

MARCH 2010

STA'S Federal Priority Projects

Fiscal Year 2011 Federal Appropriations Requests
Fiscal Year 2010 Federal Reauthorization Priorities

Report to Capitol Hill



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 three 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.

STA Board of Directors

Board 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.



Pictured left to right: Harry Price (Vice Chair), Mayor, City of Fairfield; Len Augustine, Mayor, City of Vacaville; Pete Sanchez (Chair), Mayor, City of Suisun City; Jim Spering, Member of Solano County Board of Supervisors; Jan Vick, Mayor, City of Rio Vista; Jack Batchelor, Jr., Mayor, City of Dixon; Elizabeth Patterson, Mayor, City of Benicia; Osby Davis, Mayor, City of Vallejo.



Solano Transportation Authority

March 2, 2010

Members:

- Benicia
- Dixon
- Fairfield
- Rio Vista
- Solano County
- Suisun City
- Vacaville
- Vallejo

To Our Representatives in Washington:

The Solano Transportation Authority (STA) is pleased to forward this report summarizing Solano County's FY 2011 Appropriations funding requests. Improved mobility, safety, and preserving jobs during these challenging economic times are the top concerns for residents in Solano County. Our priority projects for the Fiscal Year 2011 Transportation Appropriations Program are:

1. Travis Air Force Base (AFB) North Gate Access Improvements - \$5 million
2. Transit Center at Curtola and Lemon: Vallejo - \$3 million
3. Dixon Train Station/Parkway Blvd. Overcrossing - \$2 million
4. Vacaville Intermodal Station, Phase 2 - \$2 million
5. Fairfield Transportation Center - \$2 million
6. I-80 Corridor Circulation Improvement Study: Vallejo - \$1 million
7. Solano Safe Routes to School Program, Student Planning and Environmental Education - \$1 million

This report provides a history, funding update and current status of each priority project. With your support for providing federal matching funds for these projects, the STA will ensure the completion of these critical transportation improvements.

Also included are Solano County's project priorities for Federal Reauthorization funding. We are focused on bringing projects to Solano County which will both improve mobility and safety, and continue to create jobs for our residents. Federal Fiscal Year 2010 Reauthorization projects are:

1. I-80/I-680/SR 12 Interchange Project—\$45 million
2. Travis Air Force Base (AFB) North Gate Access Improvements - \$5 million
3. Alternative Fuel SolanoExpress Bus Replacement - \$2 million
4. Vacaville Intermodal Station, Phase 2 - \$1.5 million

We appreciate your interest and support of Solano County's transportation priorities and look forward to working with you and your staff to deliver these important projects for both Solano County and California. Should you have any questions about these projects, please contact Daryl Halls, STA Executive Director, at (707) 424-6075, or Susan Lent, Akin Gump, at (202) 887-4558.

