



Solano Transportation Authority

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SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

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ARTERIALS, HIGHWAYS, & FREEWAYS COMMITTEE MEETING AGENDA

4:00 p.m., Wednesday, January 10, 2018

STA Office

Conference Room 1

Suisun City, CA 94585

ITEM

BOARD/STAFF PERSON

1. CALL TO ORDER – SELF INTRODUCTIONS

Len Augustine, Chair

2. APPROVAL OF AGENDA

(4:00 – 4:05 p.m.)

Len Augustine, Chair

3. OPPORTUNITY FOR PUBLIC COMMENT

(4:05 – 4:10 p.m.)

4. CONSENT CALENDAR

(4:10 – 4:10 p.m.)

A. Minutes of the Arterials, Freeways & Highways

Committee Meeting of June 29, 2017 Recommendation:

Approve the Arterials, Freeways & Highways Committee Meeting minutes of June 29, 2017.

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Sheila Ernst, STA

5. ACTION ITEM

A. Comprehensive Transportation Plan (CTP) Arterials, Highways and Freeways Element Draft Element

Recommendation:

Forward a recommendation to the STA Board to release the Draft the Arterials, Highways and Freeways Element for public review.

(4:10 – 4:20 p.m.)

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Robert Macaulay, STA

Arterials, Highways and Freeways Committee Committee Members

Len Augustine (Chair) Elizabeth Patterson Steve Bird Harry Price Ron Kott Pete Sanchez Bob Sampayan Erin Hannigan Shawn Cunningham

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.

6. INFORMATIONAL ITEMS – DISCUSSION

- A. State Route 37 Project Update**
(4:20 – 4:30 p.m.)
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Robert Guerrero, STA

- B. Major Projects Update**
(4:30 – 4:40 p.m.)
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Janet Adams, STA

7. BOARD MEMBER COMMENTS

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
June 29, 2017**

1. CALL TO ORDER – SELF INTRODUCTIONS

Len Augustine called the meeting to order at 1:35 p.m. in STA Conference Room 1.

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

Len Augustine	City of Vacaville
Erin Hannigan	County of Solano
Elizabeth Patterson	City of Benicia
Harry Price	City of Fairfield
Bob Sampayan	City of Vallejo
Pete Sanchez	City of Suisun City

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

Steve Bird	City of Dixon
Norman Richardson	City of Rio Vista

Also Present: *In Alphabetical Order by Last Name*

Anthony Adams	STA
Shawn Cunningham	City of Vacaville
Ryan Dodge	STA
Sheila Ernst	STA
Daryl Halls	STA
Robert Macaulay	STA
Matt Tuggle	County of Solano

2. APPROVAL OF AGENDA

With a motion from Board Member Price, and a second by Board Member Patterson, the Arterials, Highways, and Freeways committee approved the June 29, 2017 agenda.
(6 Ayes, 2 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. CONSENT CALENDAR

A. Minutes of the Arterials, Freeways & Highways Committee Meeting of May 23, 2016

Recommendation:

Approve the Arterials, Freeways & Highways Committee Meeting minutes of May 23, 2016.

With a motion by Board Member Patterson, and a second by Board Member Price the Arterials, Highways, and Freeways committee approved the recommendation.
(6 Ayes, 2 Absent)

5. ACTION ITEM

A. CTP Arterials, Highways and Freeways Draft Element Chapters 1 – 6

Robert Macaulay provided an overview of the Arterials, Highways and Freeways Element chapters 1 through 6. He explained that during 2016, the Arterials, Highways and Freeways Committee and STA Board reviewed and approved several portions of the Arterials, Highways and Freeways Element. Mr. Macaulay stated that STA staff has been working on development of the Resources chapter of the Element, integrating the other chapters in a unified document, and re-examining some of the previously-adopted chapters. Mr. Macaulay concluded that the chapters of the policies, milestones, priority projects implementation and conclusion will be composed and presented to the group at a later time.

Board Member Patterson complimented STA staff on how this segment of the CTP was well written.

The group discussed the “WAZE” phone and GPS applications.

