

APRIL 2011

# STA'S 2011 REPORT TO CONGRESS

STA gets I-80 moving!



Solano Transportation Authority

... working for you!



## STA Board of Directors

Members and their alternates are appointed by their local jurisdiction to serve as representatives on the STA Board. Each jurisdiction also has staff representatives on the Technical Advisory Committee and the SolanoExpress Intercity Transit Consortium. These two committees act in an advisory capacity to the STA Board of Directors.



*Front row left to right: Jan Vick, Mayor, City of Rio Vista; Jack Batchelor, Jr. (Vice Chair), Mayor, City of Dixon; Harry Price (Chair), Mayor, City of Fairfield; Elizabeth Patterson, Mayor, City of Benicia.*

*Back row left to right: Steve Hardy, Mayor, City of Vacaville; Osby Davis, Mayor, City of Vallejo; Pete Sanchez, Mayor, City of Suisun City; Jim Sperring, Member of Solano County Board of Supervisors.*

## The STA Commitment

The Solano Transportation Authority (STA) was created under a Joint Powers Agreement to serve as the County’s Congestion Management Agency to program federal, state and regional transportation funds, and to coordinate countywide transportation planning and programs. Member agencies include the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and Solano County. The STA is responsible for transportation project funding and project delivery, and assists in the financing of transportation projects for its eight member jurisdictions. The STA provides countywide planning for the development of roads, transit, rideshare, rail, bicycle and pedestrian facilities, manages the Solano Napa Commuter Information and Safe Routes to School programs, and manages four transit services.

## Mission Statement

To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality.



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## Executive Summary

The Solano Transportation Authority (STA), in partnership with Solano’s seven cities and the County of Solano, California Department of Transportation (Caltrans), and the Metropolitan Transportation Commission (MTC), has taken a multimodal and regional approach to meeting current and future transportation demands on the I-80 corridor. The STA continues to plan, partner and invest with this approach. This legacy of linking land use and transportation serves Solano County well as we pursue STA’s

*“mission to ensure mobility, travel safety, and economic vitality” on the I-80 corridor.*

The I-80 corridor serves as the only direct freeway connection between the two largest economic regions in Northern California, the San Francisco Bay Area and metropolitan Sacramento. It is the backbone for moving people, goods and services through the San Francisco and Sacramento mega-region, and is one of four California priority trade corridors. Addressing operational needs and improvements on the I-80 corridor through Solano County is vital to commuting, transcontinental freight and recreational traffic.

This comprehensive approach includes integrating investments in goods movement, transit efficiency, smart growth, traffic operations system technology, marketing and providing incentives for ridesharing, vanpools and safe routes to school for Solano’s students.

The STA is exploring both traditional and more entrepreneurial opportunities to finance unfunded transit facilities through Public Private Partnerships in an effort to attract investments from the private sector. Working with MTC and Caltrans, the STA is also studying finance options through Express Lanes along the I-80 corridor.

This combination of focused investments and collaborative development is dependent on the successful planning and implementation of each project and serves as our

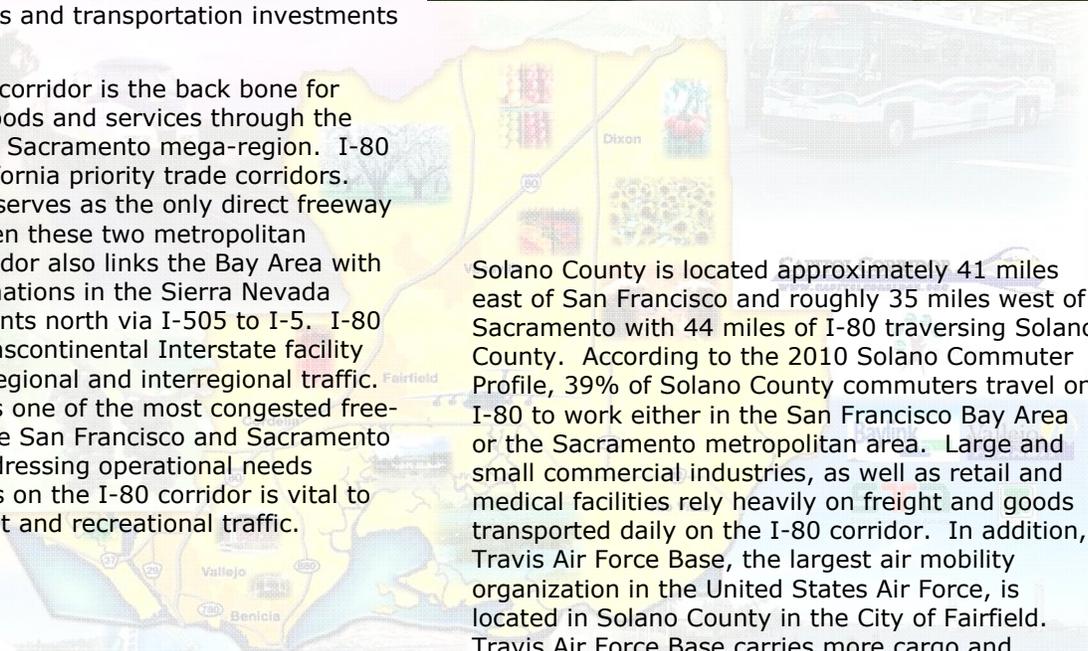
*“vision for a comprehensive I-80 corridor strategy within Solano County.”*



## Heart of the Northern California Mega-Region

Solano County is located in the heart of the two largest economic regions in Northern California, the San Francisco Bay Area region and Sacramento metropolitan area region. Both regions have become interdependent due to their close proximity, their dynamic housing markets, employers, goods movement and environmental policies and considerations. As a result, the San Francisco Bay Area and Sacramento metropolitan regions have grown to become one mega-region with both regional economies and transportation investments intertwined.

The Interstate 80 corridor is the back bone for moving people, goods and services through the San Francisco and Sacramento mega-region. I-80 is one of four California priority trade corridors. The I-80 corridor serves as the only direct freeway connection between these two metropolitan regions. The corridor also links the Bay Area with recreational destinations in the Sierra Nevada Mountains and points north via I-505 to I-5. I-80 functions as a transcontinental Interstate facility that is critical to regional and interregional traffic. As a result, I-80 is one of the most congested freeway facilities in the San Francisco and Sacramento mega-region. Addressing operational needs and improvements on the I-80 corridor is vital to commuting, freight and recreational traffic.



Solano County is located approximately 41 miles east of San Francisco and roughly 35 miles west of Sacramento with 44 miles of I-80 traversing Solano County. According to the 2010 Solano Commuter Profile, 39% of Solano County commuters travel on I-80 to work either in the San Francisco Bay Area or the Sacramento metropolitan area. Large and small commercial industries, as well as retail and medical facilities rely heavily on freight and goods transported daily on the I-80 corridor. In addition, Travis Air Force Base, the largest air mobility organization in the United States Air Force, is located in Solano County in the City of Fairfield. Travis Air Force Base carries more cargo and passengers than any other military air terminal in the U.S. and relies on I-80 to assist in transporting cargo, military personal and support logistics.

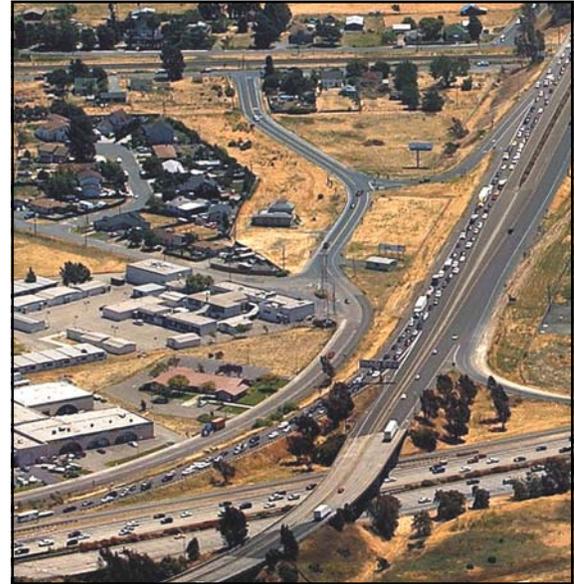
Due to these local and regional factors, the I-80 gateway between Sacramento and the Bay Area is the second busiest interregional gateway in Northern California. The corridor also carries the third highest truck volume in the Bay Area region with future growth anticipated from an expansion of the Port of Oakland. Commerce and commute congestion dramatically impact the I-80 corridor through Solano County. An important component in alleviating traffic congestion is the rail line that runs parallel to I-80. The Union Pacific Railroad (UPRR) and Amtrak/Capitol Corridor use this line to move freight and people through Solano County, reducing the number of vehicles driving on I-80.



## Solano County's Transportation System Vision

The Solano Transportation Authority (STA) has developed a comprehensive strategy envisioned to ensure mobility, travel safety, and economic vitality on the I-80 corridor. This vision considers the entire network along the corridor as one system, which includes enabling a safe, smooth roadway for transporting freight and passengers, implementing traffic operations system technology, providing efficient transit mobility and connectivity to get people to their destinations more effectively, facilitating commute options to reduce highway congestion, employing smart growth principles, and innovative financing in our design, construction and operation of facilities.

The STA is actively seeking funding opportunities through the Department of Transportation. Solano County has a unified vision of the significance of the connectivity along the I-80 corridor. The STA looks forward to seeking discretionary money and applying for competitive grants that will enable the vision to go forward.



STA, in partnership with its member agencies, the California Department of Transportation (Caltrans), and the Metropolitan Transportation Commission (MTC), has taken a multimodal approach to meeting current and future transportation demands on the I-80 corridor by integrating investments in the following:

- Goods Movement/Trade Corridor
- Traffic Operations System Technology
- Express Lanes Network
- Transit System
- Corridor Commute Options
- Safe Routes to School (SR2S)

This combination of related investments and coordinated planning is dependent on the success of the planning and implementation of each project and serves as a comprehensive I-80 corridor strategy for I-80 within Solano County. This broad approach includes supporting smart growth options in Priority Development Areas (PDAs), marketing and providing incentives for ridesharing, vanpools and transit. Enhancing truck and freight movement and implementing traffic operations system technology is being coordinated to provide more efficient operations, a range of travel options and a reduction in congestion on I-80.

The following sections briefly summarize current efforts with Solano County's transportation system priorities on the I-80 corridor.



## Goods Movement/Trade Corridor

### I-80/I-680/SR 12 Interchange

The I-80/I-680/SR 12 Interchange project encompasses a four-mile section of freeway and highways containing nine separate interchanges. Traffic volumes are projected to grow by 2% per year to 2035, bringing the total daily volume passing through the corridor to 270,000 vehicles. A preferred alternative identified by the STA Board in 2010 would improve roadway geometrics on the mainline and interchanges. Construction will occur as funding is available, with the first construction package fully funded and expected to begin construction by 2012. This is a priority project, for which STA is requesting \$45 million through new authorization in surface transportation legislation. Funding for construction of subsequent packages is needed to complete the system vision for I-80 in Solano County.



*I-80 Traffic Congestion near Truck Scales in Fairfield*



### Cordelia Truck Scales Relocation

The I-80 corridor is a major transcontinental trade corridor and plays an important role in Northern California's economy. The Cordelia Truck Scales, located along both eastbound and westbound I-80 at I-680 and State Route 12, were built in 1958 and are currently undersized and unable to accommodate existing demand. The Cordelia Truck Scales provide a facility for the California Highway Patrol (CHP) to screen trucks for safety inspections to ensure goods are moved safely through the state and nation. In 2005, truck traffic along the I-80 corridor was forecasted to increase by 115% by 2040. This growth in truck traffic is based on planned expansions at the Port of Oakland. While recent bridge improvements at the Benicia-Martinez and Al Zampa (formerly Carquinez) Bridges, and anticipated improvements at the I-80/I-680/SR 12 Interchange will facilitate mobility, these scales must be upgraded.

The scales significantly contribute to the congestion on I-80 due to the large number of trucks exiting and entering I-80 and the close proximity of the scales to both the Suisun Valley Road and I-680 interchanges. In 2008, the California Transportation Commission (CTC) allocated \$49.8 million from the Proposition 1B Trade Corridor Improvement Funds to match Regional Measure 2 Bridge Toll funds to fully fund the eastbound truck scales upgrade and relocation, including implementation of traffic operations system technology. The eastbound scales will be relocated and expanded approximately one half-mile east of its present location. The relocation project is currently scheduled to begin construction in 2011. Relocation and upgrade of the existing westbound scales remains a priority future investment.



*I-80 Truck Scales Rendering*

**Jepson Parkway Project / Travis Air Force Base (AFB) Access**

The 12-mile Jepson Parkway project is a north-south I-80 reliever route that will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide local residents an alternative to I-80. By providing an alternative route to I-80 for local trips, this project improves mobility on the interstate. The project will complete a continuous four-lane roadway from the SR 12/Walters Road intersection in Suisun City to the I-80/Leisure Town Road interchange in Vacaville. It also includes safety improvements, such as medians, traffic signals, shoulders, and separate bike lanes.

Jepson Parkway is a gateway to Travis Air Force Base. This project will provide local residents an alternative route to access this major Solano County employer. The Jepson Parkway Environmental Impact Report was certified by the STA Board in March 2009. The overall estimated construction cost of the remaining segments is \$186 million. The project will be built in phases in partnership with the Cities of Fairfield, Suisun City and Vacaville, and Solano County. Over \$36 million of State Transportation Improvement Program (STIP) funds have been programmed towards this project. These funds will leverage an equal amount of local investment in the project. STA, in partnership with the Cities of Fairfield and Vacaville and Solano County, is preparing to initiate the implementation of the first phase of this project. This is a priority project, for which STA is requesting \$5 million through new authorization in surface transportation legislation.



*Travis AFB North Gate Access*



*Canon/Vanden Road Access to Travis AFB North Gate*



*Jepson Parkway—Walters Road Widening, Suisun City*



## Traffic Operations System Technology

### Maximizing Performance Through Technology

With opportunities for highway expansion limited due to environmental, financial and other factors, STA is supporting investments on I-80 that will squeeze more capacity out of the interstate. The program targets predictable congestion caused by the high volume of commuters using the freeway during rush hours as well as non-recurrent congestion resulting from unanticipated incidents.

Operating the entire transportation network as a whole, rather than each system in isolation as is done now, is the next leap forward in achieving efficient use and management of our constrained infrastructure. Motorists will have access to traffic condition information before they start their trip, be presented with comparisons of time and cost between driving and taking transit, and get updated traffic condition information en route. When a major accident happens on the freeway, information on detour routes will be provided to motorists, and signals on city streets will be adjusted in real-time. Streaming video from freeway cameras will allow emergency responders to deploy assistance to the scene more quickly.



### Key Elements of the Freeway Performance Initiative

#### Traffic Operations System (TOS)

To help detect slowdowns and incidents, MTC and Caltrans are installing closed-circuit television cameras, wireless in-pavement sensors and roadside data-relay stations along area freeways. The information gathered will be fed to the Regional Transportation Management Center in downtown Oakland, which will deploy tow trucks and other resources to quickly clear incidents and thereby reduce delays and prevent the occurrence of secondary accidents. The system will alert motorists to incidents through an expanded network of highway advisory radio channels and changeable message signs, along with MTC's 511 Traveler Information System and in-car devices.

The Traffic Operations System data stream will be enriched with data from the FasTrak® transponders that are becoming commonplace on Bay Area windshields and dashboards. The transponders do double duty, allowing for electronic payment of tolls on area bridges while also serving as mobile sensors that relay rich and current (but anonymous) information about traffic speeds to MTC's 511 Traveler Information System. As the Express Lanes Network is built out and as more bridge toll lanes convert to electronic-only toll collection, increasing numbers of vehicles will be equipped with FasTrak® transponders, facilitating the collection of high-quality traffic data.

#### Ramp Metering

The metering of freeway on-ramps is not only highly effective in reducing congestion, but these types of projects can be deployed at a fraction of the cost of traditional freeway widening projects, and in a fraction of the time.

Currently none of the I-80 corridor in Solano County is metered. It is ultimately planned that the entire I-80 corridor would be metered, with the City of Fairfield segment already in the process of installation.

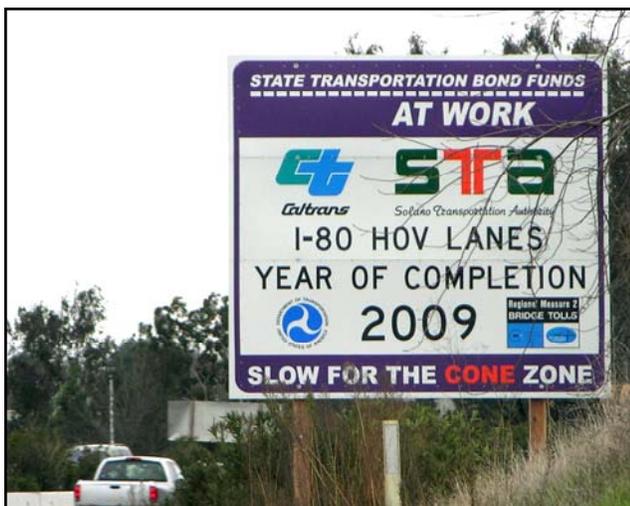


## Express Lanes Network

In order to enhance the operation of the Solano I-80 system, the roadway itself can more efficiently handle traffic by the creation of High Occupancy Vehicle (HOV) lanes designed to promote vehicle sharing and use of public transport. This is accomplished by creating areas of lower road use as an incentive.