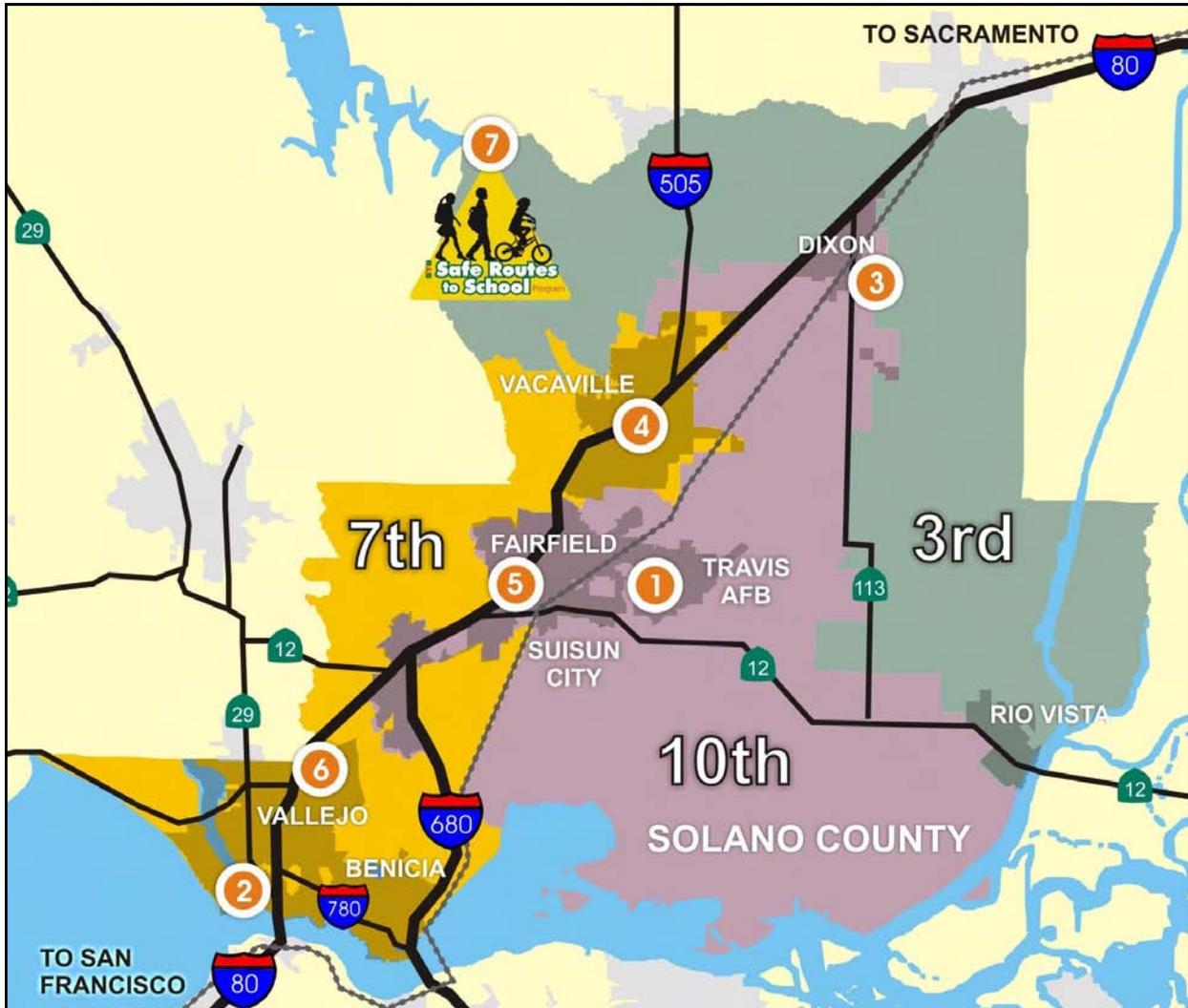
Sincerely,

Pete Sanchez, Chair
Solano Transportation Authority
Mayor, City of Suisun City

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STA's Priority Appropriations Projects Map



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STA's Priority Appropriations Projects

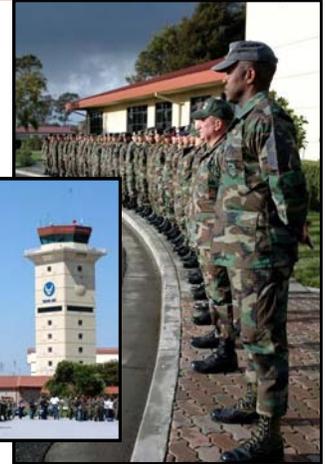
1. Travis Air Force Base (AFB) North Gate Access Improvements

Request

STA and its member agencies request a **\$5 million** earmark in the Fiscal Year 2011 Transportation and Housing and Urban Development Appropriations Bill under the Federal Highway Administration (FHWA) Surface Transportation Program (STP) to fully fund the Access Improvements to Travis Air Force Base (North Gate/Jepson Parkway). The funds will be for the design, right-of-way and construction for the access improvements in Solano County.



Air Mobility Command C-17 Globemaster from Travis AFB en route to Haiti with US AID support & supplies 1-13-10



Background

Travis Air Force Base is home to the 60th Air Mobility Wing (AMW), the largest air mobility organization in the U.S. Air Force. It handles more cargo and passengers than any other military air terminal in the United States. Travis AFB is the West Coast terminal for aero-medical evacuation aircraft returning sick or injured patients from the Pacific area. The 60th AMW crews can fly support missions anywhere in the world to fulfill its motto of being "America's First Choice" for providing true Global Reach. Also located at Travis AFB is the 349th AMW, the largest associate wing in the U.S. Air Force Reserve.

The project will upgrade and link the narrow substandard local roads that now provide access to the North Gate of Travis AFB, adjacent job centers, neighborhoods and schools. This work is also intended to upgrade the Union Pacific Railroad crossing at Canon and Vanden Roads.



Canon/Vanden Road Access to Travis AFB North Gate

Currently the local roads that provide access to Travis AFB are insufficient to handle vehicle traffic that accesses the Base from the North Gates. The improvements at the North Gate are proposed to include three components:

- Upgrade the narrow local roads of North Gate and Canon Roads. This project will widen these existing roadways to standard 12 foot lanes and add 4 foot shoulders.
- Upgrade the Union Pacific Railroad Crossing to install a new double armed railroad crossing. Currently only a single armed gate provides safety at this crossing.
- Install intersection signal at Vanden and Canon Roads with a left turn lane on southbound Vanden Road.



Travis AFB North Gate Access

The South Gate received a previous Federal Earmark that fully funded these important access improvements:

- Upgrade existing drainage facilities under Petersen Road to prevent flooding across the road.
- Construct a Truck Stacking Lane which will require Petersen Road to be widened to add an additional 14 foot lane to accommodate trucks waiting to enter Travis AFB.

Funding

The total cost of this project is estimated at \$7.6 million. The County of Solano has committed to a local match towards this project. The STA would seek state grant funds to secure any remaining shortfall. The South Gate project received a \$3.2 million earmark in FY 2006. The North Gate project will use the \$0.45 million remainder of that earmark to environmentally clear the project. The FY 2009 and FY 2010 Federal Appropriations Requests for \$5 million each were not granted.

Total Project Cost:		\$ 7.60 MILLION
Total Secured Funding:		\$ 1.85 MILLION*
<i>Local (County)</i>	\$ 1.40 Million	
<i>Federal</i>	\$ 0.45 Million*	
Request:		\$ 5 Million

* Includes \$ 0.45 M from remainder of FY06 earmark

2. Transit Center at Curtola and Lemon: Vallejo

Request

STA and its member agencies request a **\$3 million** earmark in the Fiscal Year 2011 Transportation and Housing and Urban Development Appropriations Bill under the Federal Transit Administration (FTA) Bus and Bus Facilities account to fully fund construction of the first phase of the Transit Center at Curtola and Lemon in the City of Vallejo.

Background

The Transit Center at Curtola and Lemon is a three-phase infrastructure project that will provide an attractive, auto-competitive bus rapid transit option along the heavily congested I-80 corridor between Solano and San Francisco Counties and support the Bay Area's regional congestion mitigation strategy. The project will ultimately provide 1,364 parking spaces in three parking structures, projected to preclude similar numbers of single-occupant motor vehicles from traveling the I-80 corridor during weekday peak periods. Phase 1 of the project includes design and environmental clearance for all phases, construction of the first 450-space

parking structure and the bus/carpool transfer and pedestrian plaza which will increase parking capacity by 209 spaces (the difference between existing parking lot spaces and new proposed garage parking spaces).

The project will:

- Expand and improve off-street bus and carpool transfer facilities.
- Improve connections for local/regional express bus and park & ride users.
- Improve bus and carpool access and egress and upgrade roadway circulation and safety in the immediate vicinity.
- Construct three parking structures on the existing park & ride lot to achieve a net increase of 879 parking spaces (total 1,364 spaces).

Funding

The estimated cost for the Phase 1 project is \$14.75 Million. Local Bridge Toll funds (\$11.75 Million) are the local source of funding for this project. The requested funds will fully fund construction of Phase 1 of the Transit Center at Curtola and Lemon in Vallejo.

Total Project Cost:		\$ 14.75 Million
Total Secured Funding:		\$ 11.75 Million
<i>Local (RM2* Bridge Toll)</i>	\$ 11.75 Million	
Request:		\$ 3 Million

* Regional Measure 2

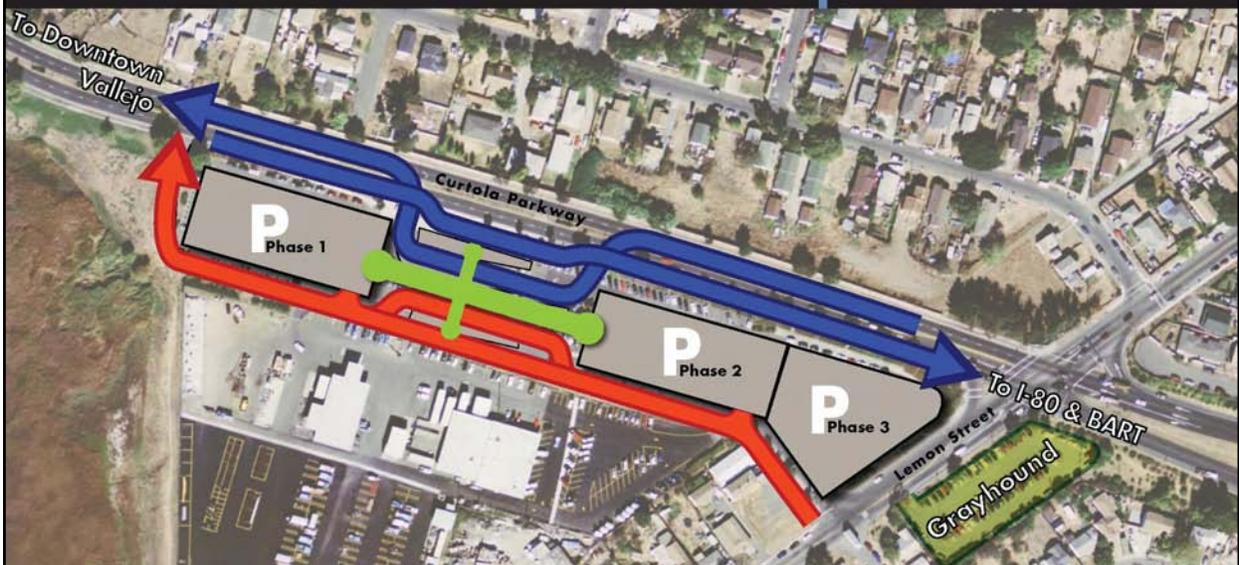


PHASE 2

SITE **6**

Lemon St. and Curtola Parkway
Mode Separation

-  Bus Routes
-  Pedestrian
-  Private Cars



3. Dixon Train Station/ Parkway Boulevard Overcrossing Project

Request

STA and its member agencies request a **\$2 million** earmark in the Fiscal Year 2011 Transportation and Housing and Urban Development Appropriations Bill under the Federal Highway Administration (FHWA) Surface Transportation Program (STP) to fully fund the design of the combined project improvements.

Background

Providing rail transportation for Dixon commuters to the San Francisco Bay Area and the Sacramento Region as an alternative to residents who commute to locations along the I-80 corridor is a priority for the City. Alternative transportation means reducing automobile congestion as well as air pollution.



2006 Dedication of Dixon Transportation Center

Direct rail transportation to all points west and east, all the way to both coasts will provide this alternative transportation option. It will also attract business and industry to Dixon with rail travel for employees living outside of Dixon.

The City of Dixon, in coordination with STA and the Capitol Corridor, has adopted a citywide Rail Safety Plan in order to establish a series of steps to improve safety and reduce congestion at existing at-grade rail crossings throughout Dixon. This project is part of the implementation strategy for this Rail Safety Plan.



The combined project includes four key components:

- Construct a new four-lane overcrossing at Parkway Boulevard. This phase will include bike lanes and sidewalks and provide much needed traffic relief for the downtown area adjacent to the proposed train station. This relief route is also required for future construction phases which will close existing roads for more than one year.
- Construct a pedestrian/bicycle undercrossing at West B Street to replace the existing at-grade crossing. This phase will also provide the future access point to the passenger rail station platform.
- Construct a two lane roadway undercrossing at West A Street. This is a requirement of the Union Pacific Railroad for the future passenger train station.
- Construction of the passenger rail station platform and associated improvements to allow Capitol Corridor train service.



The project has received previous Federal Earmarks and State Grants that funded the following tasks which are in progress:

- Design, environmental clearance, and right-of-way acquisition for Parkway Boulevard;
- Design of the West B Street Pedestrian Undercrossing;
- Partial design of the train station improvements.

Funding

The total cost of this project is estimated at \$39 million. The \$2 million request would fund the design phase of this project. The City of Dixon has committed to a local match. The STA would seek future grant funds to secure the remaining shortfall.

Total Project Cost:		\$ 39.0 MILLION
Total Secured Funding:		\$ 5.6 MILLION
<i>State (STIP*)</i>	\$ 1.87 Million	
<i>Local (Dixon)</i>	\$ 1.2 Million	
<i>Federal</i>	\$ 2.43 Million	
Request:		\$ 2 MILLION

* State Transportation Improvement Program

4. Vacaville Intermodal Station, Phase 2

Request

STA and its member agencies request a **\$2 million** earmark in the Fiscal Year 2011 Transportation and Housing and Urban Development Appropriations Bill under the Federal Transit Administration (FTA) Bus and Bus Facilities account for the Vacaville Intermodal Station, Phase 2.

Background

The Vacaville Intermodal Station is a regional bus transit facility in central Solano County. It is centrally located in Vacaville to serve both local and intercity transit service. Once completed, parking will be provided for 640 spaces for bus riders as well as vanpoolers and carpoolers. There will be bicycle and pedestrian access to the facility from the surrounding residential, retail, and office uses as well as the adjacent community center.



Vacaville Intermodal Station Phase 1 Site Plan



The overall project will be constructed in two phases. Phase 1 is currently under construction and will provide ten bus bays as well as 220 automobile and 20 vanpool parking spaces in a surface lot. Phase 1 will also include bicycle and pedestrian access. Phase 2 of this project will construct a 400-space parking structure. The feasibility of including retail/commercial space in the parking structure will also be studied.

The Vacaville Intermodal Station is a high priority for the county to help streamline express bus service along the I-80 corridor and provide efficient connections to local bus service. The project will help to expand ridership along the I-80 corridor both toward the Bay Area and the Sacramento region.



Vacaville Downtown Transit Plaza

The Station will have the potential to serve a minimum of 640 people a day based solely on available parking. Taking into account the number of vanpool/carpool riders, bicyclists, pedestrians and regional buses, the Station has the potential to serve 800 to 900 people a day.

The project will have the following major benefits:

- Construct a facility with 640 parking spaces for transit riders, vanpools, and carpools.
- Provide a strategically located intermodal facility that will provide efficient alternatives to driving to work on I-80, which helps reduce traffic congestion and air pollution emissions.
- The facility is located within the established Allison/Ulatis Priority Development Area (PDA) which includes the Ulatis Cultural Center and Theater, high density residential housing, and commercial office and retail uses. This facility will be a desirable and beneficial addition to the PDA. Additionally, the project has the potential to provide shared parking for the adjacent uses.

Funding

The Vacaville Intermodal Station Phase 1 project is fully funded and is scheduled to be completed in 2010. Phase 2 will cost an estimated \$17 million, which builds off of the Phase 1 work. \$500,000 funding was secured for Phase 2 through an FY10 Appropriations Earmark. The requested \$2 million would provide for the design of the structure for Phase 2 of this project, and prepare the project for future local, regional, and federal funds.



Vacaville Intermodal Station Groundbreaking

Total Project Cost (Phases 1 & 2)		\$ 26.60 MILLION
Total Secured Funding (Phases 1 & 2):		\$ 13.14 MILLION
<i>State (RM2)</i>	\$ 7.25 Million	
<i>State (TDA*)</i>	\$ 1.88 Million	
<i>Federal (ARRA*)</i>	\$ 0.48 Million	
<i>Federal (CMAQ*)</i>	\$ 3.03 Million	
<i>Federal (FY10 Approp.)</i>	\$ 0.50 Million	
Request:		\$ 2 MILLION

* Transportation Development Act, American Recovery & Reinvestment Act, Congestion Mitigation & Air Quality

5. Fairfield Transportation Center

Request

STA and its member agencies request a **\$2 million** earmark in the Fiscal Year 2011 Transportation and Housing and Urban Development Appropriations Bill under the Federal Transit Administration (FTA) Bus and Bus Facilities account funds to design the Fairfield Transportation Center Expansion Project.

Background

The Fairfield Transportation Center (FTC) is a Regional Transit Hub located along the I-80 Corridor. The FTC provides access to the regional transit network and anchors plans to convert old highway strip developments into an integrated higher density mixed use community that would utilize and support transit, walking and biking. The current expansion will increase total parking to 1,000 structured spaces and set the stage for an additional 600 structured spaces in the future. The request would fund the final design and help fund construction of the project.



The FTC provides convenient, secure and reliable travel connections. Demand for parking at this regional transit hub has exceeded expectations from the beginning. In 2002, a 400 space parking structure was filled almost from the day it opened by drivers leaving their single occupancy vehicles (SOVs) behind to use transit options. In 2005, another 240 spaces were added in a surface lot which has also filled up. Many people that want to take transit, vanpools or carpools are discouraged from doing so due to lack of parking.

The City has already environmentally cleared, and is updating the design concept for, a second structure with approximately 600 spaces to replace the surface lot. The next



Fairfield Transportation Center Parking Lot

phase will be constructed in a way that can easily be expanded in the future as more funding becomes available. The \$2 million request will complete refinement of the design concept and help fund both final design and construction so expansion of this important regional amenity can become a reality. The City already owns the right of way and is exploring opportunities to use potential parking revenues to help fund the expansion and operations. If a sufficient combination of local, regional, state and federal funding can be secured, the expansion could be accelerated using a design-build process. Having a refined design concept would support and reduce the time needed for either a design-bid-build process or a design-build competition as the economy begins to rebound.

The FTC is an anchor that will help transform the old highway strip development along West Texas (Old U.S. 40) into a higher density mixed use development that would utilize and support extensive transit use, walking and biking. The FTC is already in place, but expansion of the parking will provide for additional access to transit and reduce



regional vehicles miles traveled (VMT). The project will encourage the types of stores and services that are also important catalysts for smarter-growth and re-development. It is anticipated that the project will be completed in 2013. The requested \$2 million will fund the design and construction of the project.

Funding

The estimated cost to construct the project is \$16 million. Local match will come from Regional Measure 2 (RM 2) bridge tolls, Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds, and a Federal Grant received in FY09.

Total Project Cost:		\$ 16.000 MILLION
Total Secured Funding:		\$ 8.545 MILLION
<i>Regional (RM 2)</i>	\$	7.750 Million
<i>Federal (CMAQ/RSTP)</i>	\$	0.320 Million
<i>Federal (FY09 FTA Grant)</i>	\$	0.475 Million
Request:		\$ 2 Million

6. I-80 Corridor Circulation Improvements Study: Vallejo

Request

STA and its member agencies request a **\$1 million** earmark in the Fiscal Year 2011 Transportation and Housing and Urban Development Appropriations Bill under the Federal Highway Administration (FHWA) Surface Transportation Program (STP) to fully fund a corridor study of Interstate 80 from the I-80/SR 37 interchange to the Carquinez Bridge.

Background

The Project will conduct a corridor study of Interstate 80 from the I-80/SR 37 interchange to the Carquinez Bridge. The Study will identify opportunities to consolidate interchanges and ramps, improve local circulation, improve through-and cross-corridor bicycle and pedestrian circulation, revitalize local land uses, improve landscaping along I-80, and improve links to transit (including bus, ferry and ridesharing).

The consolidation of access along this corridor will improve the operations of the interstate and reduce accidents. Several nonstandard features exist on the I-80 corridor within this study segment. Interchange spacing varies from $\frac{1}{4}$ to $\frac{1}{2}$ mile, creating short weaving sections and inadequate distance between entrance and exit ramps. With the exception of Route 29, I-80 and Tennessee St., the interchange configurations consist of short, tight radius hook ramps connecting to parallel arterial roadways rather than the cross road that they serve. This also results in non-standard diverge distances. This section of

I-80 is forecasted to carry 180,000 vehicles per day. The Study is estimated to cost \$1.2 million, of which \$200,000 will be paid for by local funds.

The I-80 Corridor presently does not possess a character which reflects well on the community. The private and publicly owned parcels adjacent to the freeway right of way and frontage roads are a mixture of uses and parcel sizes with little consistency. There is limited landscaping with notable exceptions along certain roadway edges. Overhead wires are prevalent in many areas. All of these factors present an unappealing aesthetic environment for the many travelers on the I-80 Corridor. Planned I-80 roadway improvements present an opportunity to enhance the function of I-80 through Vallejo, strengthen community identity, and enhance the economic performance of properties on both sides of I-80.



I-80 Approaching Vallejo

It is important that as Vallejo works with regional transportation agencies on improving the function of I-80, that a parallel plan is developed to enhance adjacent properties. The vision for this corridor could provide for:

- A mix of compatible commercial, residential and public uses which facilitates infill development and the efficient use of land in an urban context.
- Modified zoning that will foster compatible and complimentary development.
- A safe and efficient circulation system that consolidates connections to I-80.
- Redevelopment tools that can facilitate the evolution of the land uses that encourage greater investment by property owners.
- Signage and landscaping that present a unified positive image and citywide identity for Vallejo.
- The adoption of land use, circulation and economic development elements.

The Study for the corridor limits is between the southern edge of the Solano County Fairgrounds and the Carquinez Bridge within approximately 500 feet of either side of the right of way of I-80. The specific geographic area would be refined to align borders with parcel boundaries/streets in the adjacent areas.

Funding

The total cost of this Study Project is estimated at \$1.2 million. The City of Vallejo has committed to a local match towards this project. No other funds have been secured.



Repaved I-80 through Vallejo

Total Project Cost:		\$ 1.2 MILLION
Total Secured Funding:		\$ 0.0 MILLION
<i>Local</i>	\$ 0.2 Million	
Request:		\$ 1 Million

7. Solano Safe Routes to School Program, Student Planning and Environmental Education



Request

STA and its member agencies request a **\$1 million** earmark in the Fiscal Year 2011 Department of Education Appropriations Bill to fully fund the Solano Safe Routes to School Program, Student Planning and Environmental Education project. The funds will be for education and encouragement curriculum and materials, and staff support.

