







With a motion by Board Member Price, and a second by Board Member Sanchez the Arterials, Highways, and Freeways committee approved the recommendation.  
(8 Ayes, 1 Absent)

**5. ACTION ITEM**

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

Robert Macaulay provided an overview of the Arterials, Highways and Freeways Element – Draft Goal Gap Analysis. He explained that the Draft Goal Gap Analysis was previously distributed to the TAC for review and comment with no substantial comments received and that this item is now ready for action by the STA Board.

Board Member Richardson asked that the gap closure between Somerset and Rio Vista remain on the unidentified safety gap list.

Board Member Patterson expressed concerns on how Green House Gas (GHG) emissions are measured. She recommended adding “*or the best technology available for measuring and tracking GHG’s*” within the policies of the CTP Element.

The group discussed cap and trade and how it relates to the CTP goal gap analysis.

Chair Augustine requested more time to review this item.

By consensus the Arterials, Highways, and Freeways committee tabled this item to the next meeting.

**6. INFORMATIONAL ITEMS - DISCUSSION**

**A. Comprehensive Transportation Plan (CTP) Update - Routes of Regional Significance**

Robert Macaulay provided an overview of Comprehensive Transportation Plan (CTP) Update - Routes of Regional Significance. He explained that the STA Board has adopted a definition of the Arterials, Highways and Freeways system by identifying Routes of Regional Significance. Mr. Macaulay outlined the definitions used to select Routes of Regional Significance and the Routes identified in Exhibit A.

The group discussed alternatives routes during emergencies.

Board Member Patterson expressed safety concerns during traffic on Bayshore.

**B. Current Project Priorities Addressing Element Goals**

Daryl Halls provided a brief presentation on Current Project Priorities Addressing Element Goals.

Vallejo’s project will be added to the unified project list.

**C. Regional Transportation Impact Fee (RTIF) Status**

Robert Guerrero provided a presentation on the Regional Transportation Impact Fee (RTIF) and summarized the RTIF Program disbursement. He explained that five out of the seven RTIF projects are advancing and will be receiving a RTIF disbursement for eligible project

expenditures. Mr. Guerrero stated that STA is requesting the RTIF funds collected in District 5 and 7 be committed to a RTIF eligible project by December 2016. He concluded that STA staff intends to work with the Planning Directors over the next two months to develop an updated RTIF revenue projections based on building permit activities anticipated in the next couple of years.

Due to a recent fatality involving two motorcyclists and a car in Dixon, Chair Augustine requested STA staff to evaluate the safety conditions for Highway 113 and Hay Road.

**7. FUTURE AGENDA ITEMS**

A summary of the future agenda items for 2016 was presented.

**8. ADJOURNMENT**

The meeting adjourned at 2:13 p.m. The next Arterials, Highways, and Freeways committee is scheduled to meet at 1:30 p.m. on June 20, 2016 at the Solano Transportation Authority.

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DATE: June 7, 2016  
TO: STA Arterials, Highways, and Freeways Committee  
FROM: Robert Macaulay, Director of Planning  
RE: Arterials, Highways and Freeways Element – Goal Gap Analysis

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**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 San Francisco Bay Ferry (aka 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
- Recently Expanded Curtola Park and Ride in Vallejo

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 can 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 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
- Genentech (Vacaville and Dixon Facilities)
- Westfield Shoppingtown- Fairfield
- Travis Air Force Base
- Benicia Industrial Park
- County Government Center in Fairfield
- Industrial Park in Fairfield on SR 12

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 highway connections can qualify as a Route of Regional Significance. These include roadway facilities with existing or projected traffic volumes arterials that justify a 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 a 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 (Suisun Parkway/Business Center Drive near I-80 and SR12)
- 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 was presented to the Committee today and the Technical Advisory Committee (TAC) on April 27 and May 25 review and approval.

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** – 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 was previously distributed to the TAC for review and comment. No substantial comments have been received. The Arterials, Highways and Freeways reviewed the report at its May 23<sup>rd</sup> meeting, but continued the item in order to allow more time for Committee members to review the content. Changes made to the document in response to Committee instructions are **highlighted** in Attachment A.

Following approval of the Goal Gap Analysis, staff will complete chapters on performance measures and milestones, available resources to address the identified gaps and policies to help guide the allocation of those resources.

**Fiscal Impact:**

None.

**Recommendation:**

Forward a recommendation to the STA Board to approve the Arterials, Highways and Freeways Element – Goal Gap Analysis provided as Attachment A.

Attachment:

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

# Arterials, Highways, and Freeways Element

## Goal Gap Analysis

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### 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. However, the National Freight Strategic Plan was recently completed and does include I-80 on the National Highway Freight Network. Additionally, the **California Freight Mobility Plan** was adopted in December 2014. The I-80 and State Route 12 corridors are on the State freight network. In addition, MTC has recently completed a regional goods movement plan, and this complements goods movement investments efforts at the state and national level. STA has significantly invested in goods movement infrastructure in the past, notably the I-80 Eastbound truck scales in Cordelia and the first construction Package of I-80/I680/SR 12 Interchange. 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. 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.** A HOV lane extends for 8.7 miles in each direction on I-80 (Red Top Road to Air Base Pkwy), and design funds have been allocated to convert the existing HOV lanes to Express lanes and extend them past I-505. In addition, the Express Lane connector ramps in the I-80/I-680/SR-12 Interchange complex 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 in Solano County. MTC has indicated that the project will be included in Plan Bay Area, but currently no additional funding for project 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. One major drop lane location is along Eastbound I-80 at Air Base Pkwy. This drop lane will be removed one the I-80 Express Lanes are constructed past I-505. This project will reduce the congestion caused by the drop lanes at this location.
- 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. However, no jurisdiction in Solano County has adopted a Complete Streets Plan that designates specific streets that will require which facilities in order to implement the ideals of complete streets. Implementing this goal will be an on-going activity for the County.  
**Preliminary Proposal in terms of implementation.** Complete Streets features have been

incorporated into the 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. **Significant Progress.** In 2010 the STA adopted the Solano Highways Operations Plan. This Plan identified ITS strategies to improve operations along the I-80 corridor through lower cost capital investments. Implementation of the Plan has been on-going through the investments of Ramp Metering from Fairfield through Vacaville. Further, pavement detection loops along I-80 were installed as part of the major roadway rehabilitation work that was completed. Recently MTC is developing a Managed Lanes Implementation Plan (MLIP) that will link transit through the corridor to increase through put.
- 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. However, the I-80/I-680/SR 12 Interchange environmental Document has been completed, that can serve as the basis for land development restrictions within the identified foot print of the project.
- 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 some corridor planning work has been done for SR 29. Planning work is underway for SR 37. The only major roadway lacking recent corridor planning is I-505, and the conditions and volumes on I-505 place this route on a low priority for a corridor study; the existing Caltrans Interstate 505 Corridor Plan is sufficient at this time. 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. Staff is recommending that each corridor plan be reviewed for minor updates every five years to update traffic volumes and the status of implementation with a more detailed update every ten years.

### **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. In addition, STA will continue to work with Caltrans to identify and address portions of the freeway and highway system with above-average collision rates or conditions that can increase the likelihood of severe or frequent collisions.

## 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 and focus**. 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 the identification of each segment using Street Savor Software.

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. PCI decreases can be largely attributable to a substantial reduction in state gas tax revenues provided to the cities and county needed 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 an annual 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, an additional \$50 million per year in new revenue 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 and Implementation**. 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.

Funding for maintenance of the state highway system is done throughout the SHOPP. While the 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. Solano County has however, had recent significant SHOPP investment along I-80, and I-680, and SR 12 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. In addition, the I-80 Cordelia Truck Scales are also key goods movement facilities. The Westbound Truck facility need to be replaced and has been identified as a project in MTC’s Regional Goods Movement Plan. The I-80 corridor is identified in the National Freight Plan and the SR 12 corridor is recognized as a Goods Movement corridor along with I-80 in the State Freight Plan.

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. An initial list of goods movement priorities will be included as part of the CTP.

- 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. This task will be undertaken as part of the Solano County’s Moving Solano Forward Phase 2 effort.
- 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, the STA Board has approved a list of priority Managed Lanes 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 expansions and upgrades, 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. New state requirements require projects to use Vehicle Miles Traveled (VMT) as a measure of assessing a project’s traffic impacts, rather than the traditional Level of Service (LoS). This change will how project GHG emissions are calculated at an early stage in the project’s development, and may serve as an effective tool to implement this policy. STA can use the VMT or other Best Available Technology to assess GHG emissions and reduction strategies.

STA has elected to focus funds for recapitalization of express buses on alternative fuel vehicles to meet federal and state low and zero emission requirements. STA has also adopted an Alternative Fuels plan and sought Cap and Trade funds for projects to reduce GHG emissions.

- 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 nor is the STA a signature to the HCP. STA regularly mitigates projects in accordance with the draft HCP's mitigation ratios.





DATE: June 7, 2016  
TO: STA Arterials, Highways, and Freeways Committee  
FROM: Janet Adams, Director of Projects  
RE: Potential Projects on Routes of Regional Significance

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**Background:**

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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  
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- Existing Amtrak/Capitol Corridor Station in Suisun City and the new Fairfield/Vacaville station which is under construction
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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
- Genentech (Vacaville and Dixon Facilities)
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- McCormick Road (Solano County near SR 12)
- McGary Road (Fairfield and Solano County near I-80)
- North Connector (Suisun Parkway/Business Center Drive near I-80 and SR12)
- Canright and Azevedo Roads north of SR 12

**Discussion:**

Attachment A contains a list of projects identified by the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, by Solano County, and by STA, for possible inclusion in the Solano CTP. While the overall project list includes projects from the Active Transportation and Transit and Rideshare elements, Attachment A only includes those that are roadway projects on Routes of Regional Significance. The list consists of 61 individual projects, and is based upon agency submittals made in 2015.

Those projects added to the list have also been listed in a recommended order of priority; the projects submitted by the cities and county have not been ranked, although this may be done at a later date. Project costs (where known or estimated) and fund sources have also not been included.

The purpose of presenting this list for discussion at this time is to prepare the Committee for a subsequent discussion on how to categorize projects and allow for prioritization for funding. The Solano CTP generally categorizes projects as Tier 1 (the most critical projects or those with substantial existing investments), Tier 2 (initial design/environmental investment or a dedicated fund source), and Tier 3 (projects envisioned, but with lower amounts of financial investment in implementation). The Arterials, Highways, and Freeways will ultimately be sorted into a similarly tiered list.

**Fiscal Impact:**

None.

**Recommendation:**

Information.

Attachment:

- A. List of Potential Projects on Routes of Regional Significance

## Projects on Routes of Regional Significance – June 2016

| Recommended Tier | Agency | Location / Title  | Description   | Project Status: Vision/ Initiated/ Designed | New Project: Yes/ No | Project Source:    |
|------------------|--------|---|---|---|----------------------|--------------------|
| 1                | STA    | I-80/I-680/SR 12 Interchange, including the west end of the North Connector | Construction Packages 2-7, including Express Lane direct connections and the west end of the North Connector.<br><b>This is a Route of Regional Significance.</b> | Designed                                    | No                   | I-80 Corridor Plan |
| 1                | STA    | I-80 Westbound Cordellia Truck Scales                                       | Construct new truck scales off of I-80.<br><b>This is a Route of Regional Significance.</b>   | Designed                                    | No                   | I-80 Corridor Plan |
| 1                | STA    | Regional Express Lane Network   | Construct new I-80 Express Lanes/convert HOV to Express Lanes in Fairfield and Vacaville.<br><b>This is a Route of Regional Significance.</b>                     | Designed                                    | No                   | I-80 Corridor Plan |

| Recommended Tier | Agency  | Location / Title   | Description  | Project Status: Vision/ Initiated/ Designed | New Project: Yes/ No | Project Source: |
|------------------|---|--|--|---|----------------------|-----------------|
| 1                | STA, Fairfield, Solano County, Suisun City, Vacaville | Jepson Parkway<br><b>AGENCY PRIORITY PROJECT</b>             | Construct the Vacaville portion of the 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned.<br><b>This is a Route of Regional Significance.</b> | Initiated/ Designed                         | No                   | Multiple        |
| 1                | Rio Vista   | SR 12/Church Road  | Improve the SR 12 and Church Road intersection. The park-and-ride lot may be installed with development of a shopping center at this intersection.<br><b>This is a Route of Regional Significance.</b>   | Designed                                    | No                   | SR 12 MIS       |
| 1                | Vallejo/ CalTrans                                     | I-80 / Redwood Interchange<br><b>AGENCY PRIORITY PROJECT</b> | Improve on/off ramp circulation from I-80.<br><b>This is a Route of Regional Significance.</b>   | Initiated                                   | No                   |                 |
| 1                | Vallejo   | Fairgrounds Dr from SR 37 to Redwood                         | Increase capacity of roadway segment. <b>This is a Route of Regional Significance.</b>   | Initiated                                   | No                   |                 |

| Recommended Tier | Agency       | Location / Title                      | Description   | Project Status: Vision/ Initiated/ Designed | New Project: Yes/ No | Project Source:                             |
|------------------|--------------|---------------------------------------|---|---|----------------------|---|
| 1                | STA          | SR 12 / SR 113 Intersection           | Replace existing intersection with new lanes and control lights or round-about<br><b>This is a Route of Regional Significance.</b>  | Initiated                                   | Yes                  | SR 12 Corridor Study SHOPP                  |
| 1                | STA          | SR 12 Gap Closure (Somerset to Durin) | Install shoulders and turn pockets on SR 12.<br><b>This is a Route of Regional Significance.</b>  | Initiated                                   | Yes                  | SR 12 Corridor Study SHOPP                  |
| 2                | STA          | Express Network Expansion             | Construct new I-80 Express Lanes in Vallejo.<br><b>This is a Route of Regional Significance</b>   | Initiated.                                  | Yes                  | I-80 Corridor Plan                          |
| 2                | STA/<br>SCTA | Improve SR 37                         | Widen and raise SR 37 and improve connections to local roads from I-80 to US 101.<br><b>This is a Route of Regional Significance</b>  | Vision                                      | Yes                  |   |
| 2                | STA          | Rio Vista Bridge Replacement          | Replace, and possibly relocate, the Rio Vista Bridge.<br><b>This is a Route of Regional Significance</b>  | Vision                                      | No                   | SR 12 Corridor Study Rio Vista Bridge Study |
| 3                | STA          | Express Network Expansion             | Construct new I-80 Express Lanes in Vacaville (east of I-505), and Dixon, and along I-680 from the Contra Costa County line to I-80.<br><b>This is a Route of Regional Significance</b> | Vision.                                     | Yes                  | I-80 Corridor Plan                          |

| Recommended Tier | Agency  | Location / Title   | Description   | Project Status: Vision/ Initiated/ Designed | New Project: Yes/ No | Project Source:           |
|------------------|---------|--|---|---|----------------------|---------------------------|
|                  | Benicia | I-680/Lake Herman Road Interchange   | Install traffic signals and construct interchange improvements at I-680/Lake Herman Road.<br><b>This is a Route of Regional Significance.</b>   | Vision                                      | No                   | Benicia Business Park EIR |
|                  | Benicia | I-680/Bayshore/ Industrial Interchange Connections                                       | Install traffic signals and related traffic control and circulation improvements.<br><b>This is a Route of Regional Significance.</b>   | Vision                                      | No                   | Benicia Business Park EIR |
|                  | Benicia | Columbus Parkway Reliever Route (I-780 to City Limits)<br><b>AGENCY PRIORITY PROJECT</b> | Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo.<br><b>This is a Route of Regional Significance.</b><br>Design to start FY 2015-2016 with improvements in FY 2016-2017. Estimated cost \$710,000. | Vision                                      | No                   | Benicia TIF               |
|                  | Dixon   | I-80/Pedrick Rd. Interchange   | Construct overcrossing and ramp improvements.<br><b>This is a Route of Regional Significance.</b>   | Vision                                      | No                   | None identified           |
|                  | Dixon   | I-80/SR 113 Interchange  | Construct overcrossing and ramp improvements.<br><b>This is a Route of Regional Significance.</b>   | Vision                                      | No                   | None identified           |
|                  | Dixon   | I-80/Pitt School Rd. Interchange   | Construct overcrossing and ramp improvements.<br><b>This is a Route of Regional Significance</b>  | Vision                                      | No                   | None identified           |

| Recommended Tier | Agency | Location / Title   | Description   | Project Status: Vision/ Initiated/ Designed | New Project: Yes/ No | Project Source: |
|------------------|--------|--|---|---|----------------------|-----------------|
|                  | Dixon  | I-80/West A St. Interchange  | Construct overcrossing and ramp improvements.<br><b>This is a Route of Regional Significance.</b>   | Vision                                      | No                   | None identified |
|                  | Dixon  | SR 113 relocation to Kidwell Road interchange                      | Relocate SR 113 out of the Dixon City Limits on the Midway-Kidwell Road alignment. This project is an option identified in the SR 113 MIS.<br><b>This is a Route of Regional Significance.</b>  | Vision                                      | No                   | STA SR 113 MIS  |
|                  | Dixon  | <b>Parkway Blvd Overcrossing</b><br><b>AGENCY PRIORITY PROJECT</b> | Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility.<br><b>This is a Route of Regional Significance</b><br>At the right-of-way acquisition stage but dependent on development. | Design                                      | No                   | None identified |
|                  | Dixon  | Vaughn Road Railroad Bypass Project                                | Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks.<br><b>This is a Route of Regional Significance.</b>  | Vision                                      | No                   | None identified |



| Recommended Tier | Agency    | Location / Title  | Description   | Project Status: Vision/ Initiated/ Designed | New Project: Yes/ No | Project Source:        |
|------------------|-----------|---|---|---|----------------------|------------------------|
|                  | Dixon     | Pedrick Road Overcrossing   | Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road. Project includes 2 travel lanes in each direction plus Class I bike/ped facility.<br><b>This is a Route of Regional Significance</b>  | Vision                                      | No                   | None identified        |
|                  | Dixon     | Downtown Dixon Streetscape Project (Phases 3 & 4)                     | Complete landscaping and pedestrian improvements in A Street/1st Street/Railroad track area in downtown Dixon.<br><b>This is a Route of Regional Significance</b>   | Vision                                      | No                   | None identified        |
|                  | Fairfield | I-80/West Texas St Ramp Improvement<br><b>AGENCY PRIORITY PROJECT</b> | Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center. Improve transit, pedestrian, and bicycle access to Transit center with direct connection to Linear Park Trail. This area is one of the county's PDAs.<br><b>This is a Route of Regional Significance.</b> | Designed                                    | No                   | Fairfield General Plan |
|                  | Fairfield | Manuel Campos Pkwy from Mystic Drive to Peabody Rd.                   | Construct the remaining segment of the Manuel Campos Parkway, including a new segment from Mystic Drive to Dixon Hill Road  | Designed                                    | No                   | Fairfield General Plan |











| Recommended Tier | Agency    | Location / Title                                 | Description   | Project Status: Vision/ Initiated/ Designed | New Project: Yes/ No | Project Source:                                      |
|------------------|-----------|--|---|---|----------------------|--|
|                  | Vacaville | I-80/California Drive Extension and Overcrossing | Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections.<br><b>This is a Route of Regional Significance.</b>   | Vision                                      | No                   | Vacaville General Plan and Transportation Impact Fee |
|                  | Vacaville | I-505/Vaca Valley Pkwy Interchange.              | Widen the existing overcrossing to 3 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities. This project will likely be needed in the next 5 years. Will consider initiating pre-design studies in next 2 years. May eliminate need for 09CTP084.<br><b>This is a Route of Regional Significance.</b> | Vision                                      | No                   | Vacaville General Plan and Transportation Impact Fee |
|                  | Vacaville | Midway Rd. (Putah South Canal to I-80)           | Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial.<br><b>This is a Route of Regional Significance.</b>   | Vision                                      | Yes                  | Vacaville General Plan                               |

| Recommended Tier | Agency    | Location / Title                 | Description  | Project Status: Vision/ Initiated/ Designed         | New Project: Yes/ No | Project Source:                                      |
|------------------|-----------|----------------------------------|--|---|----------------------|--|
|                  | Vacaville | Lagoon Valley / I-80 Interchange | Widen existing overcrossing to provide protected left turn pockets. Reconstruct EB ramps and widen WB ramps for turn movements.<br><b>This is a Route of Regional Significance.</b>  | Designed  | No                   | Vacaville General Plan, Lagoon Valley Policy Plan    |
|                  | Vacaville | Elmira Road East of Leisure Town | Widen to 4 Lane Arterial<br><b>This is a Route of Regional Significance.</b>   | Vision/ Development Initiated & Designed south side | No                   | Vacaville General Plan                               |
|                  | Vacaville | Vaca Valley Parkway              | Widen Vaca Valley Pkwy from I-80 to I-505 to 6 lane divided arterial<br><b>This is a Route of Regional Significance</b>  | Vision  | No                   | Vacaville General Plan and Transportation Impact Fee |
|                  | Vacaville | Peabody Road South of Alamo      | Widen to 6 lane divided Arterial.<br><b>This is a Route of Regional Significance</b>   | Vision  | No                   | Vacaville General Plan                               |
|                  | Rio Vista | SR 12 Pedestrian Overcrossings   | Construct pedestrian overcrossings of SR 12 to improve pedestrian safety and provide a safe route to schools. Project locations are between the Del Rio Hills and Riverwalk subdivisions just east of Church Street, and at Gardner Street. <b>This is a</b> | Vision  | Yes                  | Rio Vista General Plan                               |



| Recommended Tier | Agency               | Location / Title   | Description   | Project Status: Vision/ Initiated/ Designed | New Project: Yes/ No | Project Source: |
|------------------|----------------------|--|---|---|----------------------|-----------------|
|                  |                      |  | <b>Route of Regional Significance.</b>  |   |                      |                 |
|                  | Vallejo              | Improve SR 29 through Vallejo  | Pedestrian and landscaping improvements.<br><b>This is a Route of Regional Significance.</b>  | Initiated                                   | N                    |                 |
|                  | Vallejo/<br>CalTrans | Improve SR 37/Mare Island Interchange and Azuar and Railroad from SR 37 to G St.<br><br><b>AGENCY PRIORITY PROJECT</b> | Improve major roadways on and connecting to Mare Island. <b>Some, but not all, of these are Routes of Regional Significance.</b>                                      | Vision                                      | No                   |                 |
|                  | Vallejo              | Columbus Pkwy from Benicia Rd. to Spring Road.   | Widen Columbus Pkwy from 2 lanes to 4 lanes. Complete from SR 37 to Springs St. Springs St. to Benicia Road planned. <b>This is a Route of Regional Significance.</b> | Designed                                    | No                   |                 |
|                  | Vallejo              | I-80/Turner Overcrossing   | Add additional east-west connection to local streets; may provide bike/ped access across I-80.  | Vision                                      | No                   |                 |
|                  | Vallejo              | Mare Island Causeway   | Replace existing causeway bridge.<br><b>This is a Route of Regional Significance.</b>   | Vision                                      | No                   |                 |

| Recommended Tier | Agency | Location / Title  | Description   | Project Status:<br>Vision/<br>Initiated/<br>Designed | New Project:<br>Yes/ No | Project Source: |
|------------------|--------|---|---|--|-------------------------|-----------------|
|                  | County | SR 37 / Fairgrounds interchange<br><b>AGENCY PRIORITY PROJECT</b> | Improve on/off ramp circulation to SR 37.<br><b>This is a Route of Regional Significance.</b> |  | No                      |                 |
|                  |        |   |   |  |                         |                 |