Recommendation:

Forward a recommendation to the STA Board to adopt the Resources Chapter of the Arterials, Highways, and Freeways Element Chapters 1 - 6 provided as Attachment A.

With a motion by Board Member Price, and a second by Board Member Sanchez the Arterials, Highways, and Freeways committee approved the recommendation.
(6 Ayes, 2 Absent)

6. INFORMATIONAL ITEMS - DISCUSSION

A. State Route 37 Project Update

Robert Guerrero provided a brief update on the State Route 37 project highlighted the SR 37 Policy Committee Tasks completed and addressed financial options and the estimated timeline.

B. I-80 Interchange Project Update

Robert Guerrero provide an update on the 1-80 Interchange Project. He explained that this multi-year, multi-phase southwest project limits are near Fairfield's Green Valley and Cordelia neighborhoods, the northeast project limits near Suisun City. Mr. Guerrero stated that the project will improve safety and travel times for motorists on I-80, I-680, Highway 12 and adjacent city streets.

C. Office of Traffic Safety (OTS) Grant Update

Anthony Adams provided an update on the OTS Grant. He stated that OTS awarded STA \$171,000 for each applications for Traffic Records and Pedestrian and Bicycle Safety. He explained that the traffic records grant will be focused on procurement of collision data

software and standardization of data reporting techniques. Mr. Adams added that the pedestrian and bicycle safety grant will be focused on reducing injuries of middle and high school children within Solano County. He stated that next steps will be to finalize a budget, timeline, and sign a contract.

7. FUTURE AGENDA ITEMS

A summary of the future agenda items for 2017 was presented.

8. ADJOURNMENT

The meeting adjourned at 2:30 p.m. The next Arterials, Highways, and Freeways committee is *to be determined*.

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DATE: December 13, 2017
TO: STA Arterials, Highways and Freeways Committee
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Arterials, Highways and Freeways
Element Draft Element

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 facilities that connect the communities of Solano County to one another, to the broader Northern California mega-region, and to key employment, transit and civic facilities in the county. Together, these are known as the Routes of Regional Significance (RORS).

The AHF Element is introduced with a famous quote (*It really boils down to this: that all life is interrelated. We are all caught in an inescapable network of mutuality, tired into a single garment of destiny. Whatever affects one destiny, affects all indirectly- Martin Luther King*) and a paragraph laying out a unifying theme:

Connections – that is the core of the Arterials, Highways and Freeways Element of the Solano Comprehensive Transportation Plan (CTP). The roadways covered by the Arterials, Highways and Freeways Element are what connect us all: not just cities and regions to one another, but also various modes of travel. Roadways handle cars, buses, local delivery vehicles, bicycles, taxis, carpools, heavy equipment haulers and long distance cargo trucks, and local agricultural machinery. The only transportation not on the roadways are trains, ships and airplanes - and access to rail, port and airport facilities all comes by way of roads. And like a garment, the whole is greater than the individual parts, and the failure of one part impacts the whole.

To date, the following chapters have been prepared and recommended for approval by the STA TAC and the Arterials, Highways and Freeways Committee. The STA Board has not yet taken an action on these chapters

- Chapter 1 – Introduction
- Chapter 2 – Purpose and goals
- Chapter 3 – System definition
- Chapter 4 – State of the System
- Chapter 5 – Goal Gap Analysis
- Chapter 6 – Resources

Discussion:

The final Chapters of the Element are:

- Chapter 7 - Policies, Performance Measures and Milestones
- Chapter 8 – Project Priorities
- Chapter 9 - Moving Forward; or, Making a Better Garment

Chapter 7 has three main components:

- Policies, which are specific action statements that implement Goals. Policies contain clear action words such as *shall*, *will*, *assign* or *invest*.
- Performance measures that can be thought of as a unit of measure; for example, in the question “what is the average PCI for Arterial Roads that are Routes of Regional Significance?” the PCI is the Performance Standard.
- Milestones, which are benchmarks showing how much progress has been made; for example, if a policy states “Improve the average PCI for Arterial Roads that are Routes of Regional Significance by 1 point in 5 years,” increasing the funds for maintenance of Arterial Roads that are Routes of Regional Significance would be a Milestone.

