

Description

- Project will replace 240 parking spaces in a surface parking lot at the Fairfield Transportation Center (FTC) with 1200 space parking structure. Increases parking spaces for commuter mode shift from 640 to 1600 spaces. New structure may need to be constructed in two 600 space phases.
- Shifting 960 people from single occupant vehicles (SOV) to transit, vanpools and carpools estimated to cut vehicle miles travelled (VMT) in I-80 and I-680 corridor by over 60,000 miles per day.
- Modifying the existing intersection of the East-bound off ramp from I-80 will allow traffic flows for all modes to be improved in the vicinity of the FTC.
 - o Eliminating free right turn by all vehicles improves safety by eliminating a short double weaving section on West Texas.
 - o New crosswalk will provide direct access to the FTC from the north and west by eliminating need for additional 1900 feet of travel.
 - o New 10' multi-purpose trail on south side of West Texas will provide direct access to FTC for pedestrians and bicyclists coming from West Texas Priority Development Area (PDA) to the east. 900 foot shorter travel path.
 - o New 10' multi-purpose trail link between West Texas Street and the Fairfield Linear Park Trail improves pedestrian and bicycle access to city-wide trail system.
 - o New bus-only access directly from off-ramp into the FTC will cut 0.45 miles from 42 bus trips daily.
- New landscaping installed as part of access improvements will form gateway to encourage development in West Texas Priority Development Area.

Background

- FTA familiar with project.
- FTA approval of Categorical Exclusion as a Transportation Corridor Fringe Parking Facility will be requested as soon as Air Quality Conformity is confirmed.

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- No intersections with a significant number of diesel vehicles.
- Only truck traffic for local deliveries. Low volumes will not change due to project.
- Less than 200 bus trips daily

(iii) New bus and rail terminals and transfer points?

- Not Applicable

(iv) Expanded bus and rail terminals and transfer points?

- No change to bus operations.
- Less than 200 bus trips daily.
- Over 20% of buses will have direct access to transit center for reduced bus travel through neighborhood.

(v) Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?

- No

Attachment E
Project Assessment Form for PM_{2.5} Interagency Consultation

Project Title: **Fairfield Transportation Center Expansion and Access Improvement Project**

Project Summary for Air Quality Conformity Task Force Meeting: **August 28, 2014**

BACKGROUND

The Fairfield Transportation Center Parking Expansion and Access Improvement Project is a priority project for the City of Fairfield and the Solano Transportation Authority.

The Fairfield Transportation Center (FTC) is one of 23 regional transit hubs in the Bay Area. It is a major transfer point for both our local and intercity transit services. It also serves as a major staging area for vanpools, carpools, and casual carpools. City Transportation staff and transit contractor are also based in the administration building at the FTC.

FTC Currently has 640 parking spaces, but demand far outpaces the supply and lots are full every weekday by 6:30 am and businesses nearby are impacted with perhaps 150-200 overflow vehicles each day. That is a problem for the people that do business in the administration building and for commuters that want to travel together, because the businesses occasionally tow vehicles that they determine to be commuters and not customers.

City cleared a plan to expand to 1000 total spaces by building a 600 space parking structure in 2008, but we have determined that we need to think larger to really meet demand. The current plan is to expand the FTC ultimately to 1600 spaces by building a 1200 space parking structure to replace the 240 space surface lot. It will probably be done in two 600 space phases. We are also planning access improvements to the FTC to provide better access for bicyclists and pedestrians. To provide direct access to the site for bicyclists and pedestrians, we must modify the intersection of the East Bound Off Ramp from Interstate 80 with West Texas Street to eliminate a free right turn lane, construct new multipurpose pathways, and install a new crosswalk. Eliminating the free right turn will allow us to construct a bus only lane from the ramp directly into the FTC, cutting almost ½ mile of travel for each of our intercity buses returning from BART.

We updated our traffic study for the parking expansion and access improvements. We determined that we needed to make some slight modifications to a few intersections to mitigate traffic impacts and plan to adopt a Mitigated Nec Dec for CEQA (A left-turn pocket at one intersection will be extended) and a Cat EX as a peripheral parking facility for NEPA. Project exempt from regional air quality analysis (it supports mode shift from single occupant vehicles to transit and vanpools in the congested I-80 and I-680 corridors).

We are not planning any changes in bus scheduling in association with the parking expansion and many of our buses will be traveling less in the immediate vicinity due to the bus only lane from the ramp. More parking will allow the demand by transit riders to be spread more evenly on the existing buses. Right now, the lack of parking forces many people to catch earlier buses than they would like. A lot of the additional parking would also benefit vanpools as Solano County has one of the highest rates of vanpooling in the Bay Area.

RTIP ID# (required) SOL 110007					
TIP ID# (required) SOL 110007					
Air Quality Conformity Task Force Consideration Date			August 28, 2014		
Project Description (clearly describe project) Fairfield Transportation Center Expansion and Access Improvement Project					
<ul style="list-style-type: none"> • Construct 1200 space parking structure to replace existing 240 space surface lot at the Fairfield Transportation Center (FTC), a regional transit hub, to increase parking for intercity transit, vanpools, carpools, and casual carpools from 640 spaces to 1600 spaces. <ul style="list-style-type: none"> ◦ Likely to be constructed in two phases of 600 spaces each. ◦ Vehicle miles travelled (VMT) reduced by 60-90 miles each day for each vehicle parked at FTC due to mode shifts from single occupant vehicles (SOV) to transit, vanpools or carpools. • Provide direct access to the FTC by pedestrians, bicyclists, and east-bound buses by reconfiguring the intersection of the Eastbound Off-Ramp from I-80 to West Texas Street. Currently there is no crosswalk at intersection and no sidewalk on south side of West Texas Street. Pedestrians, bicyclists, and all buses must travel around an adjacent shopping center to get to the FTC. Distance for active modes would be reduced 900 feet and 1900 feet for arrivals from the east and west, respectively. <ul style="list-style-type: none"> ◦ Convert general purpose free right turn lane into a bus only lane from ramp directly into the FTC bus bays. 42 east bound buses every day would save 0.45 miles each trip. Number of bus trips not changed by project. Growth in transit ridership currently restricted by lack of parking. ◦ Eliminating the free right turn will allow construction of a cross walk across West Texas Street at the ramp terminus. ◦ New crosswalk will allow construction of 10 foot wide multi-purpose trail along south side of West Texas for better connections between FTC and the West Texas Priority Development Area (PDA) to the east. ◦ A new 10 foot wide multi-purpose trail would connect the Fairfield Linear Park Trail to the new crosswalk, providing a direct link from city-wide trail system to the transit center. ◦ Changes to intersection will allow striping a 4 foot shoulder on the south side of West Texas under I-80 for bicycle connection from western portion of the Linear Park Trail. ◦ Landscaping will frame gateway to the PDA to help encourage transition from older highway commercial to mixed use. 					
Type of Project: Bus Terminal and Transfer Point					
Anticipate FTA approval of Categorical Exclusion under 23 CFR 771(d)(4) Transportation Corridor Fringe Parking Facility					
County SOLANO		<i>Narrative Location/Route & Postmiles</i> Not a highway project Caltrans Projects – EA# N/A			
Lead Agency: City of Fairfield					
<i>Contact Person</i> Wayne Lewis, Assistant PW Director/Transit Manager		<i>Phone#</i> 707-434-3804 Office 916-771-3211 Cell		<i>Fax#</i> 707-426-3298	<i>Email</i> wlewis@fairfield.ca.gov
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)					
Approval by FTA 23 CFR 771(d)(4)	<i>Categorical Exclusion (NEPA)</i>	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	<i>Other</i>

Scheduled Date of Federal Action: Fall 2014				
NEPA Delegation – Project Type <i>(check appropriate box)</i> No Delegation, Decision by FTA				
<i>Exempt</i>	Section 6004 – Categorical Exemption	Section 6005 – Non- Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	6/2010			
End	6/2015			
Project Purpose and Need (Summary): <i>(please be brief)</i> Improve access to and increase parking capacity at the Fairfield Transportation Center (FTC), a regional transit hub and transportation corridor fringe parking facility, to facilitate mode shifting and reduction of congestion, vehicle miles traveled (VMT), and green-house gas production. New building and landscaping will enhance the transit center and frame a gateway into the historical downtown and the West Texas Priority Development Area to support transition from old highway commercial to mixed use.				
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> The FTC is located next to Interstate-80 in an area zoned for highway commercial. Any increases in local traffic due to project would be personal vehicles of people seeking to shift modes. Bus operations will not be changed and project will have no impact on volume of diesel powered vehicles.				
Brief summary of assumptions and methodology used for conducting analysis Traffic Analysis assumed full build out of both the Solano County General Plan and City of Fairfield General Plan. No change to bus operations. No change to truck traffic (only trucks are for local deliveries). Institute for Transportation Engineers (ITE) estimates total daily trip generation from a park and ride expansion at 4,320 (691 am peak and 595 pm peak).				
RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility N/A				

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Analysis based on 2015 opening for transit parking expansion, but lack of funding has delayed project. City is currently moving utilities to clear site of new structure and planning to prepare documentation to support a design/build process which will reduce construction time once funding is secured. 184 daily bus arrivals will not change. All buses are currently diesel.

