



Corridor Plan Interstate 505



Approved By

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California Department of Transportation

12-27-10

Date

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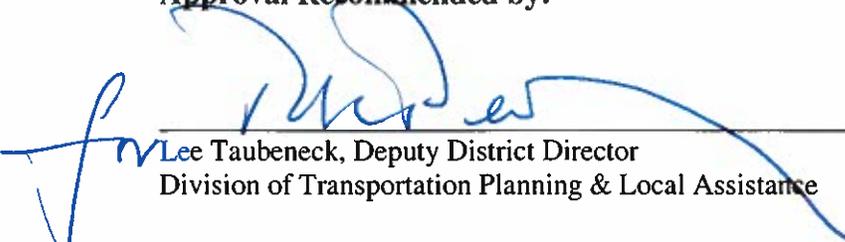
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Corridor Plan Interstate 505

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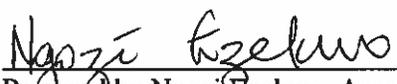
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I. Corridor Planning Process

Introduction

A Corridor Plan (CP) defines the “concept” or configuration of a State owned/operated facility, projecting to a 25-year planning horizon. The CP describes corridor characteristics such as the existing transportation network and land use, and projects the long-range corridor travel needs. A Corridor Plan is not meant to be an encyclopedia of corridor information, but rather a statement by the Department on what the future facility should be to better manage projected travel demand.

Corridor Plans are developed for all 56 statutorily identified State Routes in District 4. This Corridor Plan provides a concept for Interstate 505 (abbreviated I-505), a part of California freeway and highway system which traverses between I-80 in Vacaville and Interstate 5 (I-5) in Yolo County.

In order to recommend specific corridor improvements, an analysis is performed based on forecasted demand and growth in the corridor (current and planned land uses, existing operating conditions, and planned and programmed improvements). Long range performance expectations and potential deficiencies are identified. All conclusions are developed in conjunction with internal and external partners.

While considering the transportation network of the corridor as a whole, including other modes, Caltrans recognizes that its authority applies to the State Highway System. This report’s major emphasis is on State highway facilities.

Purpose and Need for a Corridor Plan

Government Code 65086 states that “...the Department of Transportation as owner-operator of the State Highway System (SHS) shall carry out long term state highway system planning to identify future highway improvement.” These reports are currently identified as Corridor Plans. Guided by regional, state, and federal policies and guidelines, this CP is focused on anticipating future improvements primarily needed to address a 25-year horizon of future congestion.

State’s Interregional Responsibility

The State Highway System (SHS) serves primarily interregional and regional travel demand. While this is not to preclude SHS access to specific destinations such as public facilities or major tourist attractions, development and modification of the SHS is conducted in the context of the mobility of regional and statewide to-and-through movement of people and goods.

California Senate Bill 45 (SB45) of 1998 stipulates that the State will nominate transportation improvements that facilitate the movement of people and goods between the State’s 43 transportation regions as well as to and through the State. To this end, the State is responsible for developing highway system performance standards pertinent to accommodating interregional travel demand, and specifying corridor facility concepts that improve interregional travel through the State Highway System. The corridor concepts indicated in Corridor Plans reflect the State’s determination regarding the System accommodation of interregional, regional, and local travel needs.

Corridor Plan Consistency

Corridor Plans are constructed in light of several levels of government policy and direction. Applicable federal and state guidelines, such as the *Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU)*, the *California Transportation Plan 2030 (CTP 2030)*, and the Interregional Transportation Strategic Plan (ITSP), provide the foundation for this Corridor Plan. The current State Highway Operation and Protection Program (SHOPP), a program of maintenance, safety, and rehabilitation improvements, and the State Transportation Improvement Program (STIP) are also considered in the development of this Corridor Plan.

A full list of federal, state, and regional transportation planning efforts and policies related to Corridor Plans is included as Appendix A.

II. Concept Summary

Facility Concept:

Segment	Location	Existing	25-yr Concept
Segment A PM R0.000 – R6.630	Solano I-80 to Yolo County Line	4F	4F

Concept Rationale

Interstate 505 is a north-south four lane freeway serving as a major link for goods movement, interregional and commute travel. Its recreational traffic is destined for the Central Valley and the Sierra Nevada Mountains to the North. It provides southbound travelers on Interstate 5 an additional connection to the San Francisco Bay Area. Similarly, drivers heading northeast out of the Bay Area may also use this highway to go to the Pacific Northwest via Interstate 5. The relative lack of development along the corridor and low traffic counts are important factors in determining the route concept. In the southern end of the corridor, the ADT is 34,000 south of Vaca Valley Parkway, 28,500 north of Vaca Valley Parkway and 22,500 at Solano/Yolo County Line. The range of ADT along the corridor is 34,000 to 22,500. The corridor is currently operating at Level Of Service (LOS) A and it's not expected to go below B in 20 years. The last Congestion Management Plan documented I-505 in Vacaville as operating at LOS B, Solano County Section at LOS A. This section within Vacaville could transition to LOS C in 20 years. South end of segment is operating at LOS B with potential to transition to LOS C within 20 years. The concept level of service for this interstate route will be LOS B, while LOS D is the standard for Interstate routes in rural areas. Based on the adequate capacity of the existing facility and no future planned or programmed capacity improvement projects along the corridor, the 25 year route concept will be 4F, which is the same as the existing facility.

ITS Strategies

Intelligent Transportation Systems (ITS) involve the use of advanced computer, electronic and communications technologies to increase the safety and effectiveness of the entire surface transportation systems. ITS emphasizes adding value to and enhancing the ability to travel on existing infrastructure such as highways, streets, bridges, and trains. Some examples of ITS technologies include advanced traffic signals, roadway and weather monitoring stations, bus and maintenance vehicle location systems, electronic roadside information signs, automated vehicle control systems and advanced traveler information systems. ITS updates drivers and systems managers as to adverse conditions and myriad of other facilities data. It allows capacity increases without adding lanes. Due to the County's adequate facility, projection for 25 years implementation of ITS strategies is not a priority.

III. Corridor Overview

Corridor Description

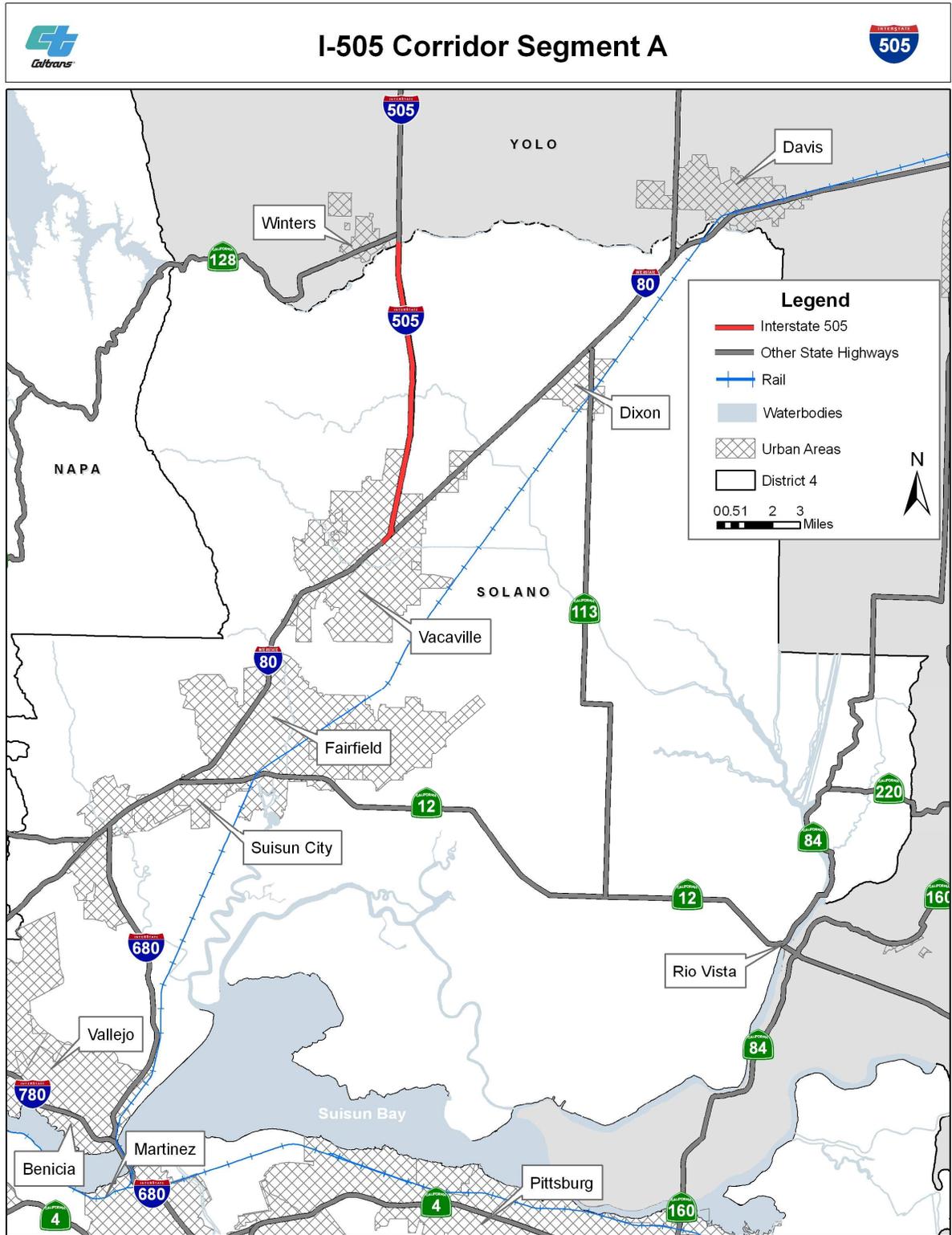
Interstate 505 (I-505) constitutes a major North-South route corridor in northern California, connecting I-80 in Vacaville with I-5 near Dunnigan. Originally conceived as part of Interstate 5 West in 1964, I-505 is a direct route from the San Francisco Bay Area to the Pacific Northwest via I-5, and it provides southbound travelers on I-5 a connection to the San Francisco Bay Area. The Solano County portion of I-505 is a 10.63 mile long rural freeway. Most of I-505 in Solano County was built in 1974, with the I-80/505 interchange built in 1968. The area along I-505 in Vacaville is zoned as industrial and business park that transitions to residential and rural residential as you travel north. Portions of industrial park and business park have been developed, but large portions remain vacant and provide an area for future commercial development. Industrial park provides warehouse and agricultural production (American Home Foods and Lucky) facilities. Existing business park development includes bioscience industries (Genentech), insurance (State Fund) and a medical facility (Kaiser Permanente Medical Center). At the southern connection of I-505 is commercial area known as Nut Tree, currently being developed, and an existing Factory outlets development. I-505 in Yolo County was mostly constructed as a two lane highway in 1959, and in 1980 additional interchanges were added and the freeway was widened to its current two lane configuration in each direction.

In District 4, I-505 is primarily a rural interstate that begins at the City of Vacaville to the City of Winters; near the junction with SR 128. The freeway does not carry the same volume of traffic as I-80 and I-5. I-505 serves interregional and regional travel including recreational and commuting traffic and goods movement. It also serves local travel in the City of Vacaville. Most of I-505 passes through ranching and farming areas, with limited development until passing Winters to the North near the junction with California 128. In the North of Vacaville, I-505 is classified as a High Emphasis Route (see below) and as part of the State's Interregional Road System (IRRS).

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¹Van Loben Sels, James W. (Director of California Dept. of Transportation): Interregional Transportation Strategic Plan, "A Plan to Guide Development of the Interregional Transportation System," June 1998.

Corridor Plan Interstate 505



Corridor Plan Interstate 505

Alignment/Terrain

Specific alignment and terrain information for the I-505 corridor is described as follows (mileage is approximate):

<i>County</i>	<i>Post Mile</i>	<i>Facility</i>	<i>Description</i>
Solano	PM R0.000 – R10.626	4 lane freeway	Flat terrain (agricultural setting)

Demographics

Solano County is one of the 58 counties in California and one of the nine Bay Area counties. The estimated population in 2005 was 421,600 and is projected to be 562,900 in 2030. Solano County is forecasted to have a high percentage increase in population in the Bay Area between 2005 and 2030. The population of Solano County is projected to increase by 33 percent, or nearly 141,300 residents, by 2030.

The growth is projected to be clustered in three major centers: Fairfield, Vacaville, and Vallejo. These three areas will account for nearly three-quarters of the county's 62,970 new households. Fairfield will have the most growth, with 16,190 new households. The City of Vacaville will add 15,250 households, and the City of Vallejo 14,890. This growth is not expected to have a significant impact on I-505. Dixon, the city in the region closest to Sacramento, is expected to continue to grow. The number of households in Dixon is expected to more than double between 2000 and 2030; one of the highest growth rates in the Bay Area. Fairfield, Suisun City, Vacaville, and Vallejo will continue to experience significant growth, while Benicia's population and households will grow at a relatively low rate.

COUNTY	POPULATION		# HOUSEHOLDS		#JOBS		MEAN INCOME	
	2005	2030	2005	2030	2005	2030	2005	2030
Alameda	1,505,300	1,858,800	543,790	671,700	730,270	1,037,730	\$88,800	\$115,400
Contra Costa	1,023,400	1,255,300	368,310	466,430	379,030	551,530	\$98,400	\$128,000
Marin	252,600	279,100	103,180	114,970	135,370	160,110	\$121,600	\$158,200
Napa	133,700	153,500	49,270	58,640	70,690	94,310	\$85,900	\$111,800
San Francisco	795,800	922,600	338,920	386,680	553,090	782,560	\$97,400	\$126,700
San Mateo	721,900	842,600	260,070	304,660	337,350	487,420	\$121,700	\$158,300
Santa Clara	1,763,000	2,279,100	595,700	769,750	872,860	1,272,950	\$97,900	\$127,300
Solano	421,600	562,900	142,040	188,290	150,520	215,000	\$84,400	\$108,100
Sonoma	478,800	558,900	181,800	216,320	220,460	320,070	\$82,600	\$107,400
Total	7,096,100	8,712,800	2,583,080	3,177,440	3,449,640	4,921,680	\$97,400	\$126,200

Source: Association of Bay Area Governments, Projections 2007

Land Use

Land use along I-505 is mostly agricultural. The City of Winters is the only incorporated city along I-505 north of Vacaville and many of its residents commute to jobs using I-505. The City views itself as a small city with charm and character and with a strong agricultural and tourism focus. Winters has little direct frontage or highway commercial land use along I-505.