An Express Lane toll is enacted on single-occupant vehicles that wish to use lanes or entire roads that are designated for the use of High-Occupancy Vehicles (HOVs, also known as carpools). Tolls are collected either by staffed toll booths, automatic number plate recognition, or electronic toll collection systems. Express lanes require single-occupant vehicles to pay a toll that varies based on demand, called congestion pricing. The tolls change throughout the day according to real-time traffic conditions to manage the number of cars in the lanes and keep them free of congestion, even during rush hour. The Express lanes provide a mobility option for single occupant vehicles to provide reliable travel at a variable price.

In 2009, the STA Board approved an Express Lanes Priority Project List along the I-80 corridor, should the STA be successful in gaining financial resources from MTC/BATA for the funding of the HOV/Express Lane projects within Solano County. This component of the Solano I-80 system vision is in place and ready for implementation of the first two phases.



*I-80 HOV Ribbon-cutting, November 2009*

### I-80 High Occupancy Vehicle (HOV) Lanes

HOV lanes play a crucial role in providing an incentive to use carpool, vanpool or ride SolanoExpress transit buses. The I-80 corridor is busy with approximately 150,000 vehicles currently traveling on it each day. The STA, in cooperation with MTC, Caltrans and the Federal Highways Administration (FHWA), plans to construct a network of HOV lanes the length of the I-80 corridor in Solano County from the Al Zampa (Carquinez) Bridge in Vallejo to the Yolo County line near the City of Davis. The improvements will integrate new traffic operations system technology.

In November 2009, the first phase of Solano County's I-80 HOV network was completed by STA and Caltrans with more than eight miles constructed in both directions and median widening on I-80 from Red Top Road to Airbase Parkway in the City of Fairfield. The new carpool lanes enhance capacity by reducing the number of vehicles on the freeway corridor, encouraging motorists to rideshare or utilize express bus service. The project is estimated to increase freeway morning commute travel speeds by 39% for HOVs and 21% for all other vehicles. For the evening commute, the project is estimated to increase travel speeds by 47% for HOVs and 28% for all other vehicles.

An opportunity for innovative financing the build-out of this express lane system is to implement Express lanes on I-80 to construct the remaining segments of the corridor's HOV network. Potential revenue from the I-80 Express lanes will assist in providing transit services and improvements to the corridor to maximize the efficiency in moving vehicles throughout the Bay Area and Sacramento mega-region.

## Transit System

The provision of convenient and reliable transit is a critical element to the overall efficiency of the Solano I-80 system vision. Bus, ferry and rail routes connect Solano County to the Sacramento and San Francisco Bay Area regions. Solano County has the highest rate of carpool and vanpool use in the 9-county Bay Area - nearly 20% of all commute trips. Registered vanpools alone transport over 95,000 passenger trips per month.

Last year, an impressive 868,137 trips were made utilizing the Solano Express Bus services on the I-80 corridor rather than commuters driving alone. This roughly equates to one freeway lane of reduced congestion on the I-80 corridor. Ridership of transit along the I-80 corridor grew by 20% from 2007-2010, and integrating transit into the Solano I-80 system vision will ensure that this growth trend continues. Part of the success of having record ridership numbers for the Express Bus Service is attributed to a seamless connection with other regional transit services such as Yolo Bus, BART, Vallejo Baylink Ferry, Sacramento Regional Transit and Amtrak Capitol Corridor. Transit along the I-80 corridor provides people with a connection to the San Francisco Bay Area and Sacramento regions.

Park-and-Ride facilities provide access to Express Bus service, local transit connections, and opportunities for vanpoolers and carpoolers. An additional park-and-ride facility is under construction along I-80 at SR 12 Jameson Canyon in Fairfield. Collectively, a total of 1,556 parking spaces exist with the spaces planned to more than double over the next 25 years to help meet demand and continue to accommodate transit riders and reduce congestion on I-80.



MTC has implemented the new Clipper<sup>SM</sup> card, an all-in-one transit card that keeps track of any passes, discount tickets, rider books and cash value loaded onto it, while applying all applicable fares, discounts and transfer rules. The Clipper card can be customized for personal transit needs, hold multiple passes, ride books or tickets (specific to the transit system being used), and up to \$300 in cash value at one time. Cash value on the Clipper card can be used to ride any participating transit system. Clipper is currently in use on MUNI, BART, Golden Gate Transit and Ferry, as well as several other Bay Area transit systems. Solano County looks forward to becoming a part of the Clipper card system, allowing more flexibility and convenience to transit users as they make transit connections to the greater Bay Area. This element fits well into the overall Solano I-80 system vision.



*Park-and-Ride Lot Construction at SR 12 Jameson Canyon, Fairfield*





# California's Interstate-80 R

Connecting Northern California's Urban Areas with

**I-80 is the second busiest corridor in the region** where approximately 150,000 cars per day travel within Solano County.

**86% of Solano commuters take I-80 to the Bay Area or Sacramento.** In the last 30 years, the percent of Solano County commuter trips traveling to the Bay Area or Sacramento has more than doubled from about 39% to 86%.

**I-80 carries the third highest truck volume in the Bay Area,** with 10,000 to 12,000 trucks per day, serving primarily as a connector to the transcontinental truck network.

**By 2030, I-80 will be 60% gridlocked** during peak commute hours in Solano County. Current travel demand models show 26 miles between Vallejo and Vacaville will experience stop-and-go evening commute congestion.



**Vacaville Intermodal Station (Phase 2)**  
New Parking Garage add 400 spaces



**I-80/I-680/SR 12 Interchange Project (Phase 2)**  
New highway connectors & capacity



**Curtola at Lemon Transit Center**  
New Parking Garages add 700 to 1,400 spaces



Vallejo Ferry  
682,000 riders in 2009

Rail & Express Bus  
Connections to BART

Cal UC Berkeley

Port of Oakland



N

# Regional Travel Corridor

h Express Lanes, Express Bus, and Commuter Rail in Solano County.



## Express Lanes



Relieves traffic congestion efficiently on the roadway

Promotes vehicle sharing/public transport

Toll pricing varies with demand

Potential revenue pays for transit services/improvements on I-80

## Express Bus



7 intercity express bus routes on I-80 corridor

5 transit center connections along I-80 corridor

868,000 annual trips on SolanoExpress bus on I-80 = one freeway lane of reduced congestion

I-80 express bus service grew by 20% from 2007-2010

## Commuter Rail



1 existing Capitol Corridor train station (Suisun City) was 7th busiest station out of 16 with more than 30,000 annual trips in 2010

2 planned stations (Fairfield/Vacaville and Dixon)

32 weekday trains through Solano County

97% of trains arrived on time in 2010

### I-80 Transit Service

Solano County intercity transit service is supported by express buses, intermodal transit facilities, park-and-ride lots, and the existing and planned HOV network on the I-80 corridor. There are currently eight intercity express bus routes in Solano County with seven express bus routes operating directly on the I-80 corridor. Express bus service riders on I-80 can access buses directly at five locations along the I-80 corridor and travel to the surrounding mega-regions:

#### Dixon Market Lane Park-and-Ride Lot

The facility is located near the I-80 eastbound Pitt School Road off ramp on Market Lane in the City of Dixon. The lighted lot has 89 parking spaces and covered passenger waiting and boarding/alighting areas. The SolanoExpress Route 30 Express bus stops here on its route to UC Davis and Sacramento. The lot is primarily used by vanpoolers, carpoolers and transit riders.

#### Fairfield Transportation Center (FTC)

The FTC is located in the City of Fairfield just off the I-80 eastbound West Texas off ramp. It is an off-street facility with dedicated bus bays and covered passenger waiting and boarding/alighting areas. Buses, pedestrians and auto traffic are separated. The center includes a combination of 640 parking structure and surface parking spaces. In order to implement the Solano I-80 system vision, 1,000 additional parking structure parking spaces will be added in two phases as funding becomes available. The FTC is served by SolanoExpress Routes 20, 30, 40 and 90, providing communities along the I-80 corridor with connections within Solano County and beyond to Bay Area Rapid Transit (BART) and the Sacramento region.



*Fairfield Transportation Center*



*Fairfield & Vacaville Buses—Vacaville Transportation Center*

#### Vacaville Transportation Center (VTC)

The VTC is located on Allison Drive near the I-80 eastbound East Monte Vista off ramp. This brand new center includes 247 parking spaces, 10 bus bays, bike lockers, electric car charging stations, rest rooms and emergency phone services. Consistent with the City of Vacaville's efforts for using alternative energy, the center was designed with motion activated solar-powered lights. The center will also include the first electronic signs that read real-time bus arrival times in Solano County, similar to electronic signs located at BART stations. Phase 1 (parking lot and amenities) opened in March 2011. Crucial to the Solano I-80 system vision, additional capacity (Phase 2 - parking structure and retail/commercial space) is planned and will be built when funding is available. VTC is served by SolanoExpress Routes 20 and 30. This is a priority project, for which STA is requesting \$2 million through new authorization in surface transportation legislation.



*VTC Grand Opening – March 2011*



Davis Street park-and-Ride Lot, Vacaville

Vacaville Davis Street Park-and-Ride Lot

The Davis Street Park-and-Ride lot is located in Vacaville on I-80 westbound right off the Davis Street off ramp. It includes a 250 space surface parking with shelters available for transit riders. The lot is primarily used by vanpoolers, carpoolers and transit riders. It is also served by SolanoExpress Routes 20 and 30.

Vallejo Transit Center - Curtola at Lemon

The Curtola at Lemon Transit Center is located in Vallejo on I-80 westbound near the I-780/Curtola off ramp. Facilities include off-street carpool/vanpool pick-up/drop-off areas as well as bus shelters along the street front used by casual carpoolers. A total of 419 surface parking spaces are available at this location, which does not meet the current demand of 700 spaces. Critical to the Solano I-80 system vision, 1,000 additional surface parking spaces will be added in two phases as funding becomes available to accommodate anticipated demand. It is served by SolanoExpress Routes 78 and 80. This is a priority project, for which STA had planned to request a \$2 million appropriation through Congressman George Miller.



Curtola at Lemon Transit Center Plan, Vallejo

Vallejo Intermodal Station:

In addition to the ferry service, the City of Vallejo is constructing a new intermodal station that will act as a catalyst for attracting private-sector investment in Vallejo’s downtown and along the waterfront. These public improvements, along with proposed private development in the downtown and waterfront areas, will create the *Transit Village* concept that has been supported by the City of Vallejo and its federal, state and regional funding partners. Surrounding land uses are planned to transition to residential and “live work space,” retail offices, restaurants, open space and a renewed and dynamic downtown Vallejo waterfront.



The project will provide up to 1,800 off-street parking spaces, new local and regional bus transfer facilities, roadway access improvements, and new bicycle/pedestrian connections between downtown Vallejo, the intermodal station and the waterfront area. Regional express buses from this location, including SolanoExpress Routes 78, 80, 85 and 200, will serve Napa Valley, Benicia, key BART stations, San Francisco and locations along I-80 east to Fairfield. The project, to be built in segments, is estimated to cost \$74 million. Phase A (parking structure) is under construction and expected to open in May 2012. A critical milestone in this transit oriented development, these expanded facilities are an integral part of the Solano I-80 system vision.



Vallejo Bus Transfer Center

The Vallejo Transit Center supports the Intermodal Station currently under construction. This project will provide a central and secure bus transfer center with improved amenities for riders of Vallejo Transit and other connecting transit systems. This project includes relocation and improvement of the City's existing downtown bus transfer center, located at the intersection of York and Marin Streets, and construction of a Transportation Administration Building that houses ticket agents, public restrooms and security. It will also be home to the recently created transit joint powers authority, Solano County Transit (SolTrans), formed by combining Benicia and Vallejo's transit systems. The Bus Transfer Center is scheduled to open in Summer 2011.

Baylink Ferry:

Further reduction to I-80 congestion is directly attributed to ferry and rail services offered adjacent to I-80 corridor. The ferry service provides a valuable congestion-free transit alternative for commuters to travel to and from San Francisco. In 2009, the BayLink Ferry service took 682,146 trips off of the I-80 corridor. Between 2006 and 2010, more than 3.1 million ferry ride trips were provided.

The City of Vallejo currently administers the Vallejo Baylink Ferry service on Mare Island Way close to Downtown Vallejo, approximately four miles west of I-80 near City Hall. The Baylink Ferry is the most successful ferry service in the Bay Area. The BayLink Ferry provides service from Vallejo ferry terminal to the San Francisco Ferry Building with two deviated stops at Pier 41 in San Francisco. The recently established Water Emergency Transportation Authority (WETA) is scheduled to take over operations of the service in July 2011.

Vallejo Ferry Maintenance Facilities

A new maintenance and fueling facility is planned to be located across the Mare Island strait from the Vallejo Ferry terminal. The maintenance facility is a three-phase project that supports the Baylink Ferry service. Phase 1 would consist of a fueling facility with 40,000 gallons of storage capacity which is a significant expansion over the existing fuel storage capacity. Phase 2 would construct dock and float facilities to allow maintenance activities to be conducted. Both phases are fully funded and expected to begin construction in 2011.



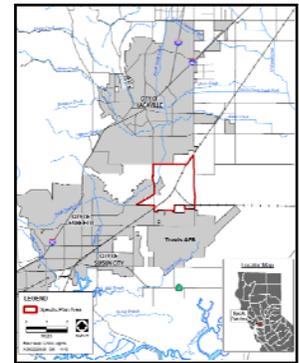
**Amtrak Capitol Corridor Train**

The expansion of passenger rail service is an element of the Solano I-80 system vision, as it takes more drivers off of I-80, reducing traffic congestion and air pollution. Currently Solano has one existing passenger rail station (Suisun-Fairfield), and two planned facilities. One station (Fairfield/Vacaville) is approved for intercity rail service provided by the Capitol Corridor and ready to begin construction by 2012, and one more station (Dixon) is planned.

The Capitol Corridor operates 32 weekday trains between Sacramento and Oakland/San Francisco; 14 daily trains to San Jose, and 2 daily trains east of Sacramento to Roseville, Rocklin and Auburn. On time performance is at an all-time high starting in 2010 with 97% of the trains arriving on-time due to track capacity investments supported by the STA. The Capitol Corridor reported a total of 1.58 million trips in 2010 for the entire system.

Suisun-Fairfield Train Station

Solano County's only existing rail station serviced by Capitol Corridor is in Suisun City, and ranked 7<sup>th</sup> busiest out of sixteen stations with 30,592 annual trips added in 2010. The Suisun-Fairfield Amtrak/Capitol Corridor station is located adjacent to east-bound SR 12 in Downtown Suisun City. Directly across the street is a 250 space Park-and-Ride lot used by Capitol Corridor patrons, riders of SolanoExpress Bus Route 90, vanpoolers and carpoolers. This station is key to the Solano I-80 multimodal system vision, as it provides the only access for passengers in the county.



*Fairfield Train Station Specific Plan*

Fairfield/Vacaville Multimodal Train Station

Phase 1 of this planned facility is fully funded. Once opened, it will be the second train station in the county. Improvements will allow access for pedestrians, bicyclists and public bus transit passengers. Significant components will include a pedestrian underpass to allow pedestrian access between the bus services and the surrounding Transit Oriented Development type land uses, and the train station. The Fairfield/Vacaville Multimodal Station will help relieve pressure on heavily congested I-80 and set the stage for a well designed transit oriented community that will be less car dependent. This is a priority project, for which STA requested a \$2 million appropriation through Congressman John Garamendi. The addition of this passenger rail station is a crucial element to further the Solano I-80 multimodal system vision.

Dixon Transportation Center

As part of the implementation strategy for the City of Dixon's Rail Safety Plan, the Dixon Train Station was constructed in May 2006. Future phases of the project will provide a grade-separated undercrossing of the railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Dixon Transportation Center. This tunnel will enhance safety for users travelling through an area where pedestrian fatalities have occurred from downtown Dixon to the residential area. The improvements will enhance future planned commuter passenger service through the Capitol Corridor at the existing train station and provide a connection to the greater San Francisco Bay Area and Sacramento regions. This is a priority project, for which STA requested a \$2 million appropriation through Congressman John Garamendi. These important safety improvements are an important element of the overall strategy of connectivity and traffic congestion relief of the Solano I-80 system vision.



*Above: Suisun-Fairfield Train Station*



*Left: Dixon Transportation Center*

### Corridor Commute Options

In today's automobile-dependent society, a proactive approach to shaping new commute patterns is needed. An important element of the Solano I-80 system vision, the STA's Solano Napa Commuter Information (SNCI) program provides an array of programs and incentives to encourage residents of Solano and Napa Counties to get out of their single-occupancy cars and choose other options for travel. To help people find a better way to commute, the SNCI program works with employers and employees, and the general public, to facilitate free ridematching services for individuals looking to carpool or vanpool.

#### Ridesharing and Vanpools

Solano County has the highest rate of carpool and vanpool use in the 9-county Bay Area - nearly 20% of all commute trips. Carpoolers and vanpoolers have opportunities to access any one of five park-and-ride or transportation facilities previously described along the corridor. Each location is convenient for pick-up and drop-off of fellow riders.



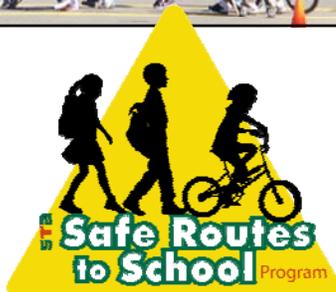
SNCI provides support to over 185 vanpools that travel through Solano County (primarily through I-80) carrying over 2,220 commuters daily which translate to over 95,000 passenger trips per month. SNCI also provides incentives to reduce congestion with alternative modes campaigns such as the Solano Commute Challenge. Through the annual Solano Commute Challenge, employers encourage their employees to use transit, carpool, vanpool, bike or walk at least 30 workdays from August to October. In 2010, 620 employees from 46 major Solano County employers participated in the fourth annual Solano Commute Challenge. Most of the participating employees would have otherwise driven along the I-80 corridor.