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

184 daily bus arrivals will not change due to project. All buses are currently diesel, but transition to alternate fuels is expected over next 10-15 years.

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

Intercity buses from FTC serve 3 BART stations and most people that park at the FTC are commuting to jobs in Oakland, San Francisco, or Sacramento, so it is estimated Vehicle Miles Travelled (VMT) reduced by 60-90 miles each day for each vehicle parked at FTC due to mode shifts from single occupant vehicles (SOV) to transit, vanpools or carpools. Project adds 960 parking spaces and many will be used more than once daily.

Comments/Explanation/Details (please be brief)

This is a project that has large benefits for regional air quality and only minor localized air quality impacts due to increased automobile trips on local streets to reach the transit center. Note that most of those trips would be made on the freeway if additional parking for mode shifting is not available. Neither truck nor bus traffic would be increased due to project. Expansion of parking and access improvements along with the associated landscaping will help promote higher density, mixed-use, redevelopment in the West Texas Priority Development Area.

Project Assessment Form for PM_{2.5} Interagency Consultation

Project Title: **Fairfield Transportation Center Expansion and Access Improvement Project**

Traffic Study Summary for Air Quality Conformity Task Force Meeting: **August 28, 2014**

Regional benefits from the FTC Expansion and Access Improvements Project are very significant because expanding the parking capacity and improving access to the transit center will allow more people to shift modes and use transit or vanpools for their commutes into the more congested urban centers. An estimated minimum average vehicles miles travelled (VMT) reduction of 60 miles per day per mode shifter results in nearly 14.5 million less VMT annually in some of the most congested corridors in our region. Easing the congestion faced by other travelers magnifies the regional benefits in reduction of all pollutants, especially greenhouse gases. 60 miles is the average round trip to BART stations and Sacramento served by our intercity buses, but many of the vanpools based at the FTC go much farther (e.g. United Airlines maintenance workers going to SFO).

Although the regional benefits are very large, there are some localized impacts anticipated from the parking expansion which is projected to generate 4,320 more trips on local streets leading to the FTC.

It is important to note that truck volumes are very low on the local streets leading to the FTC which are used primarily by trucks with local deliveries and the FTC project will not make any changes that should induce more truck traffic. No changes to the transit schedule are planned in conjunction with the parking expansion, but the direct access into the transit center for east-bound intercity buses will reduce the distance traveled, so there may be a small decrease in diesel emissions from buses.

Nine intersections near the FTC were modeled to evaluate the impacts of the project and only 3 of the 9 modeled intersections are projected to drop below Level of Service (LOS) C during the forecast period. Scaling factors from MTC's travel demand model were used to convert the peak hour forecasts in the Traffic Impact Analysis to Average Annual Daily Traffic (AADT) estimates for the major streets at those intersections for this summary.

Two of the intersections are on West Texas Street which runs in front of the FTC with an estimated 2015 Baseline AADT of approximately 25,000 (28,000 with the project). The AADT on West Texas Street is forecast to increase to approximately 30,000 in 2030 (33,000 with the project). Two of the three intersections also include Beck Avenue, which is a north-south arterial that connects State Route 12 to I-80 and is also on most routes to the FTC. From an estimated 2015 Baseline AADT of approximately 23,000 (27,000 with the project), the AADT on Beck Avenue is forecast to increase to approximately 25,000 in 2030 (29,000 with the project). Cadenasso Drive connects the FTC to Beck Avenue. The estimated AADT for Cadenasso in 2015 is 11,000 (15,000 with project) and the AADT is expected to increase to 12,000 in 2030 (16,000 with project).

The LOS for the intersection where West Texas Street, Oliver Road, Rockville Road, and the I-80 Westbound On-Ramp meet is projected to stay at LOS C in 2015 with the project and then drop to LOS D in the afternoon peak by 2030, with or without the project. The delay with the project will be approximately 4 seconds longer than without it (48.4 sec vs 44.4 sec in 2030), with a total afternoon peak hour volume (all movements) of 2,348 vehicles (72 generated by project).

The LOS in the morning peak for the West Texas Street/Beck Avenue intersection is projected to drop from LOS C to LOS D in both 2015 and 2030 with the project (Project related delay increases of 10-15 sec). A LOS C is expected to be maintained in the afternoon peak in 2015 with or without the project, but is projected to drop to LOS D in 2030, with or without the project (project related delay increases of approximately 3 seconds).

Even after a mitigation project to increase the length of the left turn pocket, delays will increase 5 sec in 2015 and less than 10 sec in 2030 at the Cadenasso Drive/Beck Avenue intersection in the afternoon peak, but will be enough to drop the LOS from C to D. All other intersections were forecast to retain a LOS of C or better through 2030 with the project.

For members of the Task Force that would like to drill down into the details, the full Traffic Impact Analyses for the FTC Expansion and Access Improvements Project has been posted to a City of Fairfield ftp site that can be accessed at <ftp://coftp.fairfield.ca.gov> (Username: ftp_transit - Password: parkandride2013)

Roadway Network Analysis Methodology. To provide a baseline for identification of impacts on the local roadway network, existing traffic operating conditions have been determined for key local intersections in the Project Area vicinity.

Study Intersections - Intersections, rather than midblock roadway segments, are typically the critical capacity-controlling locations for vehicular travel on urban roadway networks and are the primary basis for determining traffic impacts. Nine (9) "study intersections" have been selected by the County as those most likely to be affected by the proposed Project and warranting study.

The nine study intersections (in **Figure 1**) are listed below:

- 1 – Rockville Rd at the I-80 Westbound On-Ramp/Oliver Rd (Traffic signal),
- 2 – West Texas Street at the I-80 Eastbound off ramp (Traffic signal),
- 3 – West Texas Street at Beck Avenue (Traffic signal),
- 4 – Cadenasso Drive at Beck Avenue (Traffic signal),
- 5 – Cadenasso Drive at FTC Garage/Target-Home Depot Entrance (Stop sign),
- 6 – Cadenasso Drive at Auto Mall Parkway/FTC Parking Entrance (Stop sign),
- 7 – Auto Mall Parkway at FTC Parking Entrance/Home Depot Entrance (Stop sign),
- 8 – Auto Mall Parkway at FTC Parking Exit (Stop sign),
- 9 – Auto Mall Parkway at I-80 EB Ramps (Stop sign)

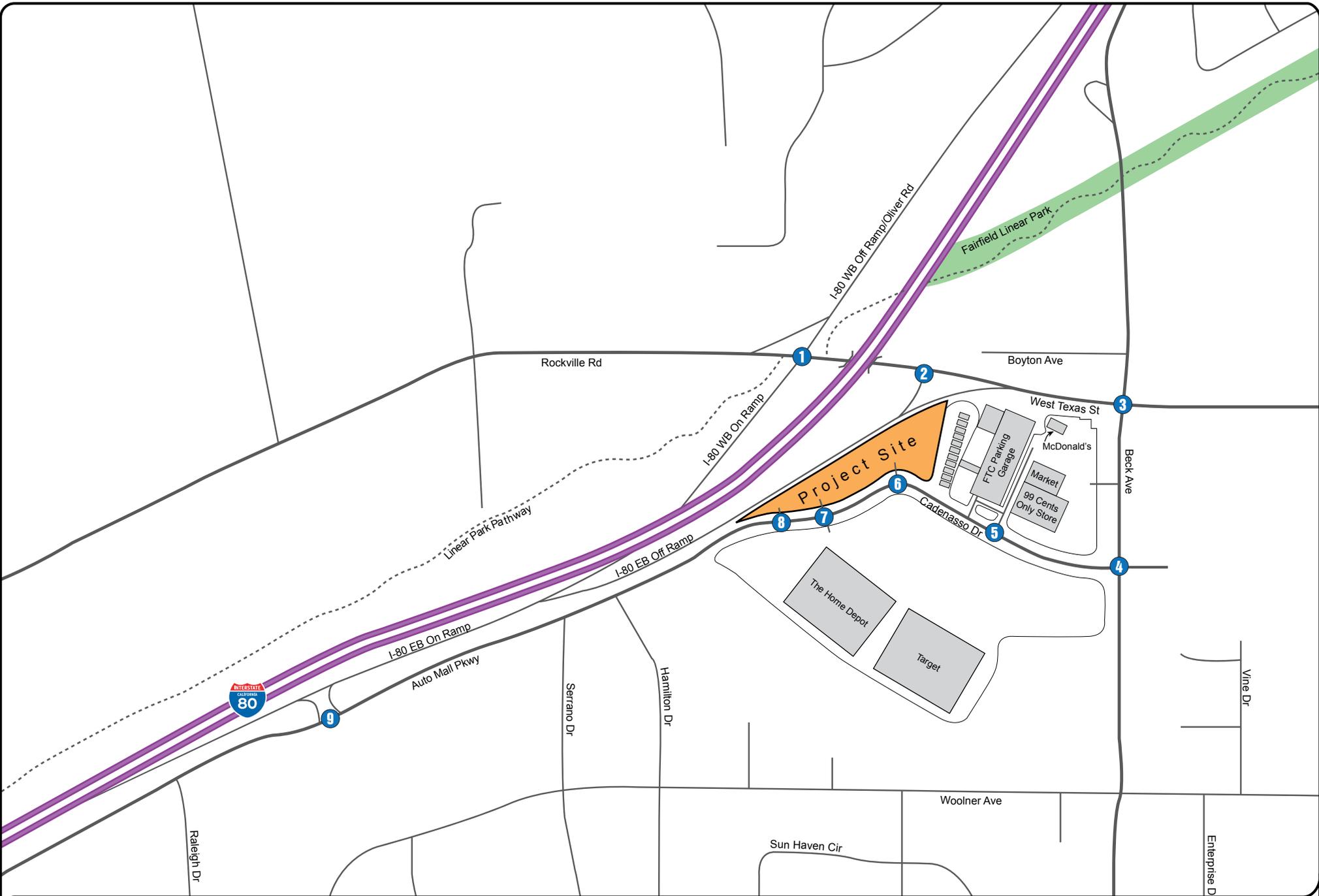
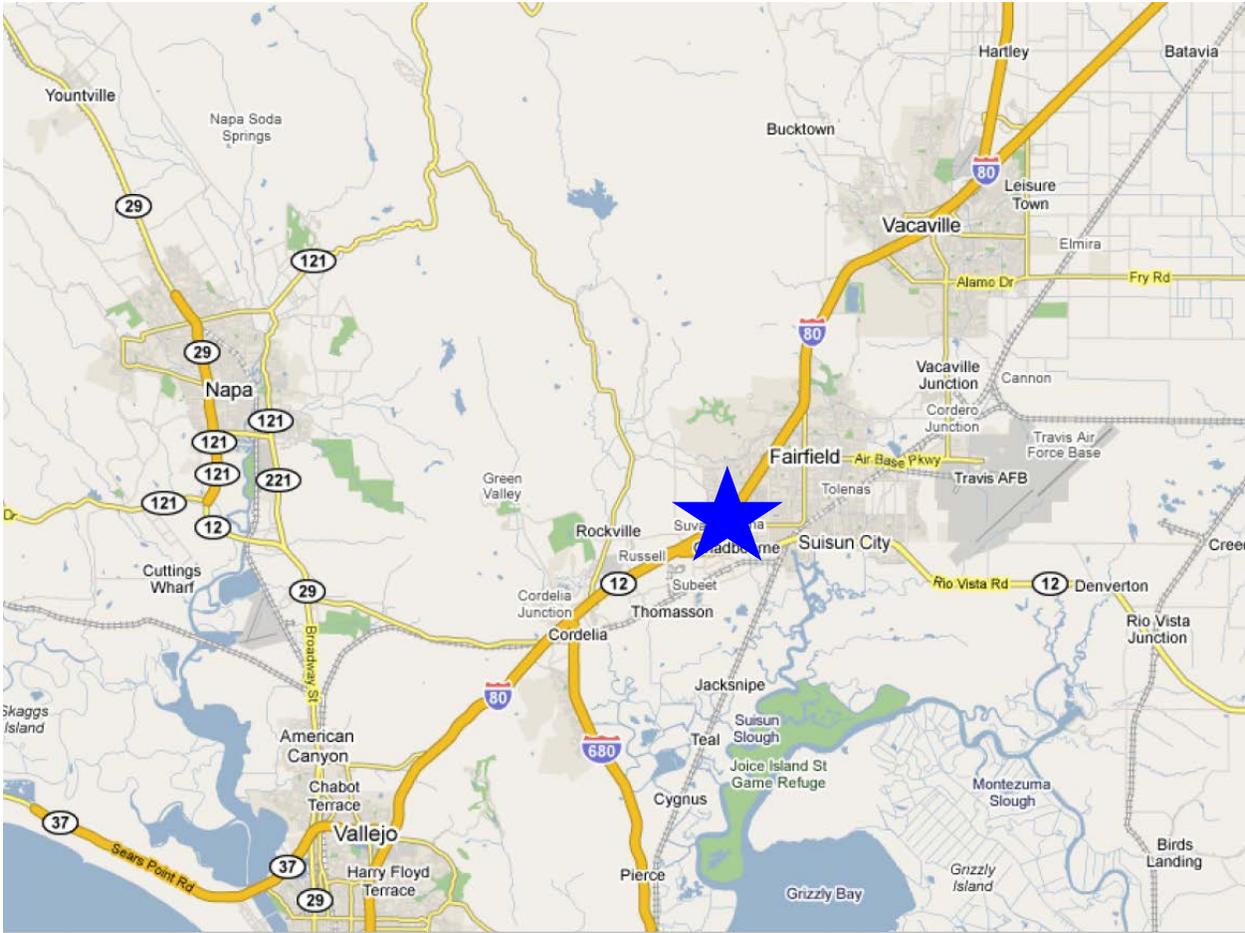
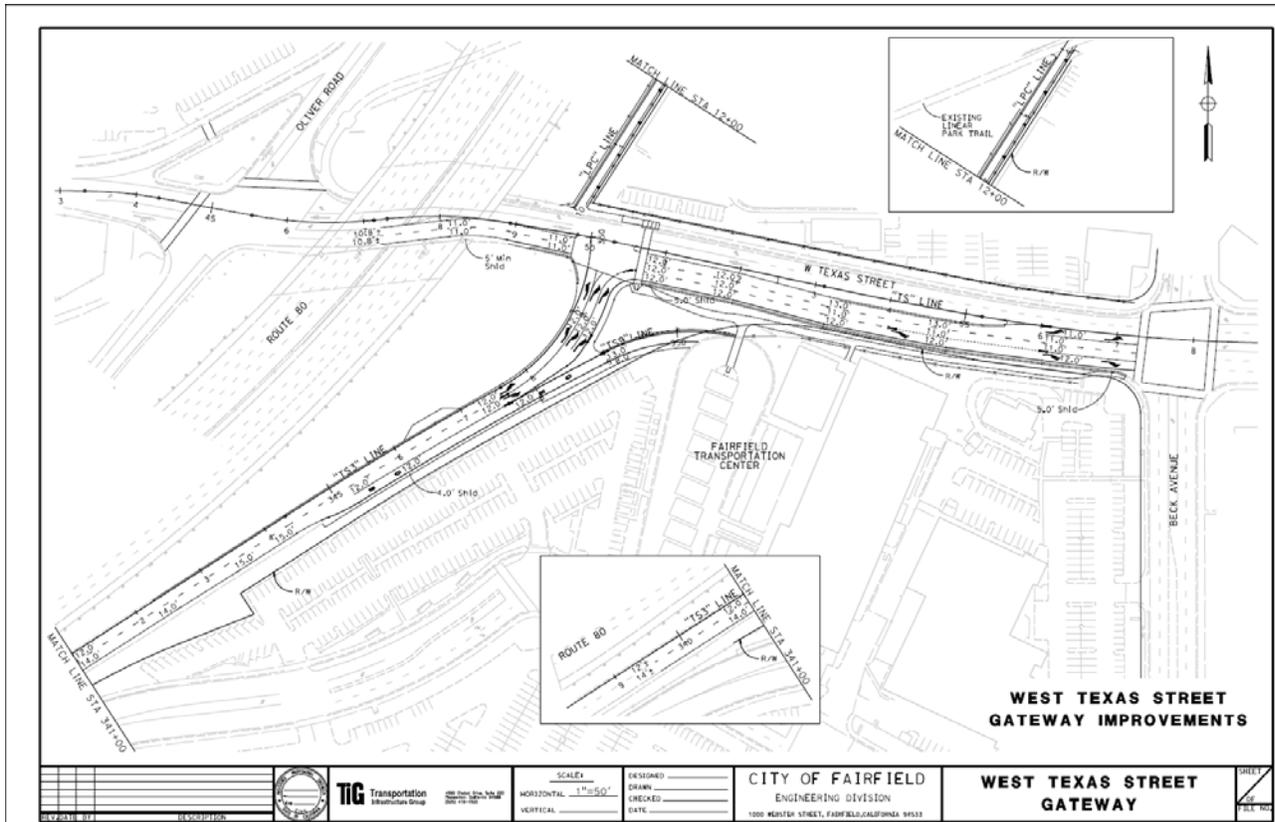