Solano County is extremely rich in agricultural lands and other natural resources. According to the State Farmland Mapping and Monitoring Program, the county contains almost 50 percent of the region's important farmland and more than half of the region's wetlands. Once predominantly a rural county, Solano is urbanizing-primarily as a result of housing production.

Although housing development predominates land use in the County, it has also seen significant growth in retail and industrial, bringing sales tax revenue and local jobs to several of its cities. The cities of Fairfield and Vacaville, in particular, have been successful in drawing regional sales tax generators and industrial developments to their communities, primarily along Interstate 80.

The Vacaville Factory Outlet Stores, at the southern end of I-505 in Vacaville, are an example of this growth in Solano's retail development, just as Genentech and State Fund on the east side of I-505 (between Vaca Valley Parkway and I-80) are examples of industrial/office development. The freeway entrance to northbound I-505 is actually located on the transition ramp from eastbound I-80 to northbound I-505 (before the transition ramp passes over the lanes of I-80). This marks the furthest south point along I-505, providing convenient access to the Factory Outlet stores and other nearby retail, such as the Nut Tree Center. The development parent of the Factory Stores, Nut Tree and the business park with Genentech and State Fund is typical of suburban settings, with large surface parking lots, connection to an incomplete local/regional bicycle and pedestrian network, and service by local transit buses. Vacaville's "North Village" project is located on the east side of I-505, between Vaca Valley Parkway and Midway Road. North Village is planned for primarily residential development; with the majority of the homes being detached single family (although a multi-family site is designated). North Village will also contain neighborhood-serving retail, and is the home to the Vacaville campus of Solano Community College.

Environmental Constraints

The environmental map shown on the next page illustrates known environmental constraints for the corridor. These may include the presence of hazardous materials or facilities, habitats of threatened or potentially threatened species, fragile wetlands, and/or the presence of historic bridges or other structures. Often during a heavy rainfall in the winter season, Sweeney Creek overtops its banks upstream of I-505 and the floodwaters combine with Gibson Canyon Creek and flood I-505. As the water passes eastward between I-505 and I-80, major flooding also occurs to a county sewage treatment plant and Pacific Gas and Electric (PG&E) substation. A major floodplain study is being performed by Wood Rogers (Consultant) on behalf of the Solano County Water Agency (SCWA) to address the issue. Caltrans District 4 Hydraulics & Surveys Offices contribute to this study by giving survey information of the low points along I-505. Once the study is complete, recommendations will be included on how to address the flooding along the entire corridor, including the overtopping of I-505. This information needs to be taken into consideration when proposing any improvements or modifications to the corridor. If any project along I-505 proposes to place concrete median barrier, sound-walls, or increase the profile grade, the Hydraulics Office needs to review the improvements to assess their effect on the floodplain. Proposition 1E as passed (see paragraph below) provides funds for disaster preparedness and flood prevention in this region.

Proposition 1E: Disaster Preparedness and Flood Prevention Bond Act of 2006

Proposition 1E of 2006 creates the Disaster Preparedness and Flood Prevention Bond Fund to be administered by the state Department of Water Resources (DWR). The bond proceeds will be used to obtain federal matching funds and encourage local matching funds for a wide variety of projects. It requires the DWR to establish priorities, design projects, and prepares an annual plan for the uses of federal, state, and local funds. Specifically, the bond includes about \$4.1 billion for various flood management activities, allocated as follows:

\$3 billion is allotted to the DWR for study, evaluation, design, repair, rehabilitation, reconstruction, relocation, replacement, and mitigation projects for levees and other flood control projects, with a limit of \$200 million per project, except for the Folsom Dam project.

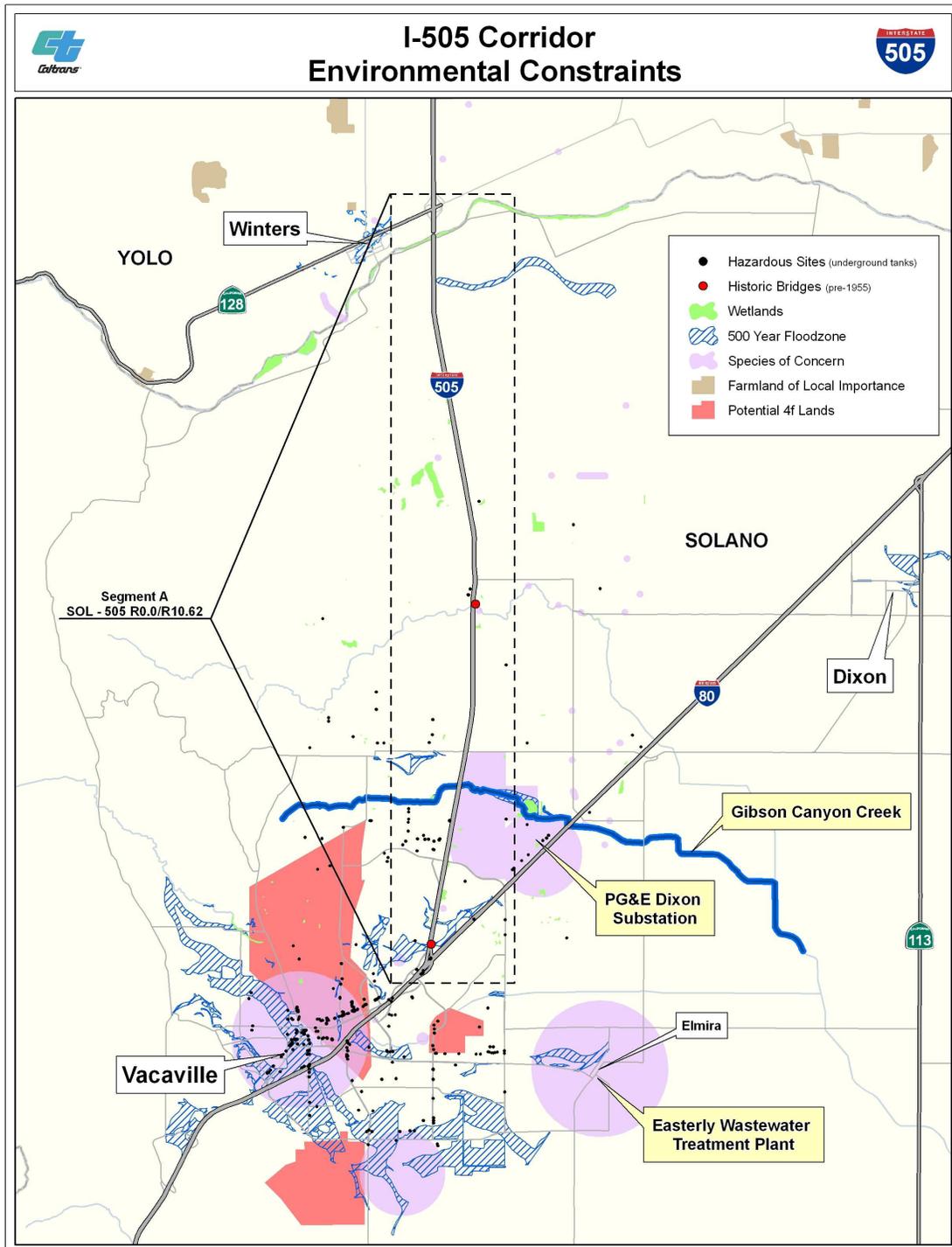
\$3 billion is allotted for Central Valley Flood Control System and Delta Levees. Through state projects and grants to local agencies, projects to evaluate, repair, and restore existing levees in the Central Valley flood control system and improve or add facilities for flood protection in the Central Valley's urban areas.

