distressed pavement condition lane-miles not to exceed 10% of the total system.
- Achieve an average age for all transit asset types that is no more than 50% of their useful life.
- Increase the average number of miles between service calls for transit service in the region to 8,000 miles.
- Reduce fatalities from motor vehicle collisions by 15% from today by 2035.
- Reduce bicycle and pedestrian fatalities attributed to motor vehicle collisions by 25% each from 2000 by 2035.
- Reduce bicycle and pedestrian injuries attributed to motor vehicle collisions by 25% each from 2000 by 2035.
- Reduce per-capita delay by 20% from today by 2035.
- Reduce daily per-capita vehicle miles traveled (VMT) by 10% from today by 2035.
- Reduce emissions of finer particulate (PM 2.5) by 10% from today by 2035.
- Reduce emissions of coarse particulates (PM 10) by 45% from today by 2035.
- Reduce carbon dioxide (CO2) emissions to 40% below 1990 levels by 2035.
- Decrease by 10% the combined share of low-income and lower-middle income residents' household income consumed by transportation and housing.

At this time, STA can only accurately report on one of the performance criteria – the PCI for local streets and roads. The table below was produced by MTC and released in the summer of 2011, as part of the on-going local streets and roads need assessment.

Jurisdiction	2010 PCI	2009 PCI	2007 PCI
County of Solano	67	63	61
Benicia	63	63	61
Dixon	76	72	72
Fairfield	73	70	73
Rio Vista	42	42	41
Suisun City	62	59	50
Vacaville	76	76	78
Vallejo	53	51	50

While STA can only provide accurate quantitative information on one of the RTP goals, the STA believes that our project and program choices already focus on the achievement of many of these goals. For example, the SNCI rideshare and vanpool programs reduce VMT and congestion, result in reduced air emissions of PM 2.5, PM 10 and CO2, and provide affordable transit options for lower income households. STA's county-wide Safe Routes to Schools program addresses VMT, air emissions, bicycle and pedestrian safety, and also the non-RTP issue of childhood obesity. Finally, the American Reinvestment and Recovery Act (ARRA) provided funds for projects that were ready to be completed in a short time frame. In Solano County, this primarily consisted of ready to go road repair projects and ready to go shovel ready projects. The next cycle of PCI calculations should show an improvement in the PCI of several jurisdiction as ARRA-funded projects are calculated into the equation.

An additional T-2035 goal is to advance MTC Resolution 3434 projects. The only Resolution 3434 project in Solano County is the Fairfield-Vacaville Intermodal Train Station. During the past two years, STA and MTC have committed substantial funds to this project, and it is now fully funded. The City of Fairfield anticipates the train station will be open and serving passengers by the end of 2014.

VII. Database and Model

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 served as the basis for land use alternative comparisons in MTC's "I-80 Smarter Growth Study" project. The model contents and output were approved by the STA and NCTPA Boards, and by Caltrans District 4 and MTC modeling staff in the summer of 2008.

STA conducted a data validation process in the first six months of 2009. Each of the seven cities in Solano County, and the County itself, reviewed the land use data files to ensure that existing uses were properly listed. The overall number of jobs and housing units for growth and future years was held steady by jurisdiction in order to maintain consistency with ABAG's projections. In several instances, adjustments were made in individual TAZs to existing employment or housing numbers.

In 2008, STA acquired CityLab's CUBE traffic modeling software. This will allow STA to conduct limited in-house traffic modeling exercises, and to produce maps and screenline reports on an as-need basis.

STA is preparing to create a new projected year land use and network for the model. This will extend the model's projections to 2040, allowing a 25-year analysis of projects and assumptions.

VIII. 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 2011 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.

ABAG has approved designation of the following Priority Development Areas in Solano County, based upon submittals made by the cities in which they are located:

- Downtown Benicia
- Downtown Vallejo
- Suisun City Downtown/Train Station
- Fairfield West Texas Street
- Fairfield Downtown
- Fairfield North Texas Street
- Faifield/Vacaville Train Station
- Vacaville Opportunity Hill
- Vacaville Allison/Ulatis Area

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 are 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 Plan (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.

2007-2011 Deficiency Plans

During the 2007-2011 period covered by this Solano County CMP, the STA did not identify any projects needing to prepare deficiency plans.

IX. Capital Improvement Plan

Solano County has one of the smaller Bay Area populations. The 2010 federal census reported a county-wide population of 413,344 as of April 1, 2010. This reflects a 4.8% population increase since the 2000 census. Most residents live in the three largest cities (Vallejo, Fairfield and Vacaville account for 76% of the county population, while only 5% live in the unincorporated County).

The freeways and principal arterials 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 2009. 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 major out-commute of Solano County workers is into Contra Costa County, and beyond to the remainder of the Bay Area, across the Carquinez and Benicia-Martinez bridges. Until recently, both of these structures faced the same limitations as much of the freeway system; they were old, in need of repair, and built for lower traffic volumes. Recently, the westbound span of the Carquinez Bridge was replaced by the new Al Zampa Bridge, and the Benicia-Martinez Bridge saw a new north-bound span open.

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), SAFETEA-LU-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 2005 Ozone Strategy 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.

While the CMP addresses the acquisition of roadway and transit capital, it does not address the critical issue of operations and maintenance (O&M). O&M covers such costs as fueling vehicles, filling potholes and paying salaries. Both roadway and transit are facing serious O&M shortfalls at this time, and T2035 assigns significant resources to attempting to maintain current roadway and transit O&M levels. STA addresses O&M issues in other documents, such as the Comprehensive Transportation Plan and annual budget allocations for intercity transit.

2011 CMP Capital Improvement Plan

RTP Projects

RTP #	Project/Program	Total Cost	Committed Funds	RTP Funds	Project Notes
21341	Construct new Fairfield/Vacaville multimodal train station for Capitol Corridor intercity rail service (Phases 1, 2 and 3)	$48.0	$48.0	$0.0	Partially funded with Regional Measure 2 Toll Bridge Program funds
22629	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities and pedestrian access improvements)	$74	$64	$10.0	Partially funded with Regional Measure 2 Toll Bridge Program funds
22630	Improve Parkway Boulevard overcrossing over Union Pacific Railroad tracks	$45	$4	$41	Includes West A undercrossing and Parkway Blvd. Overcrossing.
22631	Construct Route 12 westbound truck climbing lane at Red Top Road	$13.2	$13.2	$0.0	This project has been completed
22632	Widen American Canyon Road overpass at I-80	$10.7	$10.7	$0.0	
22633	Widen Azuar Drive/Cedar Avenue from 2 to 4 lanes between P Street and Residential Parkway (includes bicycle lanes, railroad signals and rehabilitation improvements)	$11.7	$11.7	$0.0	
22634	Construct an adjacent 200-space, at-grade parking lot at the Vacaville Intermodal Station (Phase 1)	$12.9	$12.9	$0.0	This project has been completed.
22700	Construct parallel corridor north of I-80 from Red Top Road to Abernathy Road	$69.0	$60.5	$8.5	Project completed from Abernathy Road to Business Center Drive; remaining segment will be part of the I-80/I_680/SR 12 interchange.
94151	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road	$185	$140	$450	
230311	Widen and improve Peterson Road with the addition of a truck-stacking lane (includes drainage improvements)	$2.6	$2.6	$0.0	