### Safe Routes to School (SR2S)

Prioritizing child travel safety & health supports future sustainable regional travel along the I-80 Corridor. The STA began development of its Safe Routes to School (SR2S) Program in 2005, responding to student travel safety concerns, traffic congestion near schools in Solano County, and the growing childhood obesity epidemic. The Program encourages more students to walk and bike to school by planning traffic calming and safety engineering projects, facilitating student education & safety training events, offering encouragement contests & events, and coordinating enforcement with police. The Program also increases interagency cooperation through continuous planning and implementation of SR2S projects with cities and school districts.

Recognizing that SR2S projects and programs are local and that the STA must also play a countywide leadership role in planning and funding these projects, STA engaged the public from both the bottom-up at public school site planning events and countywide with agency staff and elected officials. In 2008, the STA created an implementation and funding program making those plans reality, and established partnerships with all seven cities. In June 2009, the STA Board authorized partnering with Solano County Public Health to coordinate the SR2S Program and Safety services. In December, 2009, the STA Board approved a \$1.5M 3-Year SR2S Program Work Plan, which expands the program's offerings to all schools in Solano County. During 2010, program partners built 28 radar speed signs around 14 schools and Solano County Department of Public Health staff facilitated over 80 safety assemblies, Walk & Roll prize events, bicycle rodeos for 30 schools.



## Land Use Planning and Transportation

The Solano Transportation Authority, its member agencies, and regional partners have taken steps for strategically improving Solano County's transportation system along the I-80 corridor benefiting the San Francisco and Sacramento mega-region.

### Priority Development Areas (PDA)

Smart growth and integrating transportation and land use strategies has been an important policy for Solano County for 25 years, and is an essential component for implementing the Solano I-80 system vision. What is not commonly understood outside of Solano County's suburban and rural borders is that Solano County is not new to the concepts of focusing its land use and transportation investments in its seven urban areas (cities) and preserving agriculture and open space outside these seven distinct communities. Solano County voters passed its Orderly Growth Initiative in the mid 1980s and in 2008 extended the Orderly Growth Initiative by another 25 years. This has resulted in Solano County having the highest percentage of its residents living in its cities of any county in the Bay Area (other than San Francisco which as a city/county is an anomaly).

In 2007, the STA in partnership with MTC, the Bay Area Air Quality Management District, and the Association of Bay Area Governments (ABAG), worked directly with local agencies to select infill opportunity zones or Priority Development Areas (PDAs) near transit facilities that would accommodate the region's population growth for the next 30 years. Solano County currently has 9 designated or planned PDAs with two located directly adjacent to the I-80 corridor: 1) City of Fairfield's West Texas Street Gateway and 2) City of Vacaville's Allison Policy Plan Area. Solano County currently has 9 designated PDAs with three located directly adjacent to the I-80 corridor: 1) City of Fairfield's West Texas Street Gateway, 2) City of Vacaville's Allison Policy Plan Area, and 3) Downtown Vacaville PDA. Additionally, three PDAs are located on the Capitol Corridor route: 1) Fairfield Train Station Specific Plan, 2) Downtown Fairfield PDA, and 3) Suisun City Downtown and Waterfront District.



### Innovative Financing

With the recent trend of federal funding moving away from the traditional earmark process, the STA is seeking innovative and collaborative ways to fund our critical projects.

#### Public Private Partnerships (P3)

Over the next year, the STA will conduct a feasibility study to consider effective means to finance unfunded transit facilities through Public Private Partnerships (P3). In addition, the study will consider financing of long-term operation, maintenance and security of these facilities. The intent is to explore traditional P3s, but also look at more entrepreneurial opportunities around transit facilities on I-80 to identify opportunities for private investment.

#### Express Lanes

The STA is working with MTC and Caltrans to study the implementation of Express lanes along I-80 to construct the remaining segments of the corridor's HOV network. Express lanes could generate substantial user benefits in the Bay Area through a combination of more efficient use of existing HOV lanes and more rapid implementation of new HOV/Express lanes through the use of toll revenues generated by the Express lanes. The Express lanes will help reduce traffic congestion as the Solano I-80 system vision is implemented.

Much has been accomplished and more is planned to be completed in the near future with current available transportation funds. The STA will continue to strategically invest in Solano County's transportation system along the I-80 corridor with collaboration and support from local and regional partnering agencies. Continued federal support is needed to help fund these investments, which are key to the implementation of the Solano I-80 system vision.

## Federal Funding

The National Surface Transportation Policy and Revenue Study Commission presented a report outlining a new long-term strategic transportation vision to guide transportation policymaking at the national level. The Solano Transportation Authority supports the principles contained in the Commission's "Transportation for Tomorrow," released in January 2008, specifically as summarized :

### Recommended Objectives for Transportation Authorization Reform

- Increased Public and Private Investment
- Federal Government a Full Partner
- A New Beginning

### Major Changes Necessary to Accomplish Objectives

The federal program should be performance-driven, outcome-based, generally mode-neutral, and re-focused to pursue objective of genuine national interest. The 108 existing surface transportation programs in SAFETEA-LU and related laws should be replaced with the following 10 new federal programs:

- Rebuilding America – state of good repair
- Global Competitiveness – gateways and goods movement
- Metropolitan Mobility – regions greater than 1 million population

- Connecting America – connections to smaller cities and towns
- Intercity Passenger Rail and Water Transit – new regional networks in high-growth corridors
- Highway Safety – incentives to save lives
- Environmental Stewardship – both human and natural environments
- Energy Security – development of alternative transportation fuels
- Federal Lands – providing public access on federal property
- Research and Development – a coherent national research program