Based upon the analysis in the first 6 chapters of the Element, the first two recommended policies are:

- AHF Policy 1 – Focus local discretionary funds on Arterial Routes of Regional Significance that serve Regionally Significant Job Centers.
- AHF Policy 2 – Prioritize federal, state and regional funds for the conversion and extension of the I-80 Express Lanes, the I-80/I-680/SR-12 Interchange and the I-80 Westbound Truck Scales.

The prioritized project list in Chapter 8 follows the proposed policies, and starts with six projects:

1. I-80 Express Lane Conversion and Extension
2. I-80/I-680/SR 12 Interchange, including the west end of the North Connector
3. I-80 WB Cordelia Truck Scale Relocation
4. Highway 37 Corridor Improvements
5. Fairgrounds Drive Improvements
6. SR 12/Church Road Intersection

Based upon the policy recommendation that all Routes of Regional Significance have an up-to-date corridor plan, one program recommendation is:

- Fund the development of appropriate Corridor Plan for SR 29 and update the I-80/I-680/SR-12 MIS.

The Implementation chapter includes five recommendations for near-term action:

1. STA's first focus should remain on obtaining funds to complete the design and delivery of the Tier 1 projects on I-80 with both allocated and competitive funds.
2. The second step is to fix what we have by allocating gas tax and SB 1 funds to local agencies for local street and road maintenance.
3. Update the I-80 corridor plan, in order to reflect improvements that have been delivered and to ensure that the ancillary projects such as park-and-ride lots are still of the right size and location.
4. Select the Routes of Regional Significance whose improvements would best support local economic development and making sure their improvements are planned and funded.
5. The planning task includes making sure the roadways fully implement the Complete Streets requirements of providing context-based active transportation, transit and goods movement features.

Attachment A is the complete Final Draft of the Element, including the approved chapters (1 through 6) and the three new chapters (7 through 9). It is recommended that the Committee advise the STA Board to release the Draft Element for a 30-day public comment period.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to Release the Draft the Arterials, Highways and Freeways Element for a 30-day public review.

Attachment:

For immediate review and printing: Click here:

- A. [Draft Arterials, Highways and Freeways Element](#)

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DATE: January 3, 2018
TO: Arterials, Highways and Freeways Subcommittee
FROM: Robert Guerrero, Senior Project Manager
RE: State Route (SR) 37 Corridor Project Update

Background:

SR 37 is 21 miles in length from Hwy 101 in Marin County to I-80 in Solano County. The SR 37 Corridor has been divided into three Segments, Segment A which is located in Marin and Sonoma Counties, Segment B which is located in Solano and Sonoma Counties, and Segment C which is located in Solano County (Attachment A). Most of the immediate traffic congestion problems occur in Segment B, from SR 37/SR 121 intersection in Sonoma County to the Mare Island Interchange in Solano County. Segment B includes two lanes Segment, while Segments A and C have four to six lanes (2/4 in each direction). All three segments continue to experience daily traffic congestion and are projected to be impacted by future sea level rise and are vulnerable to near-term flooding.

The STA entered into a Memorandum of Understanding (MOU) with the Transportation Authorities of Marin, Napa and Sonoma counties to address the congestion and sea level rise challenges on State Route 37 in December 2015. Since then, the MOU group was successful in partnering with Caltrans and the Metropolitan Transportation Commission (MTC) to initiate a Project Initiation Document (PID) Equivalent for the corridor. The PID Equivalent is a Design Alternatives Assessment (DAA) and is called the SR 37 Transportation and Sea Level Rise Corridor Improvement Study. It is a precursor document required by Caltrans prior to entering the environmental phase of the project.

In addition, the MOU group and its partners have successfully completed a corridor financial opportunities analysis with six case studies and an initial toll revenue study. The analysis helped to frame corridor policy directions related to roles and responsibilities, project implementation, financing, legal and legislative authority, and administration.