RTP #	Project/Program	Total Cost	Committed Funds	RTP Funds	Project Notes
230322	Rebuild and relocate eastbound Cordelia Truck Scales Facility (includes a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)	$100.9	$100.9	$0.0	Proposition 1B Trade Corridors Improvement Fund (TCIF) project, currently under construction
230326	Improve I-80/I-680/Route 12 interchange, including connecting I-680 northbound to Route 12 westbound (Jameson Canyon), adding connectors and reconstructing local interchange, and providing direct connection for HOV lanes (Phase 1)	$700	$364	$334	Partially funded with Regional Measure 2 Toll Bridge Program funds
230468	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Air Base Parkway (includes a new eastbound mixed-flow lane from Route 12 east to Air Base Parkway)	$50.0	$0.00	$50.0	
230635	Construct new 400-space parking garage at the Vacaville Intermodal Station (Phase 2)	$14	$3.5	$11.5	
230650	Widen I-80 from Red Top Road to Air Base Parkway to add HOV lanes in both directions (includes pavement rehabilitation and ramp metering)	$94.9	$94.9	$0.0	This project has been completed.
230699	Local streets and roads maintenance	$1,640	$__	$__	Shortfall remains
230708	Improve local interchanges and auxiliary lanes and make local streets and roads improvements (includes street channelization, overcrossings, bicycle and pedestrian access, and safety improvements)	$25.0	$25.0	$0.0	
22247	Regional Bicycle Program: provide capital funds to fully build out the Regional Bicycle Network as defined in MTC's Regional Bicycle Master Plan for the San Francisco Bay Area, 2009 Update	$ 77.6	$ 2.5	$ 75.1	
22423	Lifeline Transportation Program: fund programs and services that address transportation gaps specific to low-income communities. Fund Senior and Disabled transit projects.	$ 150.0	$ 18.7	$ 131.3	
94152	Widen Route 12 (Jameson Canyon) from 2 lanes to 4 lanes from I-80 in Solano County to Route 29 in Napa County (Phase 1)	$ ____	$____	$ 0.0	currently under construction

RTP #	Project/Program	Total Cost	Committed Funds	RTP Funds	Project Notes
230221	Implement I-80 Integrated Corridor Mobility (ICM) project operations and management	$ 187.8	$ 187.8	$ 0.0	
230550	Local Climate Action Plan development and implementation	$ 25.0	$ 0.0	$ 25.0	
	Regional Express Lane Network	$ ___	$ ___	$ 0.0	Total Project Cost is cost to construct regionwide network.

2011 CMP Capital Improvement Plan

State Highway Operation and Preservation Program (SHOPP) Projects

2010 SHOPP amended August 2011
Includes Prop 1B Bond Projects and Excludes GARVEE Projects and Federal ER Funds
($1,000)

Route	Post Miles	Location/Description	FY	RW	Con	Supt
12	22.7/R 23.7	Near Rio Vista, At Currie, McCloskey and Azevedo roads; also from Azevedo Road to Liberty Island Road. Construct left turn pockets and widen shoulders.	2012/ 13	$ 1,97	$ 9,11	$ 5,73
37	R7.3	Near Vallejo, at the Napa River Bridge (Bridge# 23-0064). Replace joint assembly.	2010/ 11	$ -	$ 500	$ 50
80		Near Vallejo, on Route 80 at various locations. Install metal beam guardrail.	2011/ 12	$ 25	$ 5,400	$ 1,550
80	13.3/1 5.7	In Fairfield, at the EB Cordelia Truck Scale. Relocate and expand truck scale.	2010/ 11	$ -	$49,800	$ -
80	R24.9/ R25.1	In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp. Lengthen on-ramp and widen bridge.	2012/ 13	$ 26	$ 4,620	$ 1,635
80	4.6/5. 2	In Vallejo, from the Redwood Street onramp to the Route 37 connector. Construct concrete barrier.	2010/ 11	$ 5	$ 1,893	$ 539
80	30.9/3 8.7	In Solano County from Vacaville to Dixon from Meridian Road to East of Route 113. Rehabilitate roadway.	2012/ 13	$ -	$50,000	$ 3,009

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, non-motorized, 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 area wide 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 setting 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 non-motorized 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

2009 CMP LOS Report Form

Jurisdiction _____
Year _____

Roadway & Location [1]	Date(s) Measured [2]	Method [3]	LOS [4]

1. Indicate if this is an initial measurement report or an annual measurement report.
2. List the date the raw data was acquired. If the figures are from Caltrans' RSR, put "RSR".
3. List the method of calculation:
   a. "HCM" for segments or
   b. "Circular 212" for intersections where arterial system segments meet. Either planning or operations versions are allowed but once one version is chosen, LOS generally cannot be reported using the other version.
4. Show all work for each segment or intersection calculation on attached sheets. Include Authority allowed exemptions (deductions) for annual, not initial, reports.

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

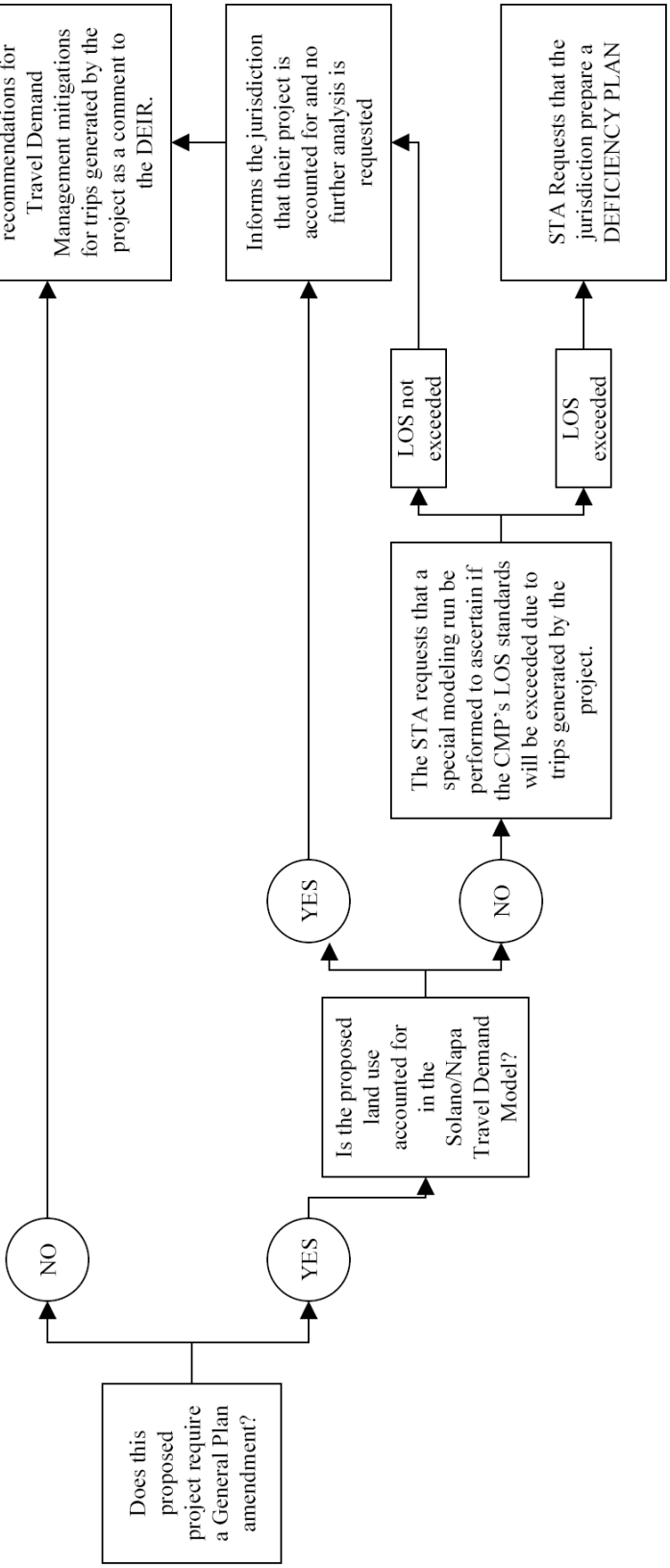
RED: Roadway at LOS F.
GREEN: LOS is two levels higher than LOS standard.
Highlighted segments are currently operating at their LOS standard that is not grandfathered at LOS F.

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. 5th	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. 2011 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: