

California Department of Transportation

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



Governor's Office of Planning & Research

September 16, 2021

September 16 2021

STATE CLEARINGHOUSE

SCH #: 2021080289
GTS #: 04-SOL-2021-00214
GTS ID: 24022
Co/Rt/Pm: SOL/VAR

Amy Kreimeier, Senior Planner
City of Fairfield
1000 Webster Avenue, 2nd Floor
Fairfield, CA 94533

Re: Fairfield Forward 2050: City of Fairfield Comprehensive General Plan Update, Housing Element Update, and Climate Action Plan Notice of Preparation (NOP)

Dear Amy Kreimeier:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Fairfield Forward 2050: City of Fairfield Comprehensive General Plan Update, Housing Element Update, and Climate Action Plan. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the August 2021 NOP.

Project Understanding

The project proposes to update the City of Fairfield's (City) General Plan, including the Housing Element, which will establish the City's overall approach to development, transportation, environmental quality, and other key topics through 2050. The City is also preparing a Climate Action Plan to address community greenhouse gas (GHG) emissions. The project encompasses the entire City of Fairfield.

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' [Transportation Impact Study Guide](#).

If the project meets the screening criteria established in the City's adopted Vehicle Miles Traveled (VMT) policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the exempt status in align with the City's VMT policy. Projects that do not meet the screening criteria should include a detailed VMT analysis in the Draft Environmental Impact Report (DEIR), which should include the following:

- VMT analysis pursuant to the City's guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential safety issues for all road users should be identified and fully mitigated.
- The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Additionally, Caltrans requests that the Travel Demand Analysis examine the impacts of the construction of the proposed Jepson Pkwy. Extension outlined in the Plan Bay Area 2050 Regional Transportation Plan.

Mitigation Strategies

Location efficiency factors, including community design and regional accessibility, influence a project's impact on the environment. Using Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the proposed project site is identified as a Suburban Community Center where community design is moderate and regional accessibility is variable.

Given the place, type and size of the project, the Draft Environmental Impact Report (DEIR) should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area. The measures listed below have been quantified by California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT:

- Transit access supporting infrastructure (including bus shelter improvements and sidewalk/ crosswalk safety facilities);
- New development vehicle parking reductions;
- Implementation of a neighborhood electric vehicle (EV) network, including designated parking spaces for EVs;
- Designated parking spaces for a car share program;
- Unbundled parking;
- Wayfinding and bicycle route mapping resources;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area;
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement;
- VMT Banking and/or Exchange program; and/or
- Area or cordon pricing.

Using a combination of strategies appropriate to the project and the site can reduce VMT, along with related impacts on the environment and State facilities. TDM programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets.

Please reach out to Caltrans for further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is available online at: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Congestion Management

Caltrans requests the City determine how the proposed development of undeveloped and agricultural land designated for Residential and Commercial land uses is consistent with the Williamson Act. Caltrans requests the City determine the City of Fairfield General Plan Update is consistent with California Government Code Section 65088-65089.10 Congestion Management. Additionally, Caltrans requests the City receive a determination of conformity from the Solano Transportation Authority to determine the City of Fairfield General Plan Update is consistent with and conforms to the Regional Transportation Plan Consistency Requirements of the Solano Congestion Management Plan (CMP).

Transportation Impact Fees

Caltrans encourages a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT. Caltrans welcomes the opportunity to work with

the City and local partners to secure the funding for needed mitigation. Traffic mitigation- or cooperative agreements are examples of such measures.

Caltrans also recommends that the City encourage developers to make fair share contributions to the following Regional Transportation Plan (Plan Bay Area 2013) projects if it is determined the City of Fairfield General Plan Update would have significant impacts on these facilities, travel modes, and programs:

RTP ID	Project Description
17-08-0044/0059	I-80 Express Lanes (Red Top Rd. to I-505): construct approximately 18 miles of managed lanes in the I-80 corridor through conversion of existing HOV lanes to express lanes from west of Red Top Road to east of Air Base Parkway and highway widening for new express lanes from east of Air Base Parkway to east of I-505
17-08-0061	I-80/I-680/SR 12 Interchange - widen to add express lane direct connectors I-80 westbound to I-680 southbound and I-680 northbound to I-80 eastbound. This complements the larger interchange project of RTP ID 17-08-0009.
17-08-0009	I-80/I-680/SR 12 Interchange (Packages 2-7): provide direct connectivity from I-680 NB to SR12 WB, widens I-680 and I-80 near the Interchange, and improves connections to Red Top road off-ramp. Express lane direct connectors are included in RTPID 17-10-0061.
17-08-0011	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway
17-08-0017	I-80 WB Truck Scales Relocation Project: Upgrades existing WB truck scales und truck scales located on the most congested freeway segment of I-80 in Solano County. Scales are outdated and cannot process the current and future truck volumes on WB I-80. Trucks are slow to enter and leave the scales because of short ramps, adding to existing traffic congestion and safety issues on I-80.
17-08-0008	This category includes projects that improve roadway, intersection, or interchange operations, ITS, as well as other

	transportation system management. This project also includes a realigning of SR 113 around downtown Dixon to I-80.
--	--

Lead Agency

As the Lead Agency, the City of Fairfield is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Nick Hernandez at nick.hernandez@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please email LDIGR-D4@dot.ca.gov.

Sincerely,



MARK LEONG
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse