



ARTERIALS, HIGHWAYS, & FREEWAYS COMMITTEE MEETING AGENDA

12:00 p.m.
Monday, April 11, 2016
One Harbor Center, Ste. #130
Conference Room 1
Suisun City, CA 94585

ITEM

BOARD/STAFF PERSON

- 1. CALL TO ORDER – SELF INTRODUCTIONS Len Augustine, Chair
2. APPROVAL OF AGENDA (12:00 – 12:05 p.m.) Len Augustine, Chair
3. OPPORTUNITY FOR PUBLIC COMMENT (12:05 – 12:10 p.m.)
4. CONSENT CALENDAR
A. Minutes of the Arterials, Freeways & Highways Committee Meeting of March 2, 2016 Recommendation: Approve the Arterials, Freeways & Highways Committee Meeting minutes of March 2, 2016. (12:10 – 12:15 p.m.) Pg. 3 Sheila Ernst, STA
5. PRESENTATION
A. Presentation on Role of Bay Area Toll Authority (BATA) (12:15 – 12:40 p.m.) Ashley Nguyen, MTC
6. INFORMATIONAL ITEMS - DISCUSSION
A. Summary of RM2 Bridge Toll Funding Solano County Projects (12:15 – 12:40 p.m.) Janet Adams, STA
B. Hwy 37 Update (12:40 – 12:55 p.m.) Pg. 7 Robert Guerrero, STA

Arterials, Highways and Freeways Committee Committee Members

Table with 9 columns: Len Augustine (Chair), Elizabeth Patterson, Steve Bird, Harry Price, Norman Richardson, Pete Sanchez, Jesse Malgado, Erin Hannigan, Steve Hartwig, City of Vacaville, City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vallejo, County of Solano, TAC Rep.

- C. Arterials, Highways and Freeways Element – Draft**
Goal Gap Analysis
(12:55 – 1:15 p.m.)
Pg. 9

Robert Macaulay, STA

7. FUTURE AGENDA TOPICS AND SCHEDULE

Meeting 6

1. Draft Policies and Milestones – Robert Macaulay
2. Project Prioritization and Implementation – Janet Adams
3. Routes of Regional Significance - Robert Macaulay
4. Regional Transportation Impact Fee (RTIF) Program – Robert Guerrero

Meeting 7

1. Draft Element – Robert Macaulay

8. ADJOURNMENT

Len Augustine, Chair

The next meeting of Arterials, Highways, & Freeways Committee is to be determined.



**ARTERIALS, HIGHWAYS, & FREEWAYS COMMITTEE
AGENDA
Draft Minutes for the meeting of
March 2, 2016**

1. CALL TO ORDER – SELF INTRODUCTIONS

Len Augustine called the meeting to order at 12:00 p.m. in the STA Conference Room 1.

Voting Members Present: *In Alphabetical Order by Last Name*

Len Augustine	City of Vacaville
Jack Batchelor Jr.	City of Dixon (Alternate)
Erin Hannigan	County of Solano
Elizabeth Patterson	City of Benicia
Harry Price	City of Fairfield
Norman Richardson	City of Rio Vista
Pete Sanchez	City of Suisun City

Voting Members Not Present: *In Alphabetical Order by Last Name*

Steve Hartwig	Technical Advisory Committee Representative
Jesse Malgapo	City of Vallejo

Also Present: *In Alphabetical Order by Last Name*

Anthony Adams	STA
Ryan Dodge	STA
Sheila Ernst	STA
Drew Hart	STA
Robert Macaulay	STA
Sandy Person	Solano EDC
Audrey Taylor	Chabin Concepts

- 2. APPROVAL OF AGENDA** Board Member Price, and a second by Board Member Richardson, the Arterials, Highways, and Freeways committee unanimously approved the March 2, 2016 Agenda. (7 Ayes, 2 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. CONSENT CALENDAR

- A. Minutes of the Arterials, Freeways & Highways Committee Meeting of December 10, 2015**

Recommendation:

Approve the Arterials, Freeways & Highways Committee Meeting minutes of December 10, 2015.

With a motion by Board Member Batchelor, and a second by Board Alternate Member Hannigan, the Arterials, Highways, and Freeways committee approved the recommendation. (7 Ayes, 2 Absent)

5. INFORMATIONAL ITEMS - DISCUSSION

A. Federal Regional and State Freight Plans and Projects and Status of Solano County Freight Priorities

Robert Macaulay provided an overview of the Federal, Regional and State Freight Plans and Projects and Status of Solano County Freight Priorities. He explained that the goods movement emission reduction plan is used to allocate funds from a one billion dollar state bond measure which is designed to reduce air emissions related to goods movement and that the primary focus of this program has been on the small particulate emission found around ports and major rail yards. The group discussed funding and priority projects.

Janet Adams provided an overview of the priority projects in Solano County. She explained that the STA has identified the following projects or facilities as priorities for investment in goods movement projects: (1) Interstate 80/Interstate 680/State Route 12 interchange, (2) Westbound Cordelia truck scales, (3) State Route 12, from the Solano / Sacramento County line in Rio Vista Interstate 80 in Fairfield, (4) State Route 37, from Interstate 80 in Solano county to US 101 in Sonoma county.

Ryan Dodge provided a website tour of Vital Signs.

B. Moving Solano Forward Study

Audrey Taylor provided a presentation on the Moving Solano Forward Study. She explained that Highway 12 corridor is very important to the Northern California and Solano County economies. She stated that the corridor encompasses parts of Napa, Solano, Sacramento, and San Joaquin Counties, but it also generates economic value to areas beyond its own economy to other Central California agricultural and food processing economies and to Sacramento and San Francisco services and goods production economies. Ms. Taylor discussed safety challenges and congestion on Highway 12. Ms. Taylor outlined economic data, web framework and development sites.

The group discussed repurposing properties, missing gaps, and an affordable high speed internet system to accelerate and expedite economic development.

C. Summary of State Route 12 Economic Study

Sandy Person provided a brief summary of the State Route 12 Economic Study. She discussed funding mechanisms, sustainability and potential funding.

6. FUTURE AGENDA ITEMS

A summary of the future agenda items for 2015 was presented.

7. ADJOURNMENT

The meeting adjourned at 1:30 p.m. The next Arterials, Highways, and Freeways committee is scheduled to meet at 12:00 p.m. on April 11, 2016 at the Solano Transportation Authority.

State Route 37



Corridor Description

SR 37 follows 21 miles along the northern shore of San Pablo Bay linking US 101 in Novato, Marin County with Interstate 80 (I-80) in Vallejo, Solano County. It serves as a vital connection between Marin, Sonoma, Solano and Contra Costa and the Central Valley. It is the northernmost non-mountainous east-west link between US 101 and I-5 (via I-80 and I-505) in the State.

Traffic Forecasting

Growing housing demand in the North Bay counties has produced a housing market that a high percentage of household cannot afford. Consequently, many have to live far away from their jobs. This jobs/housing imbalance is one cause of congestion Bay Area wide, and specifically for SR 37. Average Annual Daily Trips are projected to increase from 45,00 in 2013 to 58,00 by 2040.

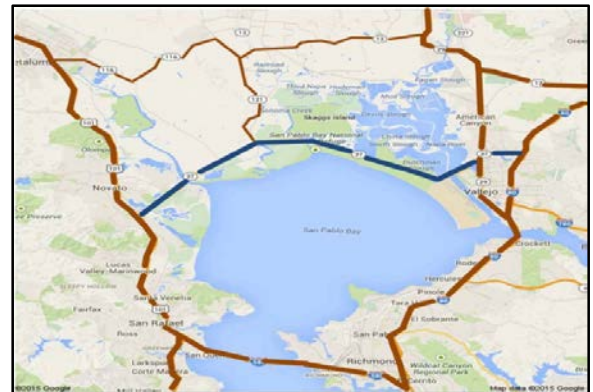
Sea Level Rise

SR 37 is protected by a complex system of interconnected levee which makes the corridor vulnerable to Sea Level Rise inundation and flooding now and in future.

SR 37 MOU Partnership

In December 1, 2015, the Congestion Management Agencies (CMA) of Marin, Napa, Solano and Sonoma Counties have agreed to form a partnership through a Memorandum of Understanding (MOU) to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 to withstand rising seas and storm surges while improving mobility and safety along the route.

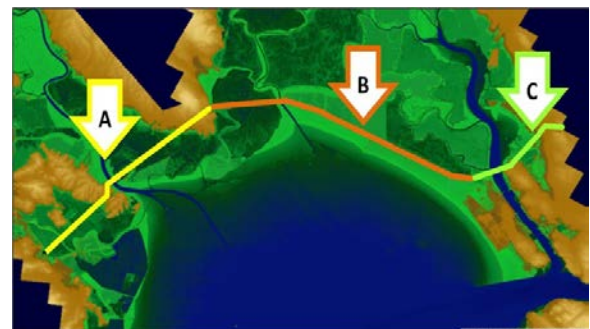
More information on the SR 37 MOU Partnership can be obtained via e-mail from Robert Guerrero, STA Senior Project Manager, at rguerrero@sta.ca.gov.



SR 37 Alternative Routes

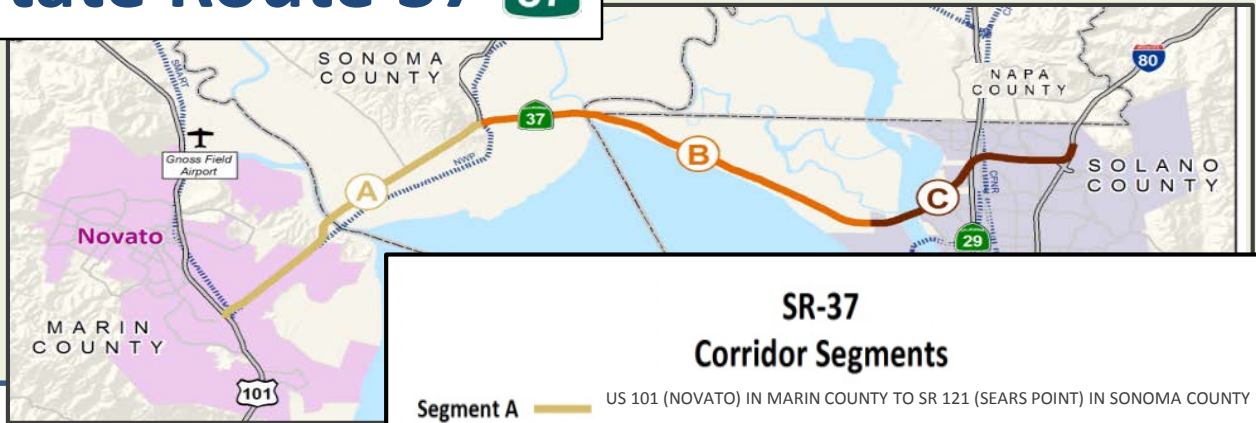
SEG	2013 VOLUMES		2040 FORECASTS	
	2013 AADT		2040 AADT	
	EB	WB	EB	WB
A	20,300	20,100	34,650	37,500
B	20,350	19,100	35,800	34,500
C	49,200	45,200	56,000	58,200

Source: Caltrans SR 37 TCR (2015)



Source: UC Davis/Caltrans SR 37 Sea Level Rise Analysis)

State Route 37



SR-37 Corridor Segments

- Segment A** — US 101 (NOVATO) IN MARIN COUNTY TO SR 121 (SEARS POINT) IN SONOMA COUNTY
- Segment B** — SR 121 (SEARS PT.) IN SONOMA COUNTY TO MARE ISLAND (VALLEJO) IN SOLANO COUNTY
- Segment C** — MARE ISLAND (VALLEJO) TO I-80 INTERCHANGE IN SOLANO COUNTY

Corridor Characteristics

SEGMENT	A	B	C	COMMENTS
LANE MILES	11.4	6.2	3.4	
GENERAL PURPOSE LANES	4-E	2-C	4-F	(E=EXPRESSWAY, C=CONVENTIONAL HIGHWAY, F=FREEWAY)
FREEWAY & EXPRESSWAY	YES	YES	YES	
NATIONAL HIGHWAY SYSTEM	YES	YES	YES	
FEDERAL FUNCTIONAL CLASSIFICATION	FREEWAY/ EXPRESSWAY/ PRINCIPAL ARTERIAL	PRINCIPAL ARTERIAL	FREEWAY	
STAA TRUCK RTE	YES	YES	YES	
POSTED SPEED LIMIT	65 mph	55 mph	65 mph	
TERRAIN	FLAT/ROLL	ROLL/FLAT	FLAT	
HOV or HOT LANES	NO	NO	NO	
MTC RTP	NO	NO	NO	
FUNDED	NO	NO	NO	
IMPACTED BY SEA LEVEL RISE	YES	YES	YES	
AUX LANES	NO	NO	YES	EB: FAIRGROUNDS DR. TO I-80 INTERCHANGE, WB: I-80 TO FAIRGROUNDS DR. I/C
DISTRESSED PAVEMENT	YES	YES	NO	CONSTANT SETTLING IN WETLANDS AREAS
AIR DISTRICT	BAY AREA AIR QUALITY MANAGEMENT DISTRICT			
CONGESTION MANAGEMENT AGENCY	TAM/SCTA	SCTA/STA/NCTPA*	STA	*SR 37 TOUCHES NAPA COUNTY
METROPOLITAN PLANNING ORGANIZATION	METROPOLITAN TRANSPORTATION COMMISSION			
CALTRANS	DISTRICT 4			



DATE: April 1, 2016
TO: STA Arterials, Highways, and Freeways Committee
FROM: Robert Macaulay, Director of Planning
RE: Arterials, Highways and Freeways Element – Goal Gap Analysis

Background:

The Solano Comprehensive Transportation Plan (CTP) is one of the STA’s primary long-range planning documents along with the Congestion Management Program (CMP) and the Metropolitan Transportation Commission’s Regional Transportation Plan, known as Plan Bay Area. The CTP consists of three main elements: Active Transportation; Arterials, Highways and Freeways; and, Transit and Ridesharing.

The overall purpose of the CTP is to identify opportunities and resources to move the countywide transportation system from its current condition to a desired future condition, and to then prioritize steps to bring this change to fruition. The first step in preparing the Arterials, Highways and Freeways Element was identification of those services and facilities that the Element’s policies are designed to influence; namely, the roadways that connect Solano County’s communities with each other, with key economic and civic locations, and with the broader Northern California region. These are known as Routes of Regional Significance (RORS). The RORS consist of:

1. Solano County Congestion Management Program (CMP) Network

The Solano County CMP includes a defined roadway system used for monitoring mobility in the county. The system consists of all State highways and principal arterials, which provide connections from communities to the State highway system and between the communities within Solano County. The STA monitors Level of Service (LOS) impacts to the CMP system from proposed development projects considered by each of the seven cities and the County of Solano.

2. Access to Existing and Planned Transit Centers Serving Intercity Trips

Intercity transit services enhance travel mobility to/from and within Solano County as well as providing increased transportation capacity. SolanoExpress buses, Capitol Corridor trains and WETA ferries provide this mobility, and operate from a set of major transit hubs.

Prioritizing transportation funding for roadway segments that provide access to existing and planned intercity transit services is an important option to address congestion. Therefore, roadway segments that provide access to intercity transit services can be

considered Routes of Regional Significance. Examples of existing/planned transit centers serving intercity trips include:

- Fairfield Transportation Center
- Vacaville Transportation Center
- Existing Amtrak/Capitol Corridor Station in Suisun City and the new Fairfield/Vacaville station which is under construction
- Vallejo Ferry Terminal

3. Access to a Major Employment Center with Higher Traffic Volumes

According to the 2005 Bay Area Commuter Profile, Solano County commuters have the longest average commute trip compared to any other Bay Area County. Approximately 40% of Solano County residents commute outside the county for employment purposes. Providing sufficient transportation capacity supports the location of additional employment in Solano County. Major employment centers located in Solano County will take advantage of employees currently commuting long distances and will add to the economic vitality of the County.

Roadway segments that provide access to major Solano County based employment centers with existing or projected traffic volumes on arterials that justify a separated 2-lane roadway can qualify as a Route of Regional Significance. Employment centers should take into account the total amount of traffic generated by employee trips or patron trips utilizing services within the employment center. Examples of existing major employment centers in Solano County are:

- Kaiser Permanente- Vallejo and Vacaville
- Six Flags Discovery Kingdom- Vallejo
- Genetech (Vacaville and Dixon Facilities)
- Westfield Shoppingtown- Fairfield
- Travis Air Force Base
- Benicia Industrial Park

4. Intercity and Freeway/Highway Connection

Improving intercity mobility is one of the overall goals of the Solano CTP. Roadways that accommodate intercity trips, freeway to freeway trips, and freeway to highways connections can qualify as a Route of Regional Significance. These include roadway facilities with existing or projected traffic volumes arterials that justify a separated 2-lane roadway. Examples of roadways that provide intercity and freeway/highway connections are:

- Jepson Parkway
- North Connector
- Columbus Parkway
- Fry Road between Leisure Town Road and SR 113

5. Improves Countywide Emergency Response

In case of emergencies or road closures, emergency vehicles need to have adequate alternative access to respond to incidents. Solano County has experienced major incidences of grass fires, flooding, and traffic accidents that were extreme enough to close a freeway or highway corridor for hours. It is important to maintain frontage roads and parallel routes that are alternative options if freeway or highway corridor remains closed for long periods of time. Examples of roads that fit this description are:

- Lyon Road (Solano County near I-80)
- Lopes Road (Solano County near I-680)
- McCormick Road (Solano County near SR 12)
- McGary Road (Fairfield and Solano County near I-80)
- North Connector (near I-80 and SR12)
- McCormack, Canright and Azevedo Roads north of SR 12

The State of the System and Goals have been approved by the STA Board. A Goal Gap Analysis has been drafted to show the gap between the current and desired system, and is being presented to the Committee today and the Technical Advisory Committee (TAC) on April 27 for the first time.

The development of the Solano CTP is driven by the activities to implement its purpose statement, which is:

The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

Within the Solano CTP the Arterials, Highways and Freeways Element Purpose Statement is:

Identify existing and future safety, capacity, and enhancement needs for the major arterials, highways, and freeways in Solano County that serve inter-city and interregional travel.

Discussion:

The Goal Gap Analysis uses the following criteria are used to measure the progress on meeting the goals of the Arterials, Highways and Freeways Element:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional Significance. This also includes studies that have been adopted (even if recommendations have not yet been implemented) and the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or

completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.

- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

For some Arterials, Highways and Freeways Goals, the Gap analysis is mixed: **Significant Progress** in terms of policy establishment, but only **Preliminary** implementation.

A summary of the Goal Gap analysis is that a solid policy foundation has been laid for improving and maintaining Solano’s critical roadways; but, the implementation of those policies is falling short. This shortfall is due to the lack of funding for maintenance, targeted expansion, and system efficiency projects. This funding shortfall also hurts other modes of travel, as almost every trip uses a roadway for some of its length.

The Goal Gap Analysis will be discussed with the TAC over the next month, and brought back to the Committee for action at their next meeting. Following approval of the Goal Gap Analysis, staff will prepare chapters on available resources to address the identified gaps and policies to help guide the allocation of those resources.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Arterials, Highways and Freeways Element – Goal Gap Analysis

Arterials, Highways, and Freeways Element

Goal Gap Analysis

OVERALL COMPREHENSIVE TRANSPORTATION PLAN

PURPOSE STATEMENT: The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

Arterials, Highways, and Freeways Element Purpose Statement: Identify existing and future safety, capacity, and enhancement needs for the major arterials, highways, and freeways in Solano County that serve inter-city and interregional travel.

Measuring Goals. The following criteria are used to measure the progress on meeting the goals of the Arterials, Highways and Freeways Element:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional Significance. This also includes studies that have been adopted (even if recommendations have not yet been implemented) and the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

For some AHF Goals, the Gap analysis is mixed: **Significant Progress** in terms of policy establishment, but only **Preliminary** implementation. This is largely a function of the on-going significant shortfall of funding for both new projects and maintenance of existing facilities.

Goals. Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Arterials, Highways, and Freeways Element of the overall purpose of the Solano CTP, the following goals are established:

Create an AHF System that improves mobility for all modes of travel.

- Prioritize funds for projects that improve Routes of Regional Significance. This goal has seen **Significant Progress**. STA funding choices have been focused on RORS, but STA staff reports and recommendations do not routinely identify to the TAC and Board whether or not a roadway is an RORS.
 - Special emphasis should be given to roadways that support regionally important economic centers and goods movement. **Preliminary Proposal – Formal identification**

of a goods movement (aka freight) network is a relatively new task, both at a local and a regional level. STA has invested in goods movement infrastructure in the past, notably the I-80 truck scales in Cordelia. As the routes of regional significance definition has been expanded to include roadways serving major economic centers in Solano County, this will increase the ability of STA to make future investment decisions in projects that support goods movement. In addition, MTC has recently completed a goods movement plan, and this complements goods movement investments efforts the state and national level. STA will use information from these plans to help further identify and seek funding for goods movement facilities. It should be noted that goods movement also includes rail and ship born traffic, and not just vehicles on roadways.

- **Freeways – support development and operation of a comprehensive Express/HOV network on I-80 and I-680. Preliminary Proposal.** An HOV lane extends for 8.7 miles in each direction on I-80 (Red Top Road to North Texas Street), and design funds have been allocated to convert the HOV lanes to Express lanes and extend them to I-505. In addition, the Express Lane connector ramps in the I-80/I-680/SR-12 interchange and the actual construction of Express Lanes is proposed for regional funding in Plan Bay Area.
The remaining portions of the network are from Vacaville to the Yolo County line, through the City of Vallejo, and along the length of I-680. MTC has indicated that the project will be included in Plan BAY Area, but no additional funding for project design and implementation has been approved.
- **Seek consistent width to avoid congestion caused by reduction in number of lanes. Preliminary Proposal.** This goal is a direct response to comments received during the public outreach performed by STA in May – October of 2015 and to observations included in the Arterials, Highways and Freeways State of the System report. Most of the significant areas of recurring delay on the interstate freeway and the state highway system are found where the number of lanes is reduced. This Goal has not been tested in modeling or incorporated into scenarios for any corridor reports.
- **Implement Complete Streets appropriate to the context of the roadway. This goal has seen Significant Progress in terms of Policy.** Most Solano jurisdictions have complete streets incorporated into their General Plan, Zoning Ordinance, or have a resolution committing to complete streets implementation. This means new development proposals have the opportunity to fully incorporate complete streets standards. No jurisdiction in Solano county has adopted a complete streets plan that designates which streets will require which facilities in order to actually implement the ideals of complete streets. Until such policy work and mapping is finished, this goal cannot be Completed.
Preliminary Proposal in terms of implementation. Complete Streets features have been incorporated into the design or construction of roadways such as Military West, Wilson Avenue, Suisun Parkway and Jepson Parkway. Most Routes of Regional Significance were constructed before Complete Street became a requirement, and require some sort of retrofit to properly accommodate all forms of transportation. Jurisdictions have typically not updated their

standard specifications to include a complete streets standards.