Discussion:

SR 37 Corridor Study Update

The SR 37 Policy Committee is currently working to complete the SR 37 Transportation and Sea Level Rise Corridor Improvement Study. The first phase included a corridor wide planning approach and recognized needs and challenges for each corridor segment. The second phase of the study focuses on defining a project or a combination of improvements for Segment B. Phase 1 is nearing completion with a draft document currently being finalized based on comments from the Policy Committee and the public. The second phase was initiated and is scheduled to be completed in later March/early April. The goal is to complete the document and be poised to begin the environmental phase once funding is identified.

Related to this Study, a public outreach campaign was launched for all four counties in September with open house events, press and social media coverage. Currently, a web based survey is underway with a wrap up completion date planned for January 12th. Results from the survey will be reported to the SR 37 Policy Committee and will be incorporated into the Study. In addition, focus group sessions are planned for each county in January and February with results similarly reported to the Policy Committee and incorporated into the Study. Future tasks include a telephone town hall meeting and another round of public open houses or workshops.

STA SR 37 Corridor Lead Activities

On May 10th, the STA Board approved STA staff's recommendation to be the lead agency for developing and implementing transportation projects for the corridor in Segments B and C. Related to this effort, on June 14th, the STA Board provided direction to STA staff to establish an Environmental Task Force for Segments B and C of the SR 37 Corridor project. The general purpose of this task force was to identify guiding principles that would later be used to help select a project and project alternatives for future engineering and environmental analysis. The task force would also help develop information that would help in the development of a "Purpose and Need" statement for future environmental analysis.

The STA Environmental Task Force meet three times and is scheduled to have at least one more meeting to finalize guiding principles for the corridor. The draft guiding principles were provided to the Task Force at their last meeting held on December 21st.

SR 37 Corridor Transit Alternatives

The STA is also designing a transit stop at Fairgrounds Drive/SR 37 Interchange in Vallejo. This will be an anchor point in Solano County for future Express Bus service on the corridor. In addition, the STA is beginning the process to develop a Water Transit Study which will look a ferry service feasibility options from Solano County to Marin County. This Study is anticipated to kick off later this month with EPS selected for their consulting services. Lastly, the four County Transportation Authority Executive Directors have discussed the need to study potential transit ridership demand. Funding for this effort is currently under discussion with a recommendation anticipated in February or March.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. SR 37 Corridor Segment Map

SR 37 Corridor Segment Map



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DATE: January 2, 2018
TO: Arterials, Highways and Freeways Subcommittee
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Major Projects Update

Background/Discussion:

STA has been working on Major Projects in Solano County with our project partners. This staff report outlines these projects. A more in depth update will be provided by staff at the meeting.

1.) I-80 Express Lanes

The I-80 Express Lanes priority project is the conversion of the existing High Occupancy Vehicle (HOV) Lanes and the new construction from Air Base Pkwy to I-505 in Vacaville. This \$198 M project has been environmentally cleared, and the design will be completed by March 2018. Staff has been working with the Bay Area Infrastructure Finance Authority (BAIFA), this is an arm of the Metropolitan Transportation Commission (MTC), and Caltrans to get the project ready both financially with matching funds and regionally prioritized. This project would be ready to begin construction in late summer 2018, if Senate Bill (SB) 1 funds were awarded to the project. This would make the project likely to be one of the first major projects that would begin construction with SB 1 funds in the State.

2.) I-80/I-680/SR 12 Interchange Project – Construction Package 1 - COMPLETED

This project is the first construction package of the I-80/I-680/SR-12 Interchange Project. It improved the connector routes from westbound I-80 to westbound SR-12 and to modify the westbound onramp from Green Valley Road, as well as the I-80/Green Valley Road Interchange.



These improvements have been opened to traffic.

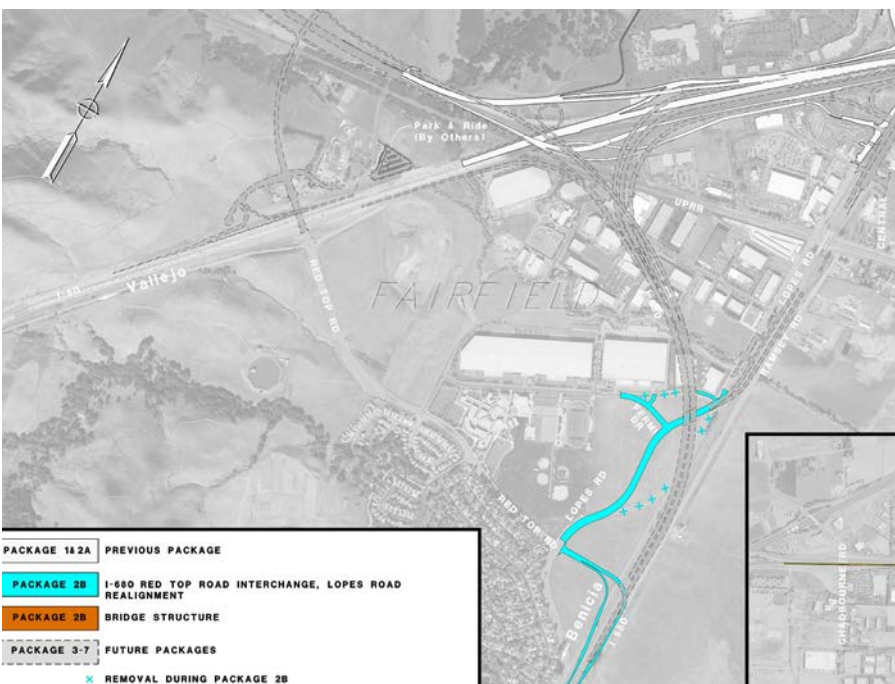
3.) I-80/I-680/SR 12 Interchange Project – Construction Package 2A – PENDING PS&E ALLOCATION, RM3 and SB1 GRANT

This project will reconstruct the connection from Jameson Canyon to Eastbound I-80, remove the weave on Eastbound I-80 at the Jameson Canyon on-ramp and Green Valley/Southbound 680 off-ramp. The STA Board approved \$9 M State Transportation Improvement Program (STIP) funds, pending approval by the California Transportation Commission (CTC). Staff is currently preparing the SB 1 application to submit this project for Trade Corridor Enhancement Funds with the STIP and Regional Measure 3 matching funds. Total project cost is \$76M.



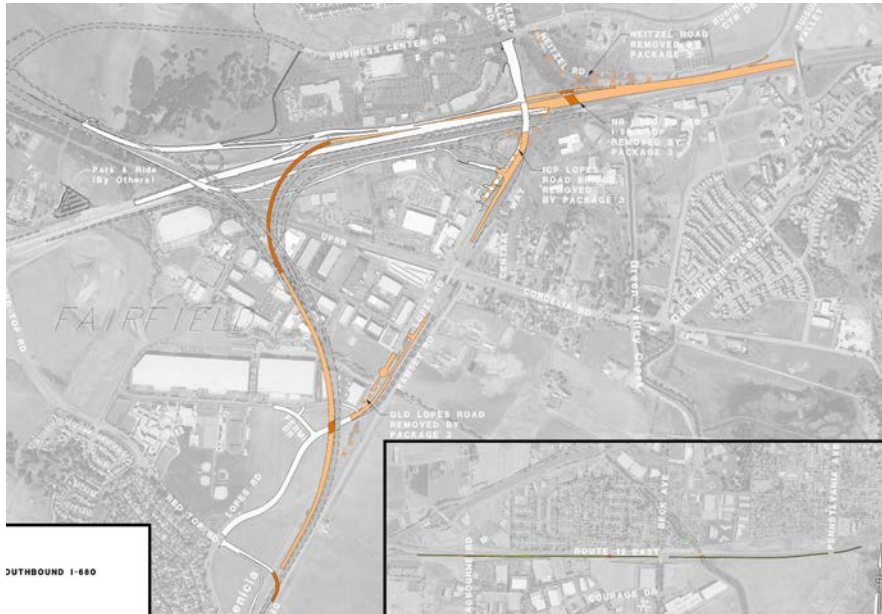
4.) I-80/I-680/SR 12 Interchange Project – Construction Package 2B – PENDING RM3 and SB 1 CON FUNDING

This project will construct a new partial interchange at I-680/Red Top Road. The Project is 95% designed and completed the relocation of two of the major utilities this past year. Total project cost is \$75.4M.



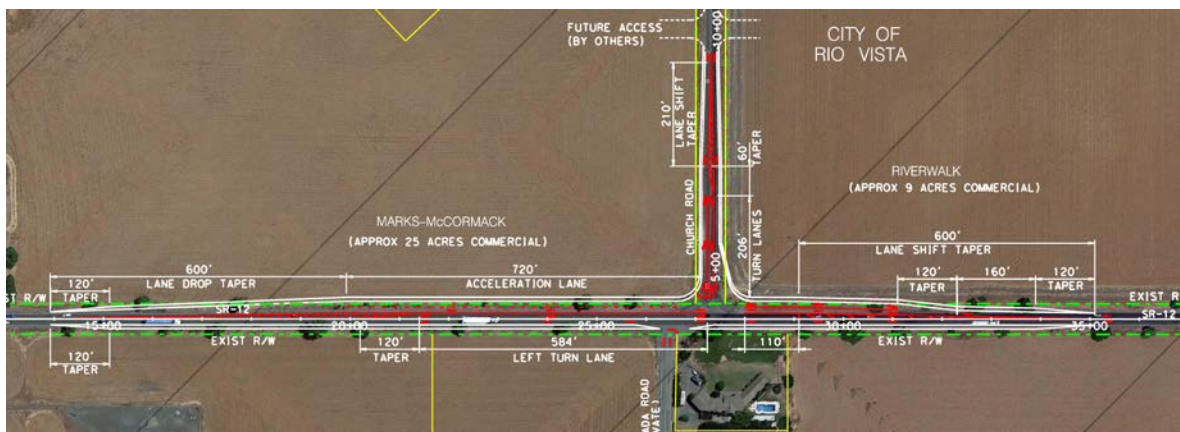
5.) I-80/I-680/SR 12 Interchange Project – Construction Package 3 – PENDING RM3 and SB 1 CON FUNDING

This project will construct the new WB I-80 to SB I-680 Connector and convert the existing SB I-680 roadway to a local roadway. The Project is 65% designed. Total project cost is \$166M.



6.) SR 12/Church Road Intersection Improvement Project – PENDING FUNDING AGREEMENT W CITY OF RIO VISTA

This project will complete operational improvements at the intersection of State Route 12 and Church Road. Most notably, the project will add a left turn pocket on Eastbound SR 12 to Church Road. In addition, acceleration and de-acceleration lanes will be constructed on SR 12. The project has been environmentally cleared and is ready to begin design. A funding agreement between the STA and the City is required for the design phase, as the funding for this effort is from both agencies. Additionally the STA Board programmed \$1.939M for construction. These funds could be combined with a Highway Safety Improvement Program (HSIP) grant or with Caltrans larger project within these limits. Total project cost is \$4M.



7.) SR/37 Fairgrounds Drive Phase 1 Project

Since 2006, through a partnership between Solano County, the City of Vallejo and the STA, this team has developed a number of important building blocks that have led to this project being ready for design. Starting with the I-80 Project Study Report, signed by Caltrans in 2009, to the Environmental Document approved in June 2015.

Currently the project is ready to begin the design on the Phase 1 project that focuses on the operational needs on Fairgrounds Dr. at the SR 37 Interchange and on widening Fairgrounds Dr. to accommodate existing and future needs of this area. A funding agreement has been signed and the STA will lead the effort. On a near term timeline, the STA is in progress of completing the approvals to begin the construction of new bus stops at the SR 37/Fairgrounds Dr. on-ramps. These stops will serve the SolanoExpress system and is expected to begin construction in late 2018. Total project cost for Phase 1 is \$22M.



8.) State Route 37

Update provided under separate staff report.

9.) Jepson Parkway Project

The Jepson Parkway Project will be constructed in phases. Attachment A shows the currently planned phases. STA completed the environmental clearance and acquired the right-of-way necessary for Phases 1, 2A, 2B and 2C. The cities of Fairfield and Vacaville have/will be complete the design and construction of these phases. The STA had programmed a total of \$38.753 million programmed in Fiscal Year 2015-16 for Phases 1 and 2, equally split between the two Phases. Subsequently, the City of Vacaville allocated their share, but the City of Fairfield only requested \$13M allocation.

Phase 1 Project (City of Vacaville) - Vanden Road and Leisure Town Road):

Project Limits- 2000 feet south of Vanden Road/Leisure Town Road Intersection to the Commerce Drive/Leisure Town Road Intersection. The project will construct a new roundabout at the intersection of Vanden Rd/Leisure Town Rd. The cost figures shown were reflected in the Updated Funding Agreement approved by the Board in June 2014.

	Total Cost
Design	1,914,000
Right-of-way	1,018,150
Utility Relocations	494,000
Environmental Mitigations, Phase 1	2,385,000
Construction	21,347,200
CM/Inspection	2,340,200
Developer Installed Improvements	1,093,000
Agency Paid Betterments	2,050,000
Future Landscape Project (design thru const.)	1,013,000
	\$33,654,550

Phase 2A Project

(City of Fairfield) Cement Hill/Peabody/Vanden Roads Intersection to 1500 feet south of Vanden Road/Canon Road Intersection. The limits of this project have been established to correspond with current available funding. In addition these limits correspond to the location where the City intends to realign the Jepson Parkway to accommodate the future grade separation at the new Cannon Road UPRR crossing. The Phase 2B and 2C project will be future projects when funding becomes available. The City of Fairfield is designed Phases 2A, 2B and 2C concurrently.