FIGURE 1 | PROJECT LOCATION AND STUDY INTERSECTIONS
TRAFFIC IMPACT ANALYSIS
 FTC Expansion/West Texas Gateway
 City of Fairfield

The Fairfield Transportation Center (FTC) is a regional transit hub located off West Texas Street and Interstate 80 in Fairfield, California

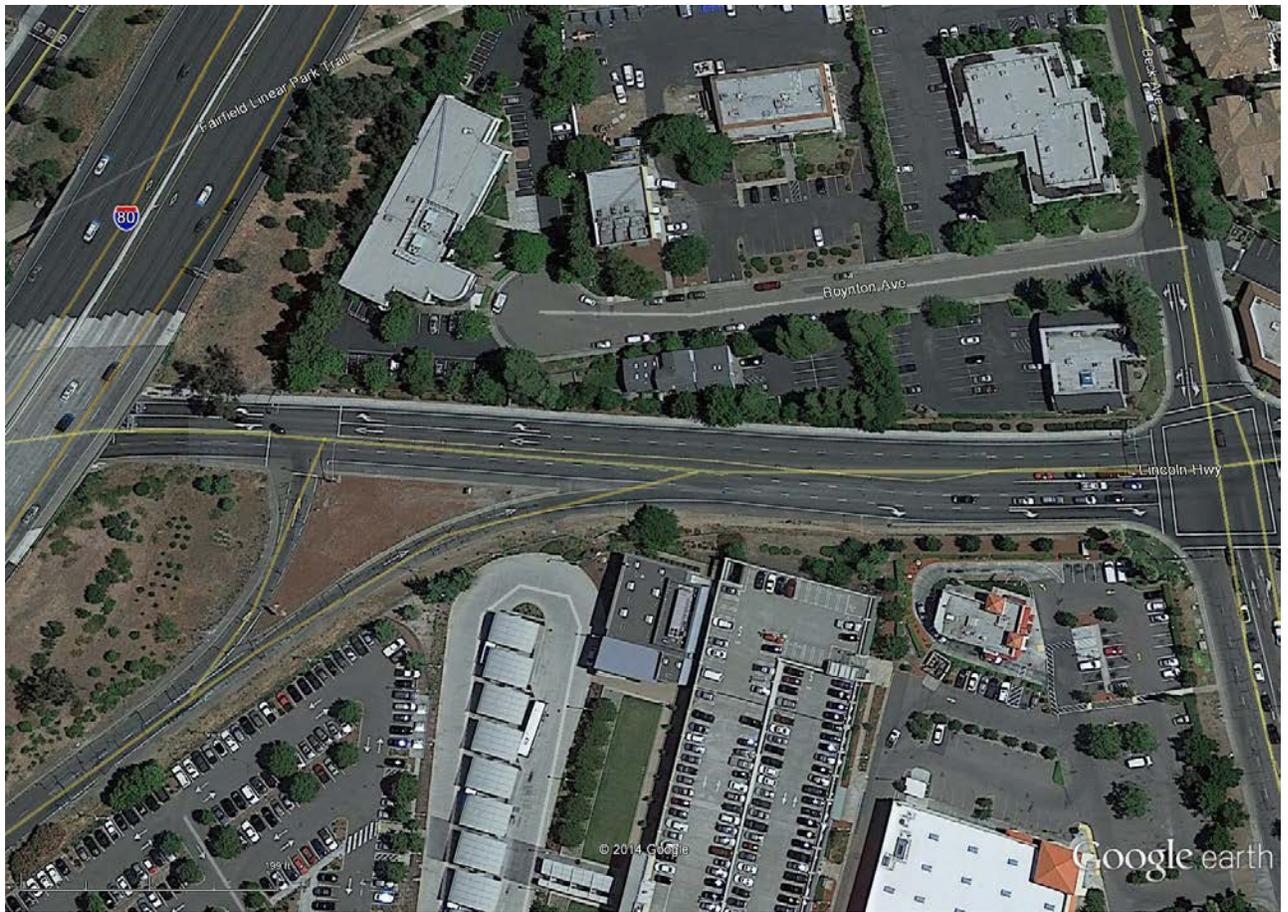




**WEST TEXAS STREET
GATEWAY IMPROVEMENTS**

<table border="1"> <tr> <td>NO.</td> <td>DESCRIPTION</td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	NO.	DESCRIPTION											<p>TIG Transportation Infrastructure Group</p> <p>1000 HEWITT STREET, FAIRFIELD, CALIFORNIA 94503 925-433-1100</p>	SCALE: _____ HORIZONTAL 1"=50' VERTICAL _____	DESIGNED _____ DRAWN _____ CHECKED _____ DATE _____	CITY OF FAIRFIELD ENGINEERING DIVISION 1000 HEWITT STREET, FAIRFIELD, CALIFORNIA 94503	WEST TEXAS STREET GATEWAY	SHEET OF TOTAL SHEETS
	NO.	DESCRIPTION																
DATE: _____	DATE: _____	DATE: _____	DATE: _____															