\$500 million is allotted to local governments for the state's share of federally authorized Central Valley flood control projects.

\$300 million for grants will be given to local agencies not in the Central Valley for storm water management programs.

\$290 million will be provided to create, enhance, and protect flood corridors, including flood control bypasses and setback levees, and to create floodplain maps.

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Route Designations

Functional Classification	Federal-Aid Rural Interstate Freeway; Prin. Arterial
Trucking Designations	STAA (Surface Transportation Assistance Act) National Network Route
Trucking Facilities	Portable Scales both directions, in the vicinity of the Solano/Yolo County line
National Highway System	From City of Vacaville junction with I-80 to Yolo County line (PM R3.251-R10.626)
Scenic Highway	No
Lifeline Corridor	No
Traffic Operations System (TOS) facilities	None
IRRS (Interregional Road System)	PM R0.00 – R3.251 No, PM R3.251 to R10.630 (High Emphasis Route) IRRS
Metropolitan Planning Organization (MPO) /Regional Transportation Planning Agency (RTPA)/ Congestion Management Agency (CMA)	MPO/RTPA: Metropolitan Transportation Commission (MTC), CMA: Solano Transportation Authority (STA)

Trip Information

Commuting

There is limited commuting between Solano and Yolo Counties particularly in the South County area. While the highway traffic counts may not seem low by other states standards, it is low for such a major connector between I-5 and I-80. Notably, with the construction and recent completion of the SR 113 Freeway between I-5 and I-80 between Woodland and Davis, some traffic will use that route as an alternative to reach communities northeast of Vacaville along I-80.

Goods Movement

The corridor is critical to goods movement, particularly the transport and delivery of agriculturally based products grown and produced in the Central Valley and points beyond. I-505 serves as a major interstate connection for goods traveling statewide along the I-5 corridor and to the San Francisco Bay Area via the I-80 corridor. The Nut Tree Airport is located on the southwest end of the corridor. This is a general aviation facility that supports numerous aeronautically based businesses and companies. There are no ports or major intermodal transportation facilities in or near the I-505 corridor.

Recreational

Bay Area residents use I-505 for recreational travel to the Northern California's premier casino and resort; Cache Creek Casino located in Brooks near Sacramento. I-505 is also vital to recreational traffic destined for the Central Valley and Sierra to the east and southern California via I-5. Interstate 505, the Sacramento bypass for traffic moving between the San Francisco Bay Area and the interior of Northern California and the Oregon border originates in Vacaville and joins Interstate 5 approximately 30 miles north of the town. Lake Berryessa, just north of Vacaville, and other waterways are major recreational destinations.

Corridor Plan Interstate 505

Traffic Information	I-505 N of I-80	I-5 N of I-505	I-505 Solano through Yolo County Line
Vehicle AADT	34, 500	23, 600	34, 500-23, 600
Truck AADT	3, 433	2, 348	3, 433-2, 348
Truck % of Total AADT	9.95%	9.95%	9.95 – 9.95%
5-Axle Trucks as % of Total Trucks	84.55%	84.55%	84.55-84.55%

Source: 2005 Annual Average Daily Truck Traffic on the California State Highway System

The Annual Average Daily Truck Traffic (AADTT) on I-505 East of I-80 is 34,500 with a relatively high truck percentage of 9.95% trucks is considered a high share of AADT and a 5-axle percentage of 84.55%. North of I-5 the AADT is 23,600 with a relatively high truck percentage of 9.95% and a 5-axle percentage of 84.55%. For comparative purposes, traffic data is shown for I-505 through the Yolo County Line. Clearly I-505 is a critical link for the North Bay Region to I-5. The relatively high % (85%) share of 5-axle trucks shows that truck traffic is longer haul in nature involving the heaviest trucks.

Transit Services

Solano County has several major transportation agencies that provide fixed route and paratransit bus services both within and between the seven major cities in the county as well as limited service into neighboring counties. Transit services include fixed route transit; dial-a-ride, or paratransit service, taxi, and specialized or limited transportation stations. The Solano Express Route 30 provides service from the south end of I-505 east along I-80 to Dixon, Davis and Sacramento. In addition, STA provides ride matching through its Solano Napa Commuter Information (SNCI) service. In areas where the traffic volume and land use density do not support bus services, ridesharing remains a very viable form of transit. Some of the major business park users that adjoin I-505, including Genentech, Kaiser and State Compensation Insurance Fund, have active rideshare programs, off-peak work hour schedules and or provide private charter bus services for their employees.

The Capitol Corridor provides intercity train service with twelve daily round trips between Sacramento and Oakland. The Capitol Corridor operated by Amtrak is administered by the Capitol Corridor Joint Powers Board. Northern Solano County residents are served by a station in Suisun City at Highway 12 and Main Street. There is a plan to expand to sixteen or more daily trips with additional stops in Benicia, Dixon, Fairfield and Vacaville. Solano is also served by Greyhound Bus service. Three stations are located in the County at Suisun City intermodal station, Vacaville terminal and in Vallejo. The service connects passengers to the Bay Area and across the United States.

Bicycle and Pedestrian Facilities

In the I-505 corridor, access for bicyclists to shopping, work, recreation, school, and other destinations is hampered in some instances by the long distances between major destinations. In others, the barriers posed by the numerous highway corridors in the county present bicyclists with problems, as facilities are fragmented by numerous and difficult interchange crossings.

Bicyclists and pedestrians are prohibited from using I-505. SAFETEA-LU, the federal transportation program enacted in August 2005 as the reauthorization of TEA-21, provided the following expenditures for this route:

High Priority Project #35 (**\$1,600,000**): Replace the structurally unsafe Winters Bridge for vehicles, bicycles and pedestrians between Yolo and Solano Counties. The Winters Bridge connects Railroad Avenue in town, with Winters Road and Putah Creek Road in Solano County.

IV. Corridor Segmentation

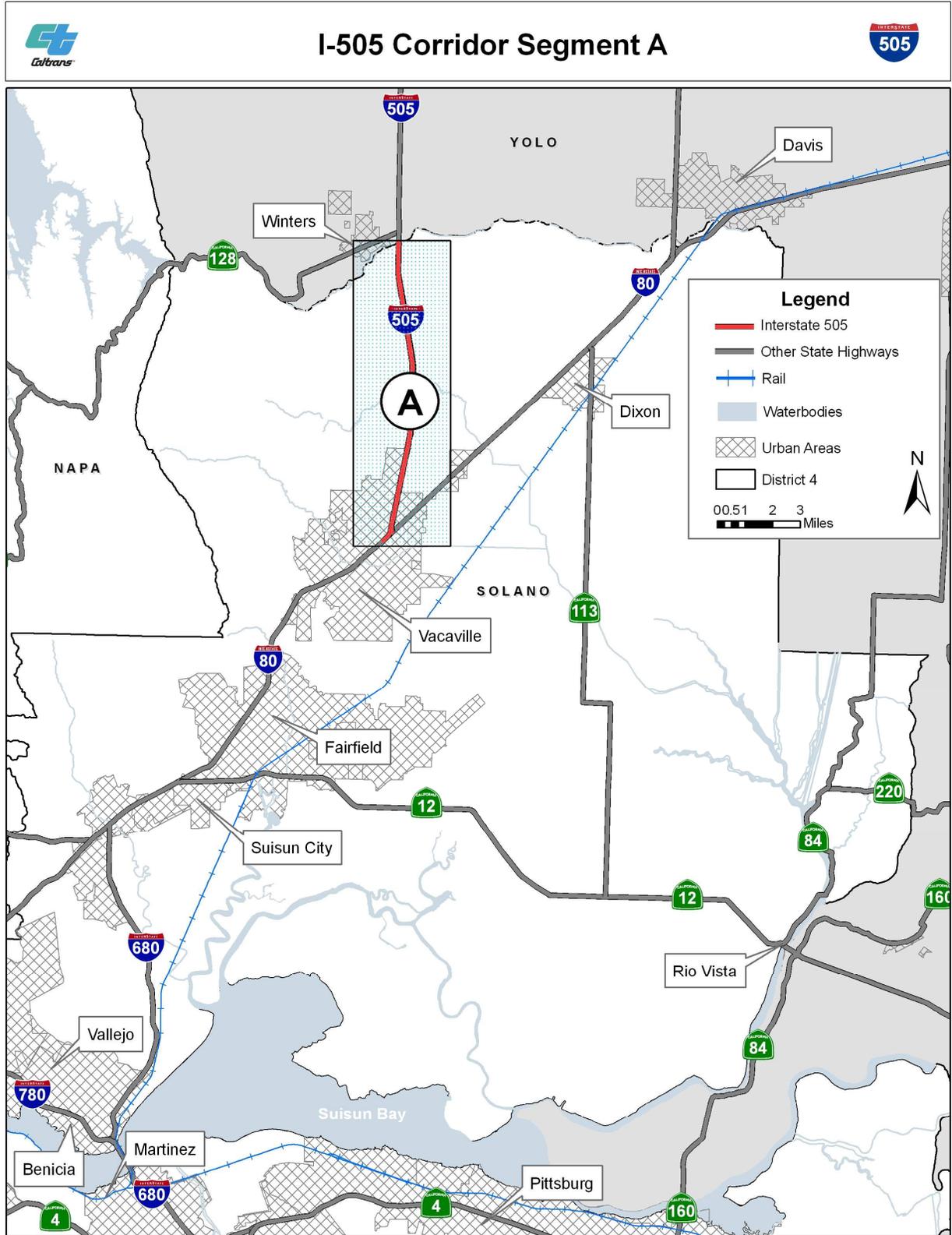
Transportation corridors for purposes of Corridor Plans, are divided into segments based on a range of criteria, some of which are listed below.

- District boundaries
- County boundaries
- Urban/Rural boundaries
- Major changes in traffic volumes
- Changes in the number of lanes
- Significant changes in grade/terrain
- Changes in route function including recreational, trucking, commuting, etc.
- Freeway Agreements

These criteria are used as a basis for corridor segmentation. Segments may be divided or combined as appropriate for that corridor.

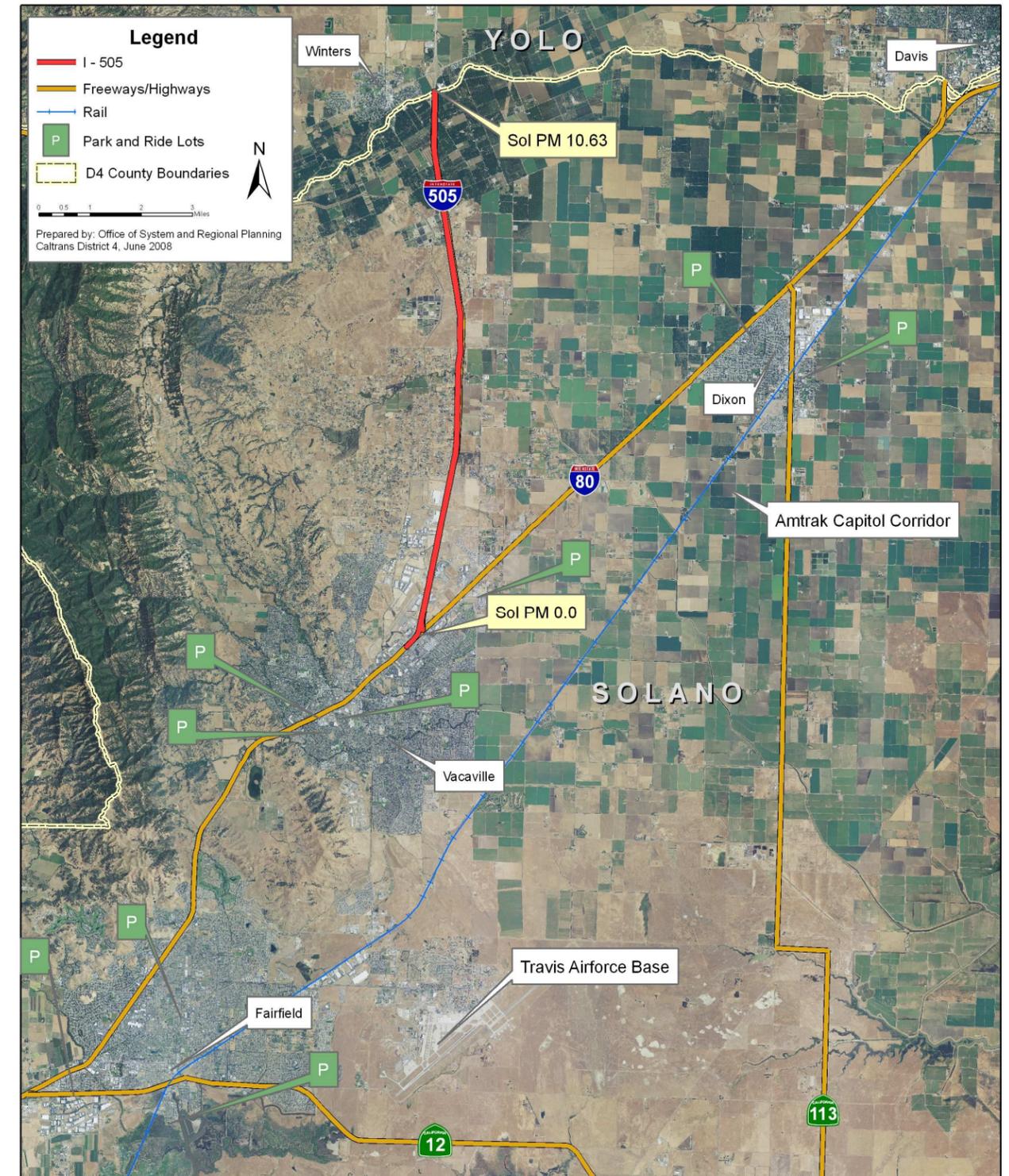
The I-505 corridor within District 4 is a single segment and a more detailed view of the segment is as shown on the next page.

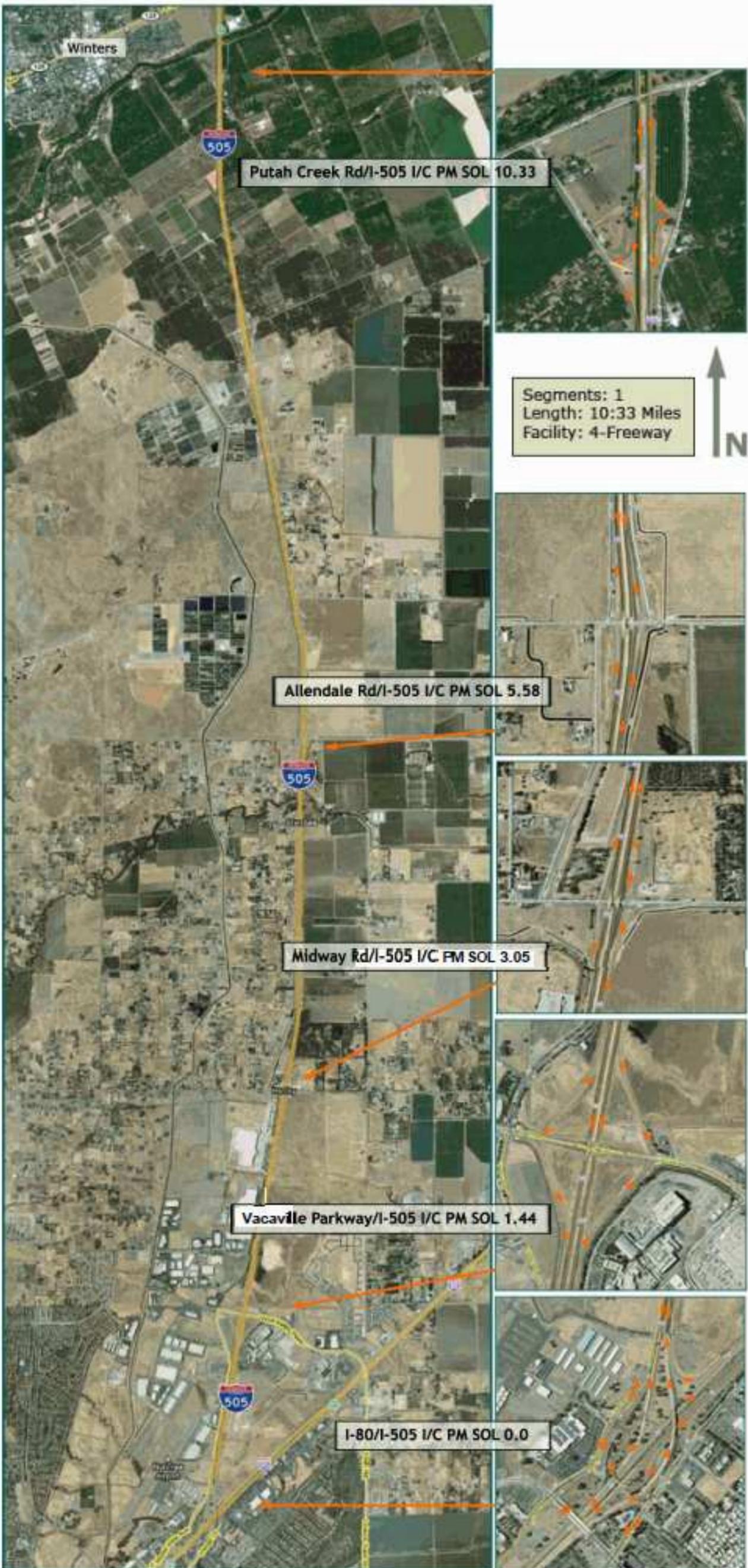
Corridor Plan Interstate 505



Solano County I - 505 PM 0.0 - 10.63 Segment A

Segment A	
Features	Data
County, City	Solano County, City of Vacaville
Facility type	Interstate 505 (Solano County)
Existing Facility	4F
2035 Year Concept	4F
Segment Characteristics	
Segment Limits	Solano/Yolo County line to intersection with I-5
Begin/ End Post Mile	Solano PM R0.000-R10.630
Length	10.63
Terrain	Flat
HOV lanes (PM-PM)	none
Grade % (PM to PM)	3%-6%
Truck Facilities: Weigh Stations	none
Truck Facilities: Truck Parking	none
Freeway Agreement #	1337
Multi Modal	
Bicycle Facilities	none
Transit Oriented Developments (TODs)	none
Park and Ride Facilities	none
Traffic Data (2006)	
Average Annual Daily Traffic (AADT) 2007 (N/S)	19,550/19,560
AADT 2030 (N/S)	26,350/26,360
Hours of Delay 2007:	none
Peak Hour Volumes 2007 (AM ahead/back -PM ahead/back)	1,000/1080-1310/1310
Peak Hour Volumes 2030 (AM ahead/back -PM ahead/back)	1340/1460-1770/1770
Volume to Capacity (V/C) Ratio 2007	0.25/0.27 -0.33
V/C Ratio 2030	0.34/0.37-0.44
Level of Service (LOS) 2007	A
LOS 2030	B
Truck Volumes 2006	2,348-3,433
Truck Traffic Truck percentage of AADT (range)	9.95
5+ Axle Truck Percentage of Truck AADT (range)	84.55
Accident Data (Aug 04 - Aug 07)	
Fatality + Injury Rate	0.15
Statewide Fatality + Injury Rate	1.02
Total Accident Rate	0.41
Statewide Total Accident Rate	2.26
* per million vehicles miles	





V. Corridor Concept Development

The Corridor Concept conveys Caltrans’ vision for a route with respect to corridor capacity and operations over a 25-year planning horizon. The concept takes into account factors that create interregional, regional, and local travel demand, including commuting, freight movement, recreational needs, and nearby land use.

The route concept is derived from:

- Solano Comprehensive Transportation Plan (SCTP)
- Regional Goods Movement Study, published by MTC 2004
- Facility “route concepts” established in 1980s Route Concept Reports
- 1998 ITSP
- Traffic information from <http://traffic-counts.dot.ca.gov>
- Information contained in Operations plans developed for strategies established system-wide
- Local and regional input.
- Freeway Agreement: The concept is compatible with the information contained in pertinent Freeway Agreement.

Concept development includes statistical information for both vehicle trips and person trips.

Analysis of vehicle trips enables measurement of:

- Performance of the State Highway System (SHS), including implementation of operational improvements such as ramp metering, Traffic Operating System (TOS), etc.
- Vehicle occupancy in terms of more efficient use of SHS.

Analysis of person trips enables measurement of:

- More efficient movement of people through the SHS (the person, not the vehicle makes the decision to use the transportation system to move from A to B)

Concept development strives to achieve a “seamless” transportation system. This fosters the ability for the traveler to move effortlessly between travel modes, as well as between interregional, regional, and local transportation systems, including the State Highway System.

Segment	County	Segment Description	Existing Facility	25 yr concept
Segment A: PM R0.000-R10.630	Sol.	Solano/Yolo County line to intersection with I-5	4F	4F

Concept Rationale

Interstate 505 is a north-south four lane freeway, connecting from I-80 in Vacaville to I-5 near Dunnigan. It serves as a major link for goods movement and interregional travels. I-505 primarily traverses farmland, and lacks connection to major metro areas, and it is not used as much as I-80.

The City of Vacaville in its “City Gateways Design Master Plan” wants to improve the way the City of Vacaville is perceived from the freeway over a period of 10 to 20 years. This plan establishes provisions for landscaping areas adjoining or fronting I-80 and I-505. There is no planned capacity improvement in this “City Gateways Design Master Plan.”

The relative lack of development along this route and low forecasted future traffic demand for the next 20 years are important factors in the development of the concept for this route. Currently operating at Level Of Service (LOS) A, during peak hours with north-south directional Average Annual Daily Traffic (AADT) of 19,550/19,560 (traffic data 2006), the LOS is not expected to drop below B over the next twenty years with north-south directional AADT of 26,350/26,360. Based on apparent excess capacity of the existing facility and no planned future developments, or planned capacity increasing improvements along the corridor as depicted in the recently approved Regional Transportation Plan (RTP) 2035, the facility should remain a 4 lane freeway.

Planned RTP 2035 projects

There are no planned projects for this corridor.

STIP & SHOPP Projects

There are no projects programmed for this corridor.

10 YEAR SHOPP

There are no projects programmed for this corridor.

Appendices

Appendix A – Pertinent Federal, State, and Regional Transportation Plans, Programs, and Directives

Federal

Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU)

This federal law authorizes transportation funding through 2009 and establishes new requirements for statewide and metropolitan transportation planning. The act authorizes all federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. Current bill has been extended by Congress until December 31, 2010.

Federal Transportation Improvement Program (FTIP)

All federally funded projects, and regionally significant projects (regardless of funding), must be listed in the FTIP per federal law. A project is not eligible to be programmed in the FTIP until it is programmed in the *State Transportation Improvement Program (STIP)* or in the *State Highway Operations and Protection Program (SHOPP)*. Other types of funding (Federal Demonstration, Congestion Mitigation and Air Quality (CMAQ), Transportation Enhancement Activities (TEA), and Surface Transportation Program (STP) must be officially approved before the projects can be included in the FTIP.

The American Recovery and Reinvestment Act of 2009 (ARRA)

On Feb. 13, 2009, Congress passed the American Recovery and Reinvestment Act of 2009 at the urging of President Obama, who signed it into law four days later. A direct response to the economic crisis, the Recovery Act has three immediate goals:

- Create new jobs and save existing ones
- Spur economic activity and invest in long-term growth
- Foster unprecedented levels of accountability and transparency in government spending

The Recovery Act intends to achieve those goals by:

- Providing \$288 billion in tax cuts and benefits for millions of working families and businesses
- Increasing federal funds for education and health care as well as entitlement programs (such as extending unemployment benefits) by \$224 billion
- Making \$275 billion available for federal contracts, grants and loans
- Requiring recipients of Recovery funds to report quarterly on how they are using the money. All the data is posted on Recovery.gov so the public can track the Recovery funds.

State

California Transportation Plan, April 2006

The “CTP 2030” is a statewide, long-range transportation policy plan that provides for the movement of people, goods, services, and information. The CTP offers a blueprint to guide future transportation decisions and investments that will ensure California's ability to compete globally, provide safe and effective mobility for all persons, better link transportation and land use decisions, improve air quality, and reduce petroleum energy consumption.

Interregional Transportation Strategic Plan (ITSP)

Caltrans prepared the 1998 ITSP to consolidate and communicate key elements of its ongoing long- and short-range planning. It serves as a counterpart to the Regional Transportation Plans prepared by the 43 Regional Transportation Planning Agencies in California. Caltrans addresses the State Highway system in detail, with special emphasis on the statutorily-identified Interregional Road System (IRRS). The IRRS serves interregional people and goods movement. There are currently 87 IRRS routes.

State Transportation Improvement Program (STIP)

The STIP is a listing of all capital improvement projects that are expected to receive an allocation of state transportation funds. The California Transportation Commission (CTC) biennially adopts and submits the STIP to the Legislature and Governor. The STIP is a resource management document to assist state and local entities to plan and implement transportation improvements and to utilize available resources in a cost-effective manner.

Regional Transportation Improvement Program (RTIP)

The Regional Transportation Improvement Program is a sub-element of the State Transportation Improvement Program (STIP). The Metropolitan Transportation Commission is responsible for developing regional project priorities for the RTIP for the nine counties of the Bay Area. The biennial RTIP is then submitted to the California Transportation Commission for inclusion in the STIP.

Interregional Transportation Improvement Program (ITIP)

The ITIP is a sub-element of the State Transportation Improvement Program. The Statutes of 1997, Chapter 622-Senate Bill (SB) 45- established the Interregional Improvement Program (IIP) which includes projects to improve State highways, intercity passenger rail system, and projects to improve interregional movement of people, and goods.

State Highway Operation and Protection Program (SHOPP)

Caltrans prepares the SHOPP for the expenditure of transportation funds for major capital improvements necessary to preserve and protect the State Highway System. The SHOPP is a four-year funding program. SHOPP projects include capital improvements for maintenance, safety, and rehabilitation of State highways and bridges. The 10-Year SHOPP anticipates long-term projected expansion and maintenance needs.

Senate Bill 45

SB 45 establishes guidelines for the California Transportation Commission to administer the allocation of funds appropriated from the Public Transportation Account for capital transportation projects designed to improve transportation facilities.

California Strategic Growth Plan, January 2007

The Governor and Legislature have initiated the first phase of a comprehensive Strategic Growth Plan to address California's critical infrastructure needs over the next 20 years. California faces over \$500 billion in infrastructure needs to meet the demands of a population expected to increase by 23 percent over the next two decades. In November 2006, the voters approved the first installment of that 20-year vision to rebuild California by authorizing a series of general obligation bonds totaling \$42.7 billion.

Transportation System Development Program (TSDP)

The TSDP is a listing of Caltrans recommended capacity- increasing improvements on State Highways. The purpose of the TSDP is to identify a comprehensive, reasonable and effective range of transportation improvements in modal categories to improve interregional and regional mobility and intermodal transfer of people and goods on State Highways and major travel corridors.

District System Management Plan (DSMP)

The DSMP provides a vehicle for the development of multi-modal and multi-jurisdictional transportation strategies. These strategies must be based on an analysis that is developed in partnership with regional and local agencies. The DSMP is the State's counterpart to the Regional Transportation Plan (RTP) for the region.

Goods Movement Action Plan (GMAP), January 2007

The Goods Movement Action Plan is a key component of California's Strategic Growth Plan and will guide allocation of \$3.1 billion of the \$19.9 billion approved by voters in the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Proposition 1B). The GMAP identifies projects for consideration in the California

Transportation Commission's allocation of \$2 billion for infrastructure investment. The Air Resources Board will allocate the remaining \$1 billion for emission reduction projects related to Goods movement.

California State Rail Plan, March 2008

California's Vision for Intercity Passenger Rail Transportation in California is guided by the Governor's *Strategic Growth Plan*, *The Global Warming Solutions Act*, *Assembly Bill (AB) 32*, the California Transportation Plan (2025), and the Department of Transportation's Mission/Vision and Strategic Goals. Caltrans prepares a ten-year Rail Plan that includes both passenger and freight rail elements. The Rail Plan is updated every two years.

Caltrans Deputy Directive 64-R1 Complete Streets – Integrating the Transportation System

Caltrans fully considers the needs of non-motorized travelers including pedestrians, bicyclists and persons with disabilities in all programming, planning, maintenance, construction, operations and project development activities and products.

State Assembly Bill 32 (AB 32) - Global Warming Solutions Act, September 2006

This bill requires the State's greenhouse gas emissions to be reduced to 1990 levels by the year 2020. Caltrans' strategy to reduce to reduce global warming emissions has two elements. The first is to make transportation systems more efficient through operational improvements. The second is to integrate emission reduction measures into the planning, development, operations and maintenance of transportation elements.

Senate Bill 375 (SB-375) - Addressing Greenhouse Gas Emissions from the Transportation Sector

SB 375 provides a means for achieving AB 32 goals from cars and light trucks. The transportation sector contributes over 40 percent of the GHGs throughout the state. Automobiles and light trucks alone contribute almost 30 percent. SB-375 requires the California Air Resources Board (ARB) to develop regional greenhouse gas (GHG) emission reduction targets for cars and light trucks for each of the 18 Metropolitan Planning Organizations (MPOs). Through their planning processes, each of the MPOs are required to develop plans to meet their regional GHG reduction target. This would be accomplished through either the financially constrained "sustainable communities strategy" as part of their regional transportation plan (RTP) or an unconstrained alternative planning strategy. SB-375 also provides streamlining of California Environmental Quality Act (CEQA) requirements for specific residential and mixed-use developments.

Caltrans - Climate Action Plan

Greenhouse gas (GHG) emissions and the related subject of global climate change are emerging as critical issues for the transportation community. The California Department of Transportation (Caltrans) recognizes the significance of cleaner, more energy efficient transportation. On June 1, 2005 the State established climate change emissions reduction targets for California which lead to development of the Climate Action Program. This program highlights reducing congestion and improving efficiency of transportation systems through smart land use, operational improvements, and Intelligent Transportation Systems (objectives of the State's Strategic Growth Plan). The Climate Action Plan approach also includes institutionalizing energy efficiency and GHG emission reduction measures and technology into planning, project development, operations, and maintenance of transportation facilities, fleets, buildings, and equipment.

Corridor Mobility Improvement Account (CMIA)

The California Transportation Commission adopted the \$4.5 billion Corridor Mobility Improvement Account (CMIA) program, the first commitment of funds from the \$19.9 billion transportation infrastructure bond approved by California voters as Proposition 1B in November 2006. The statewide CMIA program includes nearly \$1.3 billion in Bay Area projects, plus an additional commitment of \$405 million through the State Highway Operations and Protection Program (SHOPP) for replacement of Doyle Drive in San Francisco. This brings the total amount programmed for Bay Area transportation projects to roughly \$1.7 billion. *Source* www.mtc.ca.gov

In 2007 the California Transportation Commission adopted a resolution stating that "...the Commission expects Caltrans and regional agencies to preserve the mobility gains of urban corridor capacity improvements over time that will be described in Corridor System Management Plans (CSMPs)." A CSMP is a transportation planning document that will study the facility based on comprehensive performance assessments and evaluations. The strategies are phased and include both operational and more traditional long-range capital expansion strategies. The strategies take into account transit usage, projections, and interactions with arterial network, and connection to State Highways. Each CSMP presents

an analysis of existing and future traffic conditions and proposes traffic management strategies and capital improvements to maintain and enhance mobility within each corridor.

Freeway Performance Initiative (FPI)

The FPI is the Metropolitan Transportation Commission's effort to improve the operations, safety and management of the Bay Area's freeway network by deploying system management strategies, completing the HOV lane system, addressing regional freight issues, and closing key freeway infrastructure gaps. Information from the FPI will be incorporated into CSMPs.

Trade Corridors Improvement Fund (TCIF)

Proposition 1B established the TCIF that included a total of \$3.1 billion for Goods movement-related programs, of which \$2 billion is set aside for infrastructure improvements statewide.

Region

About the 2035 Regional Transportation Plan (RTP)

Transportation 2035 Plan for the San Francisco Bay Area- The Metropolitan Transportation Commission is responsible for adopting the RTP for the nine-county San Francisco Bay Area. The RTP defines a 25 year vision for the region's transportation network. The plan is updated every four years.

County

Countywide Plans Solano

The Solano Comprehensive Transportation Plan (SCTP 2030) envisions, directs, and prioritizes the transportation needs of the Solano County through the year 2030. The Solano Transportation Authority (STA) is Solano County's Congestion Management Agency and is responsible for preparing and updating the countywide transportation plan.

Appendix B – Additional Corridor Data for I-505 - Solano and Yolo Counties

Corridor Plan-Interstate 505-Solano County	
Route Characteristics	Data
State Route and Interstate Intersections	I-505, I-80 (PM R0.00), I-5 (PM R10.630)
Cities Traversed	City of Vacaville and Winters
Parallel Arterials	In Vacaville, it intersects two major arterials: Allendale Boulevard and Monterey Road.
Existing Congestion	None
ENVIRONMENTAL:	
Air Quality Basin	San Francisco Bay Area Air Basin
Air Quality District:	Bay Area Air Quality Management District
BAAQMD attainment - attained	Co attained
BAAQMD attainment Not attained	Ozone not attained, PM10 not attained
INTERMODAL:	
Park 'n Ride lots	None
Transit Oriented Developments (TODS)	None
Modal Split % Solano County	Source – 2000 Census Data
Bicycle	0.4%
Walk	1.6%
Drive Alone	73.3%
Carpool	17.7%
Public Transit	2.7%
Work at Home	3.1%
Other	0.9%
Summary of Existing Studies in the Corridor	None

Appendix C – Interstate 505 Freeway Agreement

The Freeway Agreement documents the understanding between Caltrans and a local agency relating to the planned traffic circulation features of a proposed facility. Agreements are often executed many years before construction is anticipated and they form the basis for future planning, not only by Caltrans but by public and private interests in the community.

The legislative intent for requiring Freeway Agreements is to obtain the local agency's support of local road closures, changes to the local circulation system and to protect property rights and assure adequate service to the community. The agreements may be modified at any time by mutual consent of the parties involved as may become necessary.

I-505 corridor in Solano County has only one Freeway Agreement.

Freeway Agreement #	Adopted Date	County	Post Miles	Description	Comments
1337 (10-Sol-505)	2/25/1969	Solano	0.5–0.5	Between SR 80 and County Rd 212, 0.5 mile north of Allendale to be Freeway and 0.5 mile north of Sweeney Creek and the Yolo County	No amendment