

APRIL 2008

SOLANO TRANSPORTATION AUTHORITY

STA'S PRIORITY PROJECTS

FISCAL YEAR 2009 FEDERAL APPROPRIATIONS REQUESTS



STa

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.



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

Mission Statement

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

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. Member agencies include the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and Solano County. The STA is responsible for transportation planning, coordination, and the financing of projects for its eight member jurisdictions. The STA also provides countywide planning for the development of roads, transit, rideshare, rail, bicycle and pedestrian facilities, manages the Solano Napa Commuter Information program and coordinates three transit services.

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 2009 Appropriations funding requests. Improved mobility and safety are the top concerns for residents in Solano County, the San Francisco Bay Area's fastest growing county. Our five priority projects for the Fiscal Year 2009 Transportation Appropriations Program are:

1. Travis Air Force Base (AFB) Access Improvements - \$5 million
2. Bus Replacement/Expansion (Alternative Fuel) –SolanoExpress - \$2 million
3. Vallejo Ferry Maintenance Facility, Phase 3 - \$2 million
4. Fairfield/Vacaville Intermodal Station - \$2.5 million
5. Vacaville Intermodal Station, Phase 1 - \$1.85 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.

We appreciate your interest and support of Solano County's transportation priorities. 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,

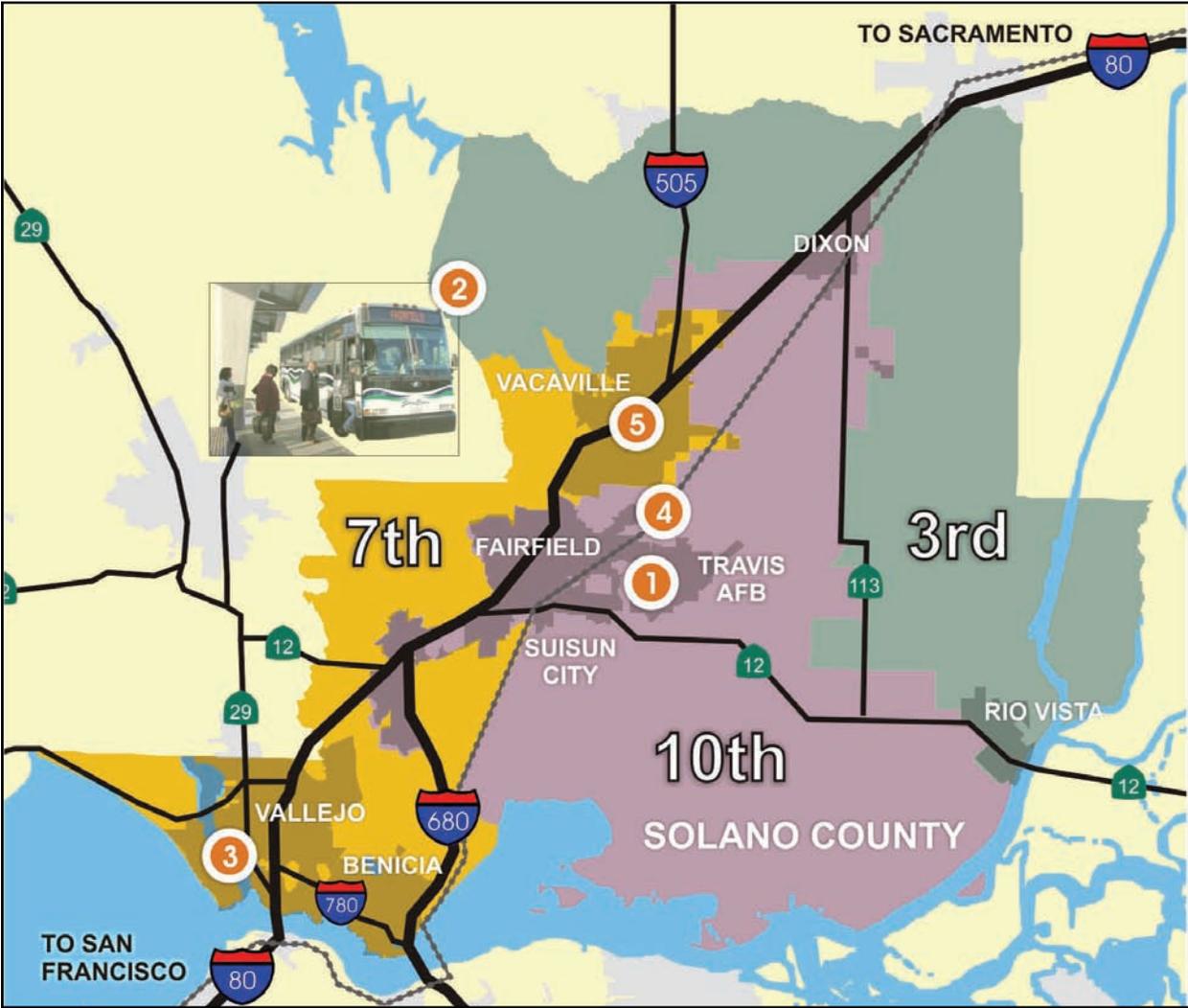


Eddie Woodruff, Chair
Solano Transportation Authority
Mayor, City of Rio Vista

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STA's Priority Projects Map



- 1 Travis Air Force Base (AFB) Access Improvements
- 2 Bus Replacement/Expansion (Alternative Fuel) - SolanoExpress
- 3 Vallejo Ferry Maintenance Facility Phase 3
- 4 Fairfield/Vacaville Intermodal Station
- 5 Vacaville Intermodal Station, Phase 1

STA's Priority Projects

1. TRAVIS AIR FORCE BASE (AFB) ACCESS IMPROVEMENTS

Request

STA requests a **\$5 million** earmark in the Fiscal Year 2009 Transportation and Treasury Appropriations Bill under the Department of Transportation/Federal Highway Administration (DOT/FHA) 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 significant portion of the construction for the access improvements in Solano County.



Hurricane Katrina Relief Mission

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 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 provide for an upgrade to 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 access 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 Cannon 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. The FY 2008 Federal Appropriations Request for \$3 million was not granted.

Total Project Cost:		\$ 7.6 MILLION
Total Secured Funding:		\$ 1.85 MILLION*
<i>STIP (State)</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

2. Bus Replacement/ Expansion (Alternative Fuel) - SolanoExpress



Request

STA requests a **\$2 million** earmark in the Fiscal Year 2009 Transportation and Treasury Appropriations Bill under the Department of Transportation/Federal Transit Administration (DOT/FTA) Bus and Bus Facilities account for the Bus Replacement/Expansion (Alternative Fuel) – SolanoExpress.

Background

SolanoExpress is a coalition of the Solano Transportation Authority 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 900,000 passengers. These routes currently are operated by 42 diesel buses. Three of these buses are to retire soon. Replacing current diesel buses with alternative fuel buses will be a key step toward replacing the remaining diesel fleet with an alternative fuel.

The Solano Transportation Authority requests funds in order to meet current service demands by replacing retired diesel buses with alternative fuel buses and/or prepare for potential service expansions. The new buses will produce lower amounts of air emissions, including both CO2 and soot, and the transit services provided will reduce the number of cars on the road, thereby further reducing air emissions.

One specific route that will benefit from an additional vehicle is Route 30. Route 30 services an intercity commuter route from Fairfield to Sacramento with stops in Vacaville, Dixon, and the University of California, Davis. It currently has five (5) round trips per weekday. Since 2001, ridership has grown over 140%. Each year the ridership continues to grow. This past year, Route 30 has been experiencing full capacity in the morning commute. When the bus arrives in Dixon, passengers are left behind due to full capacity. Another bus is needed to operate additional trips to accommodate the

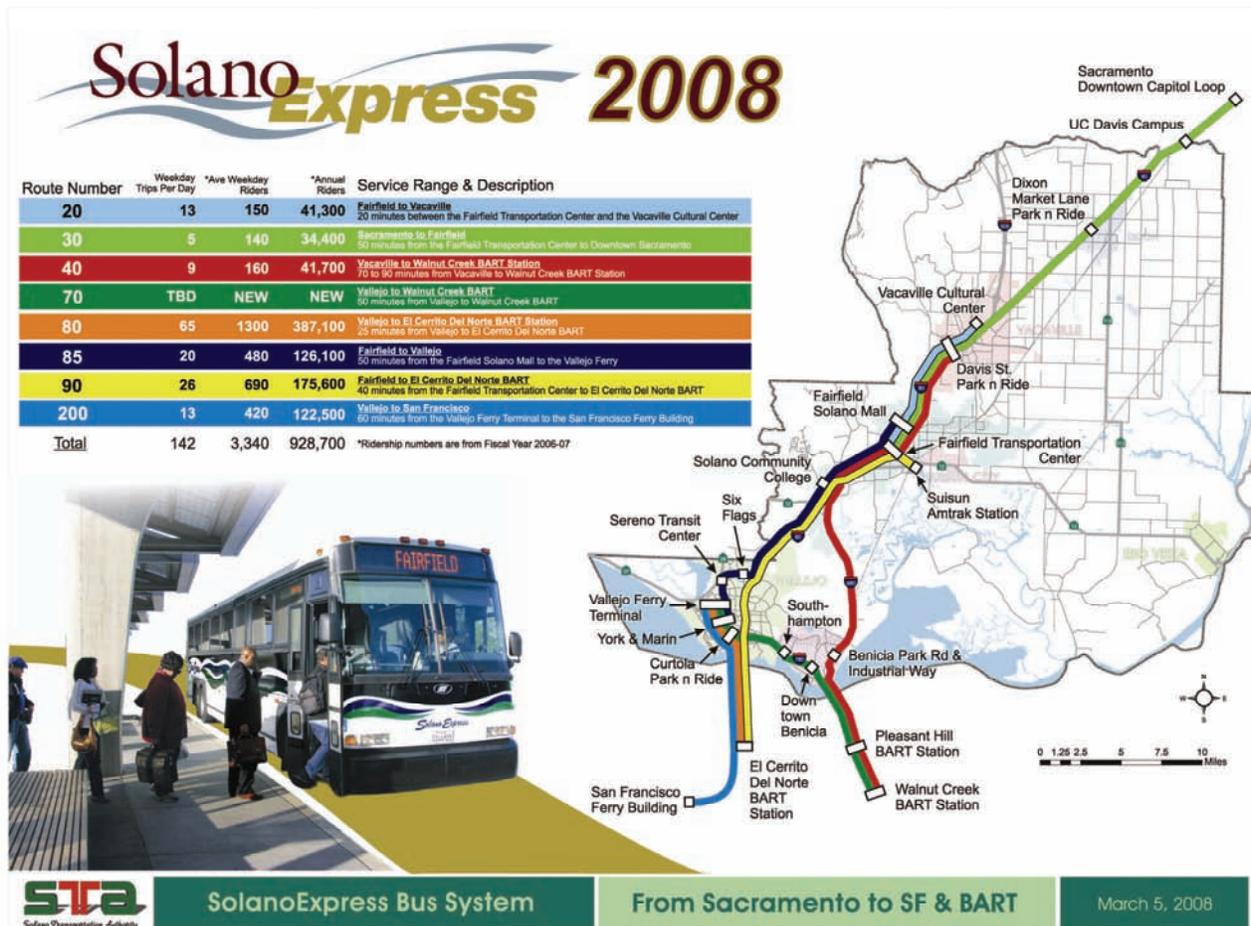
Total Project Cost:		\$ 2,222,223
Total Secured Funding:		\$ 222,223
<i>Local (STA)</i>	\$ 222,223	
Request:		\$ 2 Million

current and future increased demand. An alternative fuel bus would be procured to expand this service.

The STA is also working with the Napa County Transportation and Planning Agency to initiate transit service on SR 12 between the cities of Fairfield and Napa. New alternative fuel buses are needed to help mitigate traffic congestion on SR 12 Jameson Canyon with the startup of new services.

Funding

The estimated cost for four (4) alternative fuel buses is \$2,222,223. State Transit Assistance (STA) funds will be the local source of funding for this project if no other funding sources are granted.



3. VALLEJO FERRY MAINTENANCE FACILITY, PHASE 3

Request

STA requests a **\$2 million** earmark in the Fiscal Year 2009 Transportation and Treasury Appropriations Bill under the Department of Transportation/Federal Highway Administration (DOT/FHA) Ferry and Ferry Facilities Account for the Vallejo Ferry Maintenance Facility, Phase 3.

Background

The Vallejo Ferry Maintenance Facility project is a component of the Vallejo Intermodal Station, which is key to the revitalization efforts in Vallejo. Public investment in transportation improvements will act as a catalyst for attracting private-sector investment in Vallejo's downtown and along the waterfront. Surrounding land uses will transition to residential and "live work space," small retail offices, restaurants, open space and a renewed and dynamic downtown Vallejo waterfront.

The Vallejo Intermodal Station will be the primary intermodal transit terminal in the North Bay, and will support bus and ferry transit for 15,000 daily riders by 2010. A new Ferry Maintenance Facility is currently planned to occur in three phases to support the maintenance and operations of these services.

The Vallejo Baylink Ferry is the most successful ferry service in the Bay Area. The project is regionally and nationally significant and will reduce congestion on I-80, the primary corridor for goods movement between the Port of Oakland and the northern United States.

The Solano Transportation Authority requests these funds in order to begin funding Phase 3 of the Ferry Maintenance Facility project. Phase 1 of the project constructs a 40,000 gallon fueling facility; while Phase 2 builds docks and floats in order to berth and maintain the City's ferry fleet