

# Solano County's Comprehensive Transportation System



STA Board Workshop  
June 27, 2011

# Why Are We Here???



# 1 of 10 National Mega-Regions

## 10 Emerging Megaregions

**Cascadia**  
 The vision for Cascadia links Seattle, Portland, and Vancouver, British Columbia with high-speed rail, while protecting the area's unique and pristine environment. Other strategies highlight these cities' shared high-tech competencies, commitment to environmental sustainability, and creative choices in film, music, and green building.

**Northern California**  
 The high quality of life, cultural heritage, and environmental assets of the Northern California region make it an attractive – and expensive – place to live. How can sustainable land use strategies be employed while limiting the skyrocketing cost of living?

**Texas Triangle**  
 By 2050 about 35 million people, or 70 percent of the population of Texas, will live in the metropolitan areas that compose the Texas Triangle. Three of the nation's 10 largest cities are in the Triangle, including Houston, which has a port that handles more foreign tonnage than any other in the U.S. Cultural cohesion creates the potential for collaboration among the metro regions of the Triangle to address land use, transportation, and environmental concerns.

**Great Lakes**  
 The Great Lakes megaregion is exploring ways to grow its economy in face of the shrinking role of the manufacturing sector. The region's assets include the environmental resources and amenities of the Great Lakes and a strong research and cultural tradition tied to its leading public universities.

**Northeast**  
 The Northeast is a powerhouse of density and economic output, producing 20 percent of the nation's Gross Domestic Product with 18 percent of the population and only two percent of the nation's land area. Over the next generation, the Northeast will add 18 million new residents. This population growth will demand infrastructure investments and economic growth to accommodate these new residents while preserving quality of life.

**Southern California**  
 With some of the largest ports in the nation, the economy of Southern California is closely tied to the logistics and goods movement industries. This region is taking aggressive action to build infrastructure that enhances its role as a global gateway while providing opportunities for its fast-growing native-born and immigrant populations.

**Arizona Sun Corridor**  
 The Sun Corridor is equivalent to Indiana in size and population but will add another Indiana's worth of residents by 2040. Located in a desert environment, Phoenix and Tucson – the megaregion's biggest metropolitan regions – have instituted water conservation requirements and are promoting the use of desert landscaping. These efforts provide the two metros with enough water for perhaps up to twenty million people, preparing the Sun Corridor for current and future growth.



**Piedmont Atlantic**  
 The low cost of living and high quality of life in the Southeast are two reasons for this megaregion's booming population, which is anchored by Atlanta but stretches east to Raleigh, North Carolina and west to Birmingham, Alabama. The region is facing challenges associated with its growing population, such as increased traffic congestion, runaway land consumption, and inadequate infrastructure, which it hopes to address with sustainable solutions.

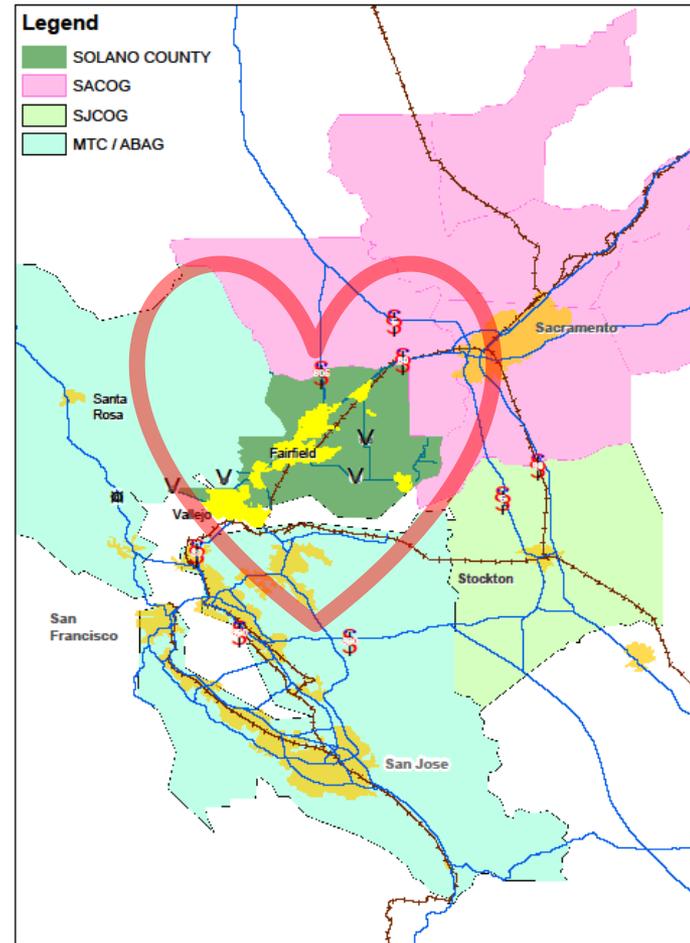
**Gulf Coast**  
 The devastation of Hurricanes Katrina and Rita and the displacement of victims along the I-10 corridor highlighted the environmental, transportation, and economic links of the Gulf Coast. Despite the recent destruction, the region is expected to grow due to the continued immigration of retirees from the Midwest.

**Florida**  
 The Florida megaregion is one of the fastest growing in the nation and possesses a wealth of diversity, with six of every 10 new residents in the last decade coming from foreign countries. It is both dense and populous, with the major international city of Miami acting as a gateway to Latin America. Regional strategies to protect the Everglades have preserved the natural heritage of the state.



# Solano's Unique Perspective

- Heart of the Northern California Mega-Region between San Francisco Bay Area and the Sacramento Metropolitan Region



# Historical Perspective



Challenges

+

Partnerships

=

Success



# Historical Perspective



- 1961



- 1970



- 1979 Solano Rideshare Program
- 1980 Solano population: 235,203
- 1984 Solano Orderly Growth Initiative – City Focused Development

- 1991



shifted Federal transportation planning to regional/local level

# Historical Perspective

- 1990's Solano's #1 Priority: State Route 37 Connector to I-80



- 1995 Solano's First Countywide Bike Plan

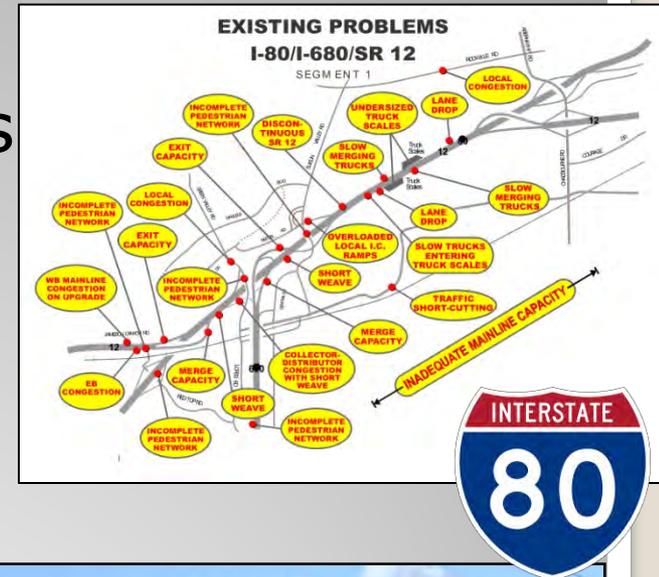


- 1996  became independent agency

- 1997 Transportation for Livable Communities (TLC) adopted by MTC

# 2000's Congestion-Driven

- 2000 Rideshare moves to STA
- 2000's Solano Project Priorities move to I-80 Corridor:
  - I-80/I-680/SR 12 Interchange
  - Jepson Parkway
  - Transit Centers
  - Capitol Corridor Train Stations
  - Vallejo Station

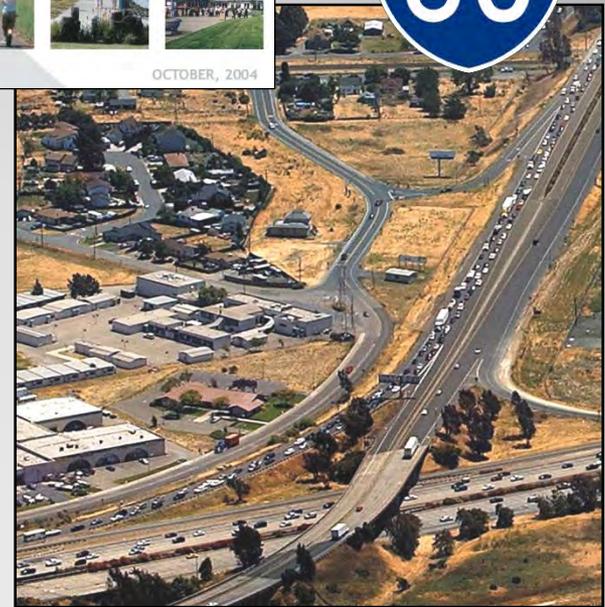


# 2000's Congestion-Driven

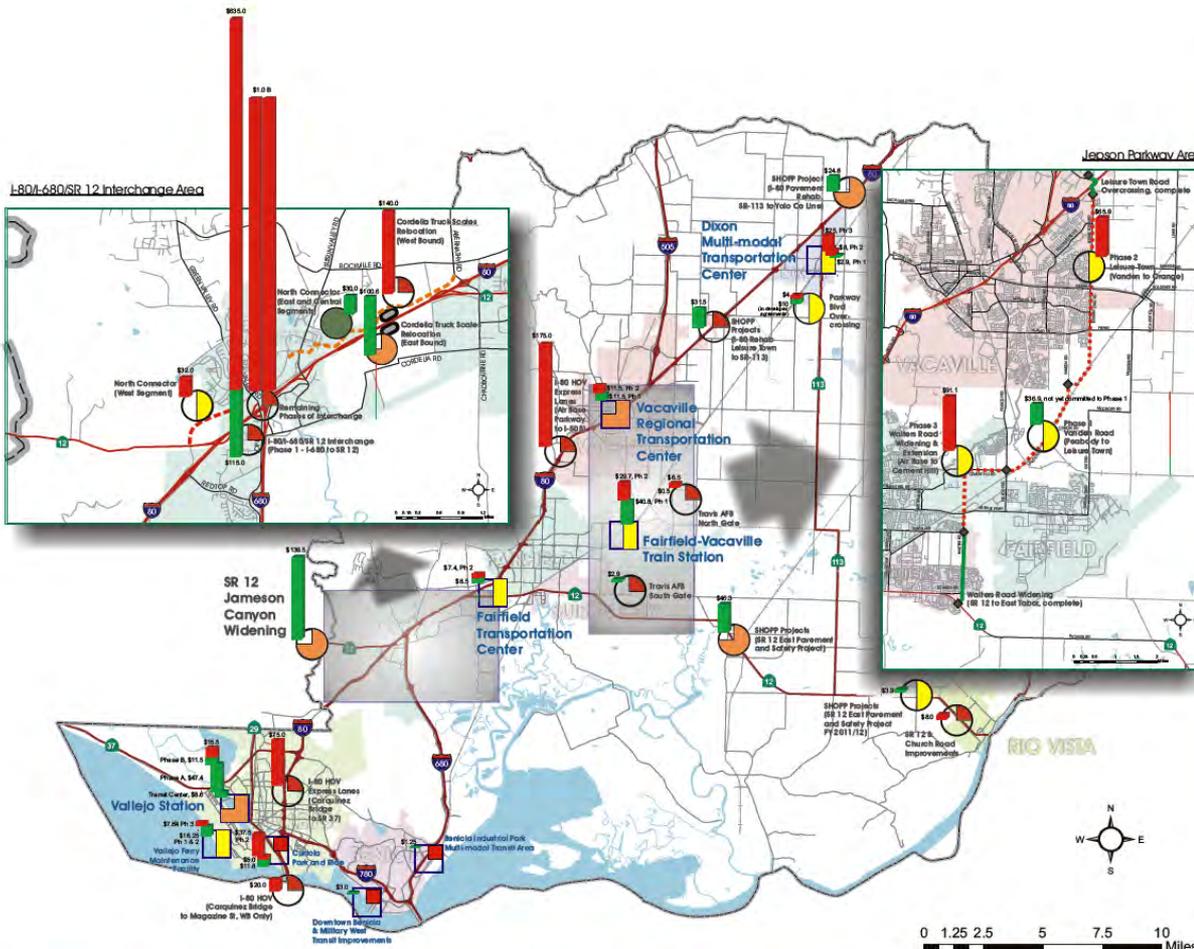
- 2004 Countywide Pedestrian Plan
- 2005 CTP



- 2004-2010 Solano Project Priorities on I-80 Corridor:
  - 2004 Aux. Lanes Project
  - 2007 Truck Climbing Lane
  - 2008-2010 Repave I-80
  - 2009 New High Occupancy Vehicle (HOV) Lanes



# Solano Priority Projects



### Legend

**Project Locations**

- Highway Projects
- Transit Projects

**Project Status**

- Preliminary Engineering / Environmental Analysis
- Approved Project / Final Design / Right-of-Way
- Under Construction
- Project Complete

**Project Funds and Shortfall**

**Project Funding Sources**

**Total Cost of Priority Projects**  
\$ 3,147 M

**Total Funding for Projects**  
\$ 813 M



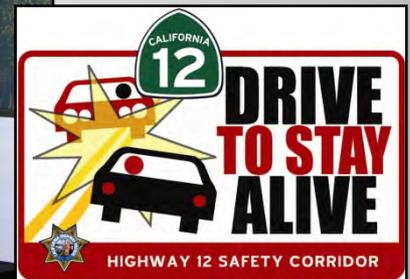
**STA Priority Projects**

**Roadway & Transit Projects**

November 10, 2010

# 2005-2010 More than Planning

- Focus on community needs and priorities
- 2007-08 Safety-Driven
  - SR 12 Projects/Studies
  - Jameson Canyon Widening
  - 2008 Safe Routes to School Program Created
- 2009 Senior/Disabled Mobility Summits



# 2005-2010 Multimodal Strategy

- SolanoExpress Bus Stations:
  - Fairfield Transportation Center
  - Vacaville Intermodal Station
  - Vallejo Transit Center Curtola/Lemon
  - Benicia Intermodal Station



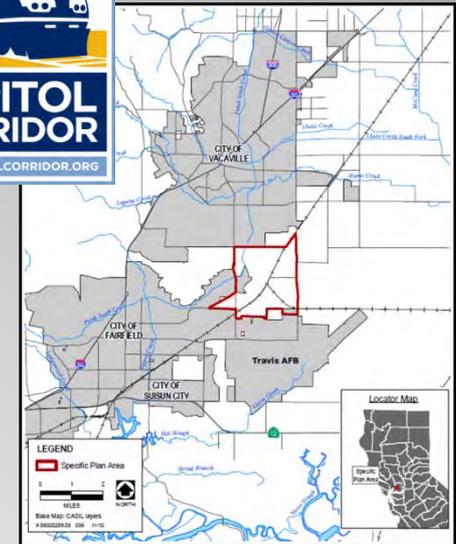
# 2005-2010 Multimodal Strategy

- I-80 HOV Lanes



# 2005-2010 Multimodal Strategy

- Capitol Corridor Rail Stations:
  - Track Improvements
  - Fairfield/Vacaville Train Station
  - Dixon Train Station



# 2005-2010 Multimodal Strategy

- Ferry
  - Vallejo Station



VALLEJO TRANSIT CENTER  
Looking east to York / Sacramento Streets



# Various Stages of Development



## Construction



## Open



# 2010-2015 Strategy



- Integrated Transportation System along I-80 Corridor and throughout Solano County
- Vision shared by all 7 cities and Solano County



# Solano County I-80 Corridor



## California's Interstate-80 Regional Travel Corridor



Connecting Northern California's Urban Areas with Express Lanes, Express Bus, and Commuter Rail in Solano County.

**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.



### 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



# Solano's Future Linked to Funding Trends

- State fiscal crisis
- Federal fiscal crisis



# Legislative Efforts



## Washington, DC Lobby Trip: April, 2011

- Funding will likely come through federal agencies (Federal Highway Administration, Federal Transit Authority, Department of Housing and Urban Development), **not** from Congressional earmarks.
  - Competitive grant opportunities, public private partnerships, and discretionary funding



# Solano's Future Linked to Comprehensive Transportation Strategy in our Northern California Mega-Region

- Tracking our dollars



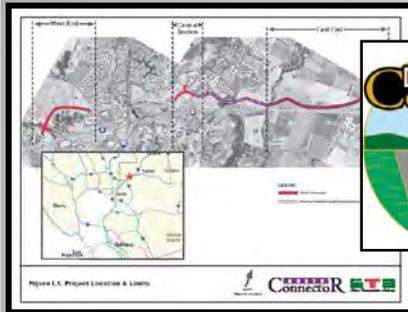
# Solano's Future Linked to Planning for Corridors and Operational Improvements

- Express Lanes I-80/I-680
- Public Private Partnerships
- Countywide Express Bus System
- I-80 EB Truck Scales Relocation



# Solano's Future Linked to Planning for Corridor Connections

- 2 Major Road Connections provide local mobility



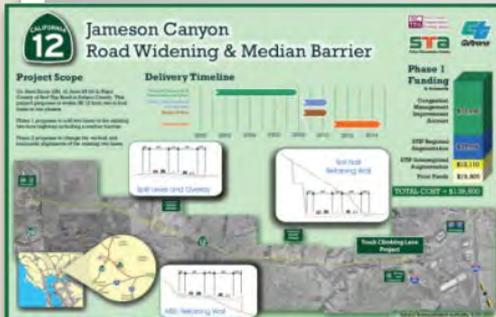
North  
Connector

## Jepson Parkway



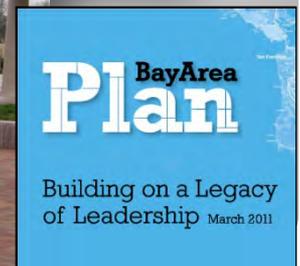
# Solano's Future Linked to Safety/Maintenance Issues

- I-80/I-680/SR 12 Interchange
- SRS 12:
  - Jameson Canyon Widening
  - Major Investment Study
  - Rio Vista Bridge Study
- Safe Routes to School



# The Suburban Model for Sustainable Communities Strategy

- Opportunities to limit land use and transportation
- \$100 million in Transit Centers over the next 5 years
- 9 Priority Development Areas
- Providing access to agriculture and open space



# Solano's Future Linked to Sustainable Communities



- Solano should share our hidden story of a long history of focused growth and preserving agriculture and open space
- Started with Orderly Growth Initiative in 1984 (reaffirmed by voters in 1994 and 2008)
- Countywide bike plan has evolved since 1995

OneBayArea

Sustainable Communities Strategy



# Sustainable Communities



- Rideshare since 1979
- TLC since 2000
- First Bay Area Pedestrian Plan in 2004
- SR2S since 2008

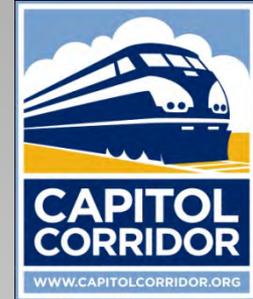


# Solano's Future Linked to Corridor Transit Service

- Connect all cities
- 2 new transit centers in last 6 months
- SolTrans merger of Benicia/Vallejo transit
- Maintain and operate



# Solano's Future Linked to Corridor Transit Service



- Fully Built-Out Rail Station Network

1



+2=3



Solano Passenger Load: **500/day**; up **8.3%** over last year  
Capitol Corridor On-Time Performance: **93.9%**



# Solano County Demographics

- Population is expected to grow from 427,000 (current) to 563,000 by 2030.
- Number of employed residents is expected to grow from 212,000 (current) to 300,000 by 2030.
- Number of senior residents (65+) will nearly double by 2035 (to 109,000).



# Contact

Solano Transportation  
Authority

One Harbor Center, Ste 130  
Suisun City CA 94585

Daryl K. Halls, Executive  
Director

707-424-6075

www.sta.ca.gov