Background

This project would educate and assist middle school and high school students to understand, plan, and implement Safe Routes to School projects and programs in collaboration with the Solano Transportation Authority (STA) and its Safe Routes to School Program partner agencies, which include air districts, school districts, city and county engineering and police departments, Solano County department of public health, and non-profit organizations.

Currently in Solano County, only 21% of students walk to school, 2% bicycle, and 56% are driven alone by their parents. School bus programs are being cut and schools are being closed due to the budget crisis in California, increasing the challenge of getting to school

and extending the distance that students need to travel to school.

\$1 million would help fund education and encouragement programs for high school and middle school students in Solano County to help reduce air pollution emissions, greenhouse gases, traffic congestion, and childhood obesity, as well as improve environmental, health, and safety education.

No other funding program covers the breadth of this level of collaboration between students and professionals to educate and implement positive change for Air Quality, Transportation, Environmental Education, and Public Health. A minimum of \$1M would serve the communities around 5 high schools and their related middle schools, potentially benefiting about half the population of Solano County (200,000).

Funding

The STA's Safe Routes to School Program is supported by a number of federal, regional, and local funding sources (an estimated \$2M in the next 2 years). However, this specific project is not funded. The STA is committed to providing a local match if the federal funding is obtained.

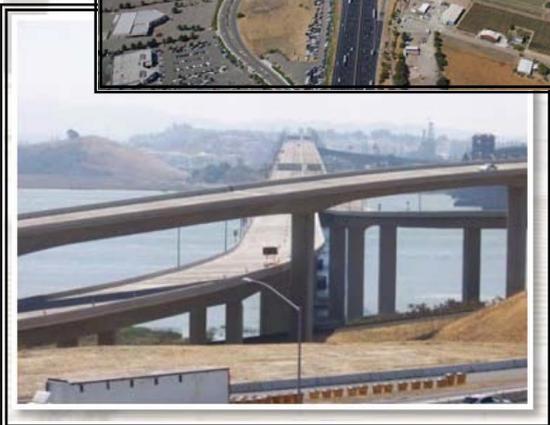
Total Project Cost:	\$ 1 MILLION
Total Secured Funding:	\$ 0 MILLION
Request:	\$ 1 Million

STA's Reauthorization Perspective

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 Reform

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



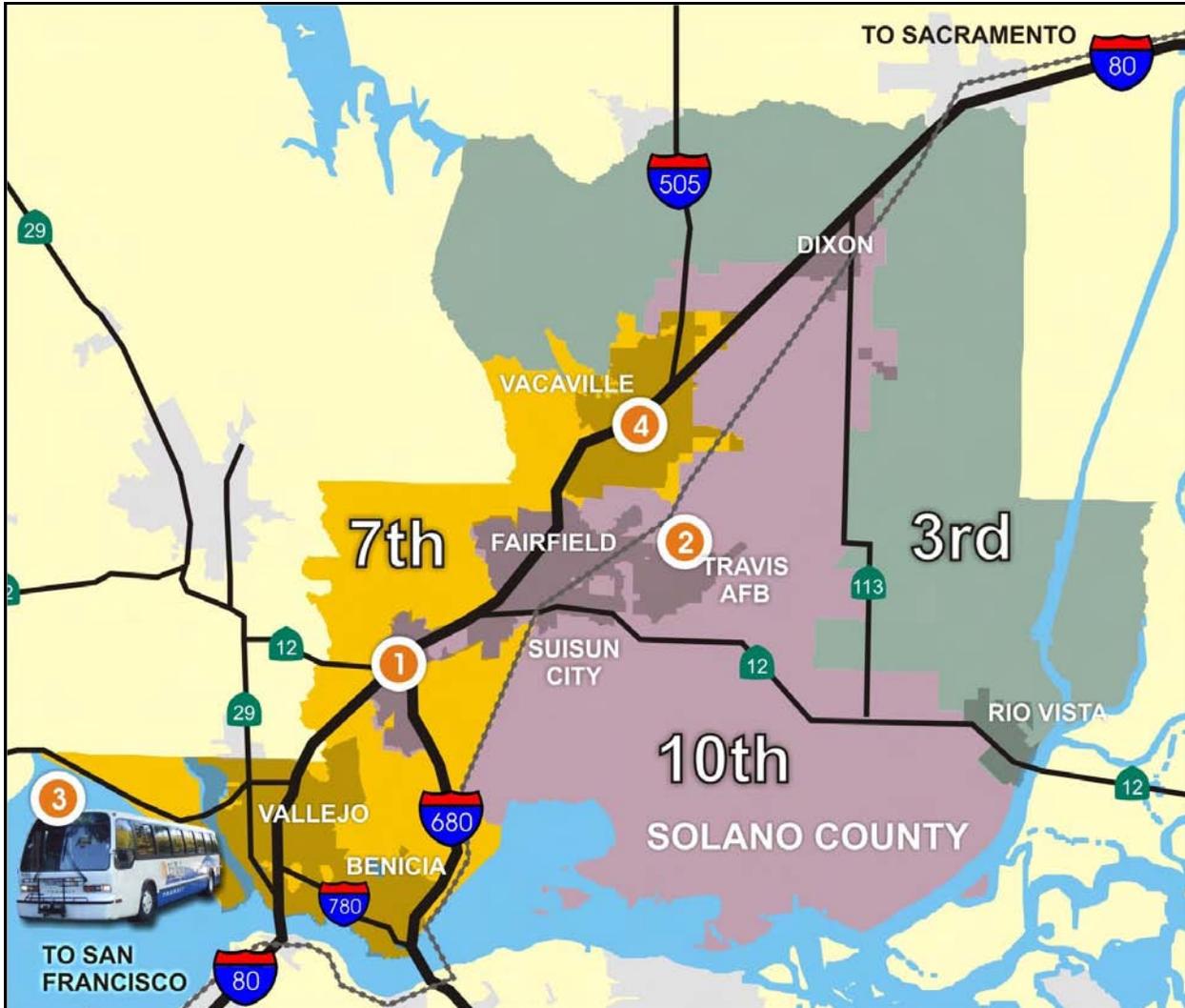
Major Changes Necessary to Accomplish Objectives