### STA's Priority Projects for Appropriations and Authorization Funding

The STA's 2011 Legislative Priorities and Platform prioritizes the following projects and transit services requests for federal funding:

New Authorization in surface transportation legislation

1. I-80/I-680/SR 12 Interchange (Phase 2), \$45M
2. Jepson Parkway Project/Travis Air Force Base Access, \$5M
3. Vacaville Intermodal Station (Phase 2), \$2M

Appropriations as proposed for Federal Fiscal Year (FFY) 2012

1. Dixon Intermodal/B Street Pedestrian Undercrossing (SR25), \$2M
2. Vallejo Curtola at Lemon Transit Center (Phase 1), \$2M
3. Fairfield/Vacaville Multimodal Train Station, \$2 M





## About Solano County

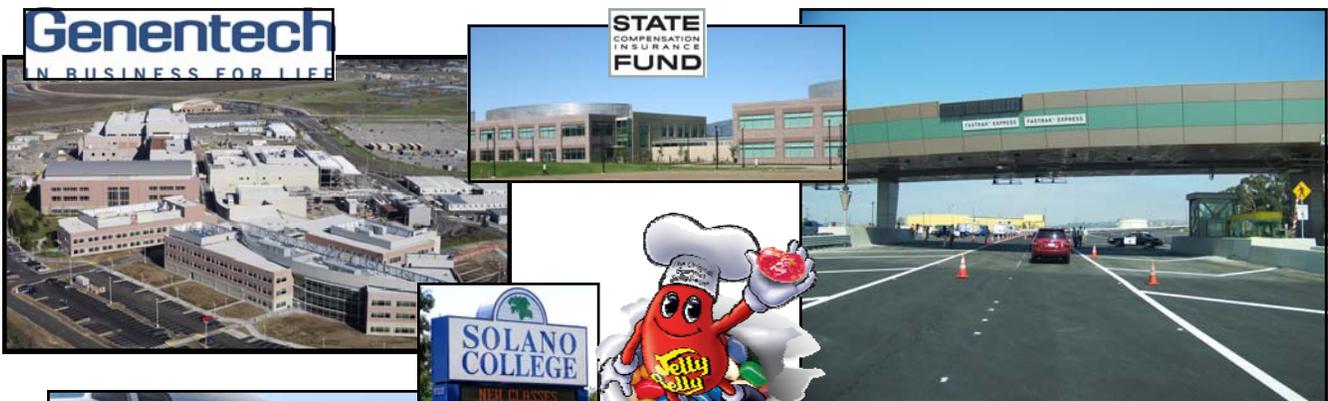
### Population

Solano County's current population of 427,000 is projected to increase to 488,000 by 2015 and 563,000 by 2030. The estimated 212,000 employed residents in 2009 will increase to 300,000 by 2030. Solano's location between Sacramento and the Bay Area regions gives it strategic economic development importance at the heart of the San Francisco and Sacramento mega-region.

### Employment

Solano County's growing economy represents a diverse mix of traditional and emerging industries.

In recent years, many large biotechnology manufacturing, medical device, biotechnology research and development, and seed production firms have relocated to and expanded within Solano County. The Solano Business Park in Fairfield is home to the Jelly Belly Candy Company, and the Benicia Industrial Park is home to the Valero Refinery. Hospitals and medical facilities have increased in number throughout the county. Solano County is also home to large employers such as Genentech, State Compensation Insurance Fund, ALZA, WestAmerica Bancorporation, and Six Flags Discovery Kingdom. Local employers benefit from the labor force produced by Solano County's California Maritime Academy, Touro University, three campuses of Solano Community College, and



*New Benicia-Martinez Bridge Toll Plaza*



**U.S. AIR FORCE**



*"Solano County is outpacing California and the Bay Area in several job growth categories. We have a track record of successfully working together on major issues such as overcoming congestion with new federal, state and local dollars for transportation infrastructure. We cannot underestimate the importance of our 'collaborative capital' to growing jobs."*



**Mike Ammann, President  
Solano Economic Development  
Corporation**

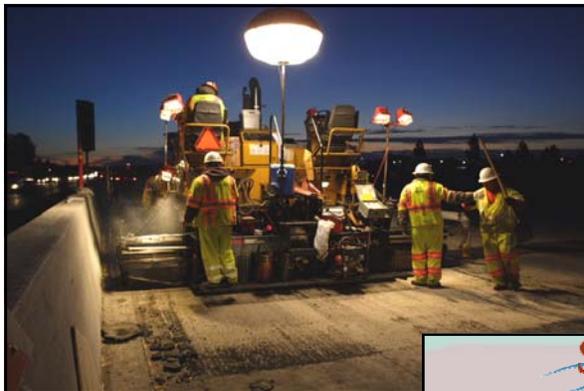
Yolo County's U.C. Davis. Travis Air Force Base, home to the 60<sup>th</sup> Air Mobility Wing, is the largest employer in Solano County, contributing more than \$1 billion annually to the local economy.

**Solano Traffic**

Solano County is dissected by I-80 (connecting the Bay Area to Sacramento), I-680 (connecting Contra Costa and Santa Clara counties to Solano) and State Route 12 (connecting San Joaquin County and the Napa Valley). New residential and commercial developments throughout the Bay Area have increased the stress on current transportation infrastructure. Many Solano residents continue to travel to jobs in other counties, making commute traffic and safety on I-80, I-680, and State Route 12 a continuing critical transportation problem.



Above: I-80 Eastbound Truck Scales (existing)  
Below: Northbound I-680 Junction to I-80/SR 12



I-80/680/SR 12 Interchange Complex





*Solano Transportation Authority*  
*... working for you!*

**Solano Transportation Authority**  
**Daryl Halls, Executive Director**

One Harbor Center, Suite 130  
Suisun City, California 94585  
707-424-6075  
[www.sta.ca.gov](http://www.sta.ca.gov)

Susan Lent  
Akin Gump  
202-887-4558