Phase 2B and 2C Project

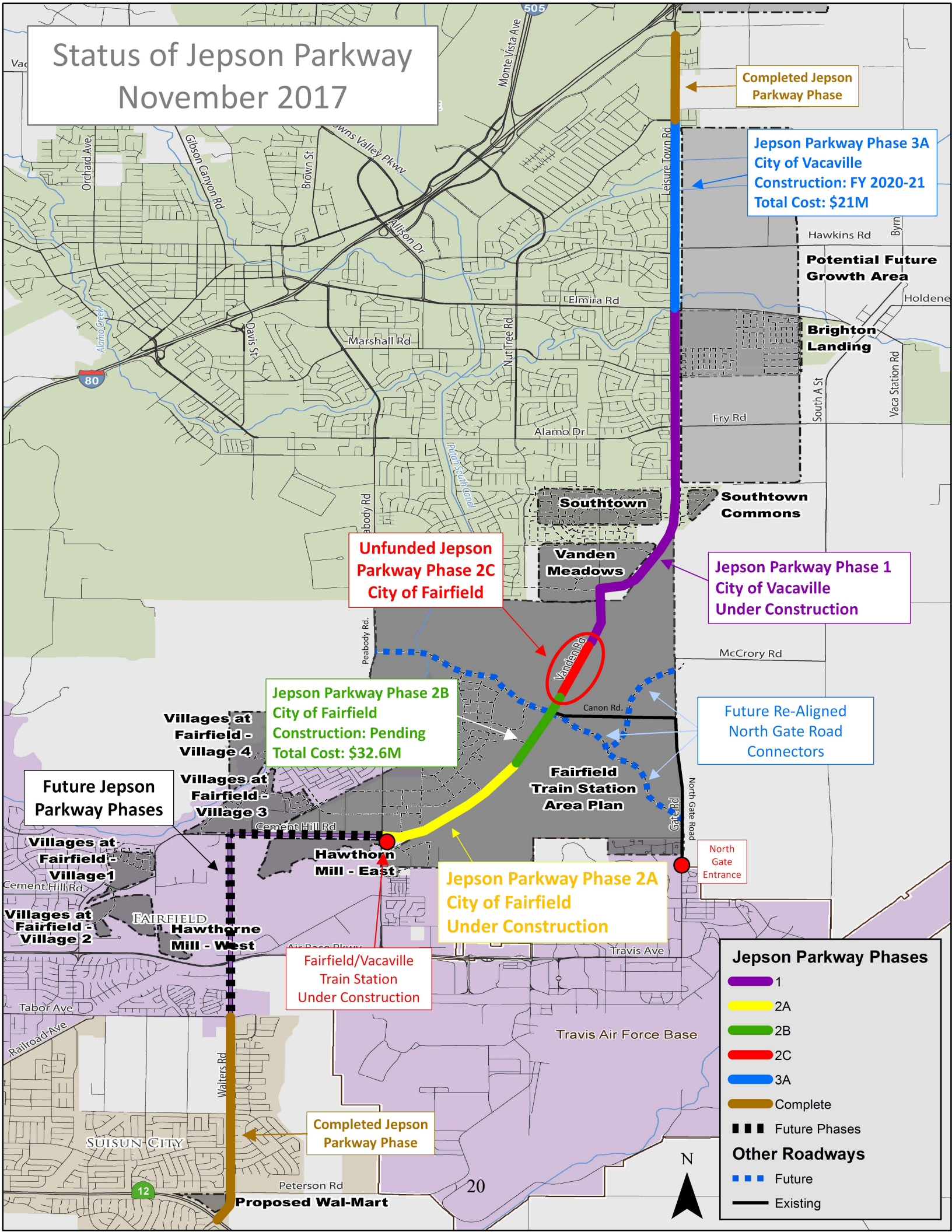
The City of Fairfield has proposed realignment of Jepson Parkway near the Canon Road intersection and an adjustment in profile to accommodate a future grade separated crossing of UPRR tracks near the Canon Road intersection with Jepson Parkway. This alignment has been cleared for CEQA through the City's Train Station Specific Plan work. These segments are being shown as a separate projects entitled Phase 2B and 2C and will be reflected in future separate Funding Agreement(s).

<i>Phase 2A Project Costs -</i>	
	Total Cost
Design	2,649,012
Right-of-way	6,940,441
Utility Relocations	1,991,300
Environmental Mitigations, Phase 2A	1,838,520
Construction	13,822,000
CM/Inspection	1,382,200
Landscape Design/Construction/CM (Future Phase)	1,613,744
	\$30,237,217
<i>Phase 2B Project Costs -</i>	
	Total Cost
	\$32,600,000
<i>Phase 2C Project Costs -</i>	
	Total Cost
	\$Pending

Attachment:

- A. Status of Jepson Parkway (Map)

Status of Jepson Parkway November 2017



Completed Jepson Parkway Phase

Jepson Parkway Phase 3A
City of Vacaville
Construction: FY 2020-21
Total Cost: \$21M

Potential Future Growth Area

Brighton Landing

Southtown Commons

Southtown

Vanden Meadows

Unfunded Jepson Parkway Phase 2C
City of Fairfield

Jepson Parkway Phase 1
City of Vacaville
Under Construction

Jepson Parkway Phase 2B
City of Fairfield
Construction: Pending
Total Cost: \$32.6M

Future Re-Aligned North Gate Road Connectors

Future Jepson Parkway Phases

Villages at Fairfield - Village 4

Villages at Fairfield - Village 3

Fairfield Train Station Area Plan

Villages at Fairfield - Village 1

Villages at Fairfield - Village 2

Hawthorn Mill - East

FAIRFIELD Hawthorne Mill - West

Jepson Parkway Phase 2A
City of Fairfield
Under Construction

North Gate Entrance

Fairfield/Vacaville Train Station
Under Construction

Completed Jepson Parkway Phase

Proposed Wal-Mart

Jepson Parkway Phases

- █ 1
- █ 2A
- █ 2B
- █ 2C
- █ 3A
- █ Complete
- Future Phases

Other Roadways

- Future
- Existing