The federal program should be performance-driven, outcome-based, generally mode-neutral, and refocused 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 Reauthorization Projects Map



- 1 I-80/I-680/SR 12 Interchange Project
- 2 Travis Air Force Base (AFB) North Gate Access Improvements
- 3 Alternative Fuel SolanoExpress Bus Replacement: Countywide
- 4 Vacaville Intermodal Station, Phase 2

Federal Reauthorization Priorities

The STA Board submitted the following priority projects for consideration of Federal Reauthorization funding in Federal Fiscal Year 2010:

1. I-80/I-680/SR 12 Interchange Project

Request

The STA and its member agencies request a **\$45 million** earmark in the FY10 Re-authorization of the Surface Transportation Account (SAFETEA-LU) to construct the next priority improvements within the I-80/I-680/SR 12 Interchange Complex.

Background

The project encompasses improvements to 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. The Interchange is important to local, commuter and regional travel. Two build alternatives that would improve operations by providing enhanced roadway geometrics on the mainline and at interchanges have been carried forward for study in the Environmental Document. This request will be matched with \$100 M of local funds to construct the next priority improvements within the Interchange Complex.



Total Project Cost (Phase 1 Construction):		\$ 156 MILLION
Total Secured Funding:		\$ 111 MILLION
<i>State (STIP)</i>	\$ 11 Million	
<i>Regional (AB 1171 Bridge Toll)</i>	\$ 50 Million	
<i>Regional (RM2 Bridge Toll)</i>	\$ 50 Million	
Request:		\$ 45 Million

2. Travis Air Force Base (AFB) North Gate Access Improvements

Request

The STA and its member agencies request a **\$5 million** earmark in the FY10 Reauthorization of the Surface Transportation Account (SAFETEA-LU) to fund improvements to the North Gate Access to Travis Air Force Base.

Background

The request will fund design, right-of-way and construction for access improvements to the North Gate of Travis AFB, a major Solano County employer. The project will upgrade and link narrow substandard local roads, and will also upgrade the Union Pacific Railroad crossing at Canon and Vanden Roads.



Canon/Vanden Road Access to Travis AFB North Gate



U.S. AIR FORCE



Travis AFB North Gate Access

Total Project Cost:		\$ 7.60 MILLION
Total Secured Funding:		\$ 1.85 MILLION*
<i>State (STIP)</i>	\$ 0	
<i>Local (County)</i>	\$ 1.4 Million	
<i>Federal</i>	\$ 0.45 Million*	
Request:		\$ 5 Million

* Includes \$ 0.45 M from remainder of FY06 earmark

3. Alternative Fuel Solano-Express Bus Replacement

Request

The STA and its member agencies request a **\$2 million** earmark in the FY10 Reauthorization of the Surface Transportation Account (SAFETEA-LU) to purchase three (3) alternative fuel buses.

Background

SolanoExpress is a coalition of the Solano Transportation Authority (STA) and the transit operators in greater Solano County, **working together to coordinate the county’s public transportation options for commuters and other riders.** In Solano County, there are seven (7) intercity routes operated that annually carry over 1 million passengers. These routes carry passengers throughout the greater San Francisco Bay Area and Sacramento. These routes currently are operated by 42 diesel buses.

Replacing the current diesel fleet of commuter buses with alternative fuel buses will be a key step in our efforts to move the **region’s fleet toward clean fuel transit** stock, reduce the number of cars on the road, and reduce air pollution emissions.



Total Project Cost:		\$ 2,222,223
Total Secured Funding:		\$ 222,223
<i>Local (STAF*)</i>	\$ 222,223	
Request:		\$ 2 Million

* State Transit Assistance Fund

4. Vacaville Intermodal Station, Phase 2

Request

STA and its member agencies request a **\$1.5 million** earmark in the FY10 Reauthorization of the Surface Transportation Account (SAFETEA-LU) for the Vacaville Intermodal Station, Phase 2.

Background

The Vacaville Intermodal Station is a bus transfer facility along the I-80 Corridor. Phase 2 of this project will construct a 400-space parking garage, and retail/commercial space. The project will help relieve traffic congestion along the I-80 corridor between the San Francisco Bay Area and the Sacramento Metropolitan Area. The station will encourage use of transit, carpools, and vanpools versus individuals driving their own personal vehicles. Phase I is fully funded and under construction.

The Vacaville Intermodal Station is a high priority for the county to streamline express bus service along the I-80 corridor and



Vacaville Intermodal Station Phase 1 Site Plan

provide efficient connections to local bus service. The project will help to expand ridership along the I-80 corridor both toward the Bay Area and the Sacramento region. The Station will have the potential to serve a minimum of 640 people a day based solely on available parking. Taking into account the number of vanpool/carpool riders, bicyclists, pedestrians and regional buses, the Station has the potential to serve 800 to 900 people a day.