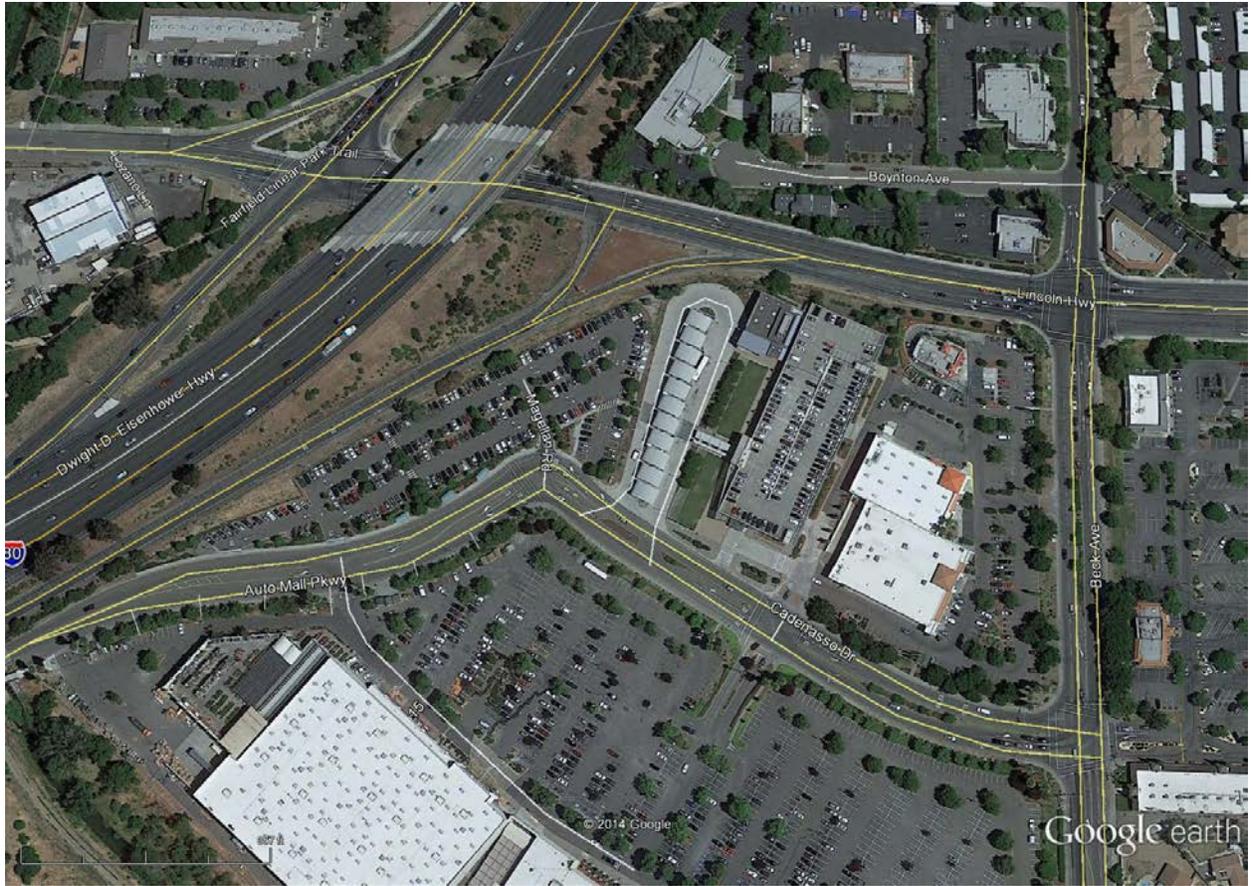
Access Improvement Plan – FTC Expansion and Access Improvement Project



Current view area of access improvements.



Preliminary footprint/plan for 1200 space parking structure.



Aerial view of Fairfield Transportation Center – Bus Bays in center, 400 space parking structure in center/
Right. 240 space surface lot to be replaced by structure in center/left.