- Improve system efficiency through technology prior to adding lanes. **Preliminary Proposal.** This concept is enshrined in existing Caltrans and MTC initiatives such as ramp metering, ITS and MLIP, and has been informally embraced by STA. However, STA has not formally incorporated this into any recently-adopted corridor plans. STA has worked with Caltrans to implement ramp metering in Solano County more effectively.
- Identify and preserve needed rights of way for future transportation projects. **Preliminary Proposal.** Even though this is a Goal in the adopted Solano CTP – Arterials, Highways and Freeways element, no specific steps have been taken to implement this Goal.
- Prepare and periodically update corridor studies to identify and prioritize specific projects. This goal has seen **Significant Progress.** Corridor plans have been completed for I-80, -680 and -780: SRs 12 and 113; and work has been done for SR 29. Planning work is underway for SR 37. The only major roadway lacking some level of corridor planning is I-505, and the conditions and volumes on I-505 do not justify a corridor study; the existing Caltrans corridor plan provides adequate documentation. Similarly, roadways such as SRs 84, 128 and 220 are adequately covered by Caltrans documents, and do not require additional work by STA. A schedule or set of conditions to trigger updates of these plans has not been developed.

Improve system safety

- Identify locations on local arterial streets with above-average number or rates of collisions, and fund improvements to reduce collisions to average. This goal has seen **Significant Progress.** The STA adopted a Solano Travel Safety Plan in January of 2016; this was an update to the 2005 Solano Travel Safety Plan. Forty-five projects identified in the 2015 plan have been completed. Recent corridor studies, such as the SR 12 multi-jurisdictional study, have gathered and analyzed safety and accident data. However, there is not a standard format for gathering and analyzing such data, and not all corridor plans of other studies have up-to-date safety information.

Maintain the system at an appropriate level

- Seek to fund an average PCI rating of all RORS as 75, with no RORS being rated below 60. This goal has seen **Significant Progress in terms of policy.** The adopted 2005 Solano CTP – Arterials, Highways and Freeways element does not have a PCI Goal. MTC's 2013 Plan Bay Area has a PCI goal of 75. The Solano County Pothole Report, first adopted in 2014, also contains information on the PCI of local roadways and the funds needed to maintain or improve that PCI, but does not call out the PCI of the RORS.

This is a **Preliminary Proposal in terms of implementation.** Establishing a target PCI is only a first step. The next task is to identify those roadways that fall below the target PCI. The 2014 Solano pothole report, which is based upon data provided by the seven cities and the county, does identify the PCI of each roadway segment.

The 2014 Solano pothole report also identifies the trend in PCI over the last five years. Those communities building new roadways have seen an increase or steady PCI. Those strictly seeking to maintain existing roadways, without the new roadways associated with new construction,

have seen their PCI decrease. This is largely attributable to a reduction by the state of the funds needed for maintenance and repair to achieve the PCI targets established in the Solano CTP. Information in the 2014 pothole report shows that, at the current funding levels, the existing PCI for local streets and roads and arterials cannot be maintained. The Solano pothole report shows a shortfall of \$24 million dollars per year simply to maintain current PCI of 65. In order to improve the PCI and eventually gain the target of 75, and additional ___ million per year of funds for local streets and roads maintenance would be required.

- Work with Caltrans to ensure that a similar standard is maintained on the State system. This goal has seen **Significant Progress in terms of Policy**. Caltrans rates pavement by visual inspection of the pavement surface and use lasers mounted on a Caltrans vehicle to collect the International Roughness Index (IRI) data, and has set a target of an IRI of 170 inches or less per mile.

This is a **Preliminary Proposal in terms of implementation**. Funding for maintenance of the state highway system is done to the SHOPP. SHOPP faces a situation similar to local roads maintenance; namely, lack of funding. Caltrans does not currently have adequate funding to maintain the entire state freeway and highway system at the desired level, even though it has conducted substantial repaving of several high-traffic-volume Solano facilities in recent years.

Support the creation of Solano County jobs and other locally-decided land uses

- Identify roadway improvements that improve goods movement or reduce the impact of goods movement in Solano County. **Preliminary Proposal**. Both MTC and the Alameda County CMA have completed Goods Movement plans, and there are freight plans at state and federal levels as well. These plans cover the gamut of goods movement modes – road, rail, port and air. All four of these modes are present in Solano County. At every level of goods movement planning, the I-80 / I-680 / SR-12 interchange is identified as a key facility. While STA has identified individual projects that are important to local and regional goods movement, it has not undertaken a comprehensive study to identify these facilities in a single document.
- Identify roadway improvements that support retention or expansion of regionally important employment centers, retail centers and civic facilities. This goal has seen **Significant Progress**. STA has identified regionally significant employment centers, and designated the major roads that serve them as Routes of Regional Significance. STA has not identified those improvements to the roadways that are needed to support each center’s continued economic viability.
- Prioritize available funds to support PDAs and PCAs, with special emphasis being given to support for Transit Facilities of Regional Significance. This goal has seen **Significant Progress**. STA has assisted local agencies in funding road and transit projects in PDAs in each of the seven Solano cities, and has designated PCA funding (both planning and project construction) in Solano County. The requirements of the OBAG 2 funding program require that at least 50% of those funds be spent on projects located in or directly supporting PDAs. In addition, STA board has approved a list of priority managed lane implementation program (MLIP) facilities. These facilities include express Lanes that directly support carpool, vanpool and express bus services.

Large facilities such as the Curtola park and ride and Fairfield transportation center, which serve both carpool and express bus services, are located in or directly adjacent to the PDAs.

- All TFORS are in or adjacent to PDAs

Anticipate and mitigate system construction and operation impacts

- Special emphasis should be given to projects and designs that reduce emissions of criteria pollutants and greenhouse gasses. **Preliminary Proposal.** Analysis of GHG emissions occurs during the environmental phase of a project, but so far has not been an explicit quantitative criteria in the early prioritization and selection of projects or programs. STA has elected to focus funds for recapitalization of express buses on alternative fuel vehicles, namely compressed natural gas, which will result in lower GHG emissions from the express bus fleet. While this preliminary decision has been made, additional study work has yet to be done, and the purchase of new clean fuel express bus vehicles has not yet occurred.
 - Support projects that reduce emissions of criteria pollutants in sensitive communities or Communities of Concern. **Preliminary Proposal.** STA has not done a statistical or mapping project to identify projects with Communities of Concern.
- Where possible, use the avoidance and mitigation standards from the Solano Habitat Conservation Plan for STA transportation projects. **Preliminary Proposal.** The Solano HCP has not yet been adopted. The HCP has been used as the basis for determining mitigation in one e project (the Suisun Parkway, aka North Connector).

Major Projects on Routes of Regional Significance

2005 - 2015

-  Capacity Expansion 2005-2015
-  Capacity Expansion 2016+
-  HOV Lanes 2005-2015
-  Express Lane Extension/Conversion 2016+
-  Local Streets and Roads Maintenance 2005-2015
-  SHOPP Projects 2005-2015
-  Scheduled SHOPP Projects 2016+
-  Routes of Regional Significance



Major Projects on Routes of Regional Significance

2016 +

-  Capacity Expansion 2005-2015
-  Capacity Expansion 2016+
-  HOV Lanes 2005-2015
-  Express Lane Extension/Conversion 2016+
-  Local Streets and Roads Maintenance 2005-2015
-  SHOPP Projects 2005-2015
-  Scheduled SHOPP Projects 2016+
-  Routes of Regional Significance