Total Project Cost (Phases 1 & 2)		\$ 26.60 MILLION
Total Secured Funding (Phases 1 & 2):		\$ 13.14 MILLION
<i>State (RM2)</i>	\$ 7.25 Million	
<i>State (TDA)</i>	\$ 1.88 Million	
<i>Federal (ARRA)</i>	\$ 0.48 Million	
<i>Federal (CMAQ)</i>	\$ 3.03 Million	
<i>Federal (FY10 Approp.)</i>	\$ 0.50 Million	
Request:	\$ 1.5 MILLION	

Project Delivery

The Solano Transportation Authority is committed to seeing projects through to completion, with the assistance of federal, state, regional and local funding, and its project delivery partners.

The I-80 High Occupancy Vehicle (HOV) Lanes Project, a component of the I-80/I-680/State Route (SR) 12 Interchange, is a good example of a phased project being implemented by the STA. Because of the complexity and magnitude of the Interchange Project, STA partnered with Caltrans to advance a component of this project, the I-80 HOV Lanes, due in part to a federal earmark. Using the federal earmark, state funds were attracted to the project which resulted in a fully funded component. Construction began in the summer of 2008, and was completed in late 2009. The federal earmark was contained in SAFETEA-LU.

The North Connector Project, a component of the I-80/I-680/SR 12 Interchange, is a new intra-city/county roadway to provide a parallel arterial to ensure the local roadway system can serve local traffic and I-80 can better serve regional traffic through the Interchange area. Completion of the first segment of construction is expected by late summer 2010.

Another federally funded project which Solano County has successfully completed through the years is the Jepson Parkway. The STA Board adopted the Environmental Impact Report (EIR) for the Jepson Parkway project in 2009. STA is currently working with our local partners to implement the project.



About Solano County

Population

The Association of Bay Area Governments has projected Solano County to have the largest percentage of population and job growth of any county in the Bay Area over the next 25 years. Its location between Sacramento and the Bay Area gives it strategic economic development importance for the region.

Solano County's current population of about 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 about 300,000 by 2030.

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 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 grown in number throughout the county, and Solano County is home to large employers such as Genentech, COPART, Novartis, Alza, and Six Flags Discovery Kingdom in Vallejo. Travis Air Force Base, home to the 60th and 349th Air Mobility Wings, is the largest employer in Solano County, contributing more than \$1 billion annually to the local economy.



New Benicia-Martinez Bridge Toll Plaza

U.S. AIR FORCE

Solano Traffic

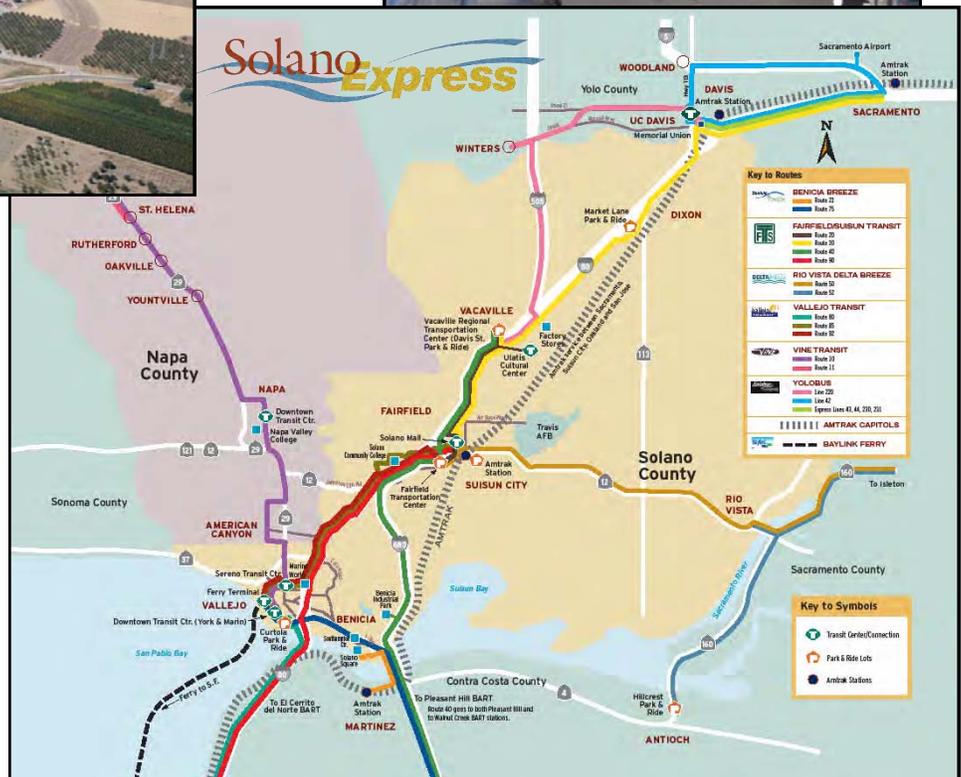
Solano County is dissected by I-80 (connecting the Bay Area to Sacramento), I-680 (connecting to Contra Costa and Santa Clara counties) and State Route 12 (connecting San Joaquin County and the Napa Valley). New residential and commercial developments throughout the Bay Area have increased the stress 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 an increasingly 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, and North Connector Construction





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.solanolinks.com

Susan Lent, Federal Legislative Advocate
Akin Gump
202-887-4558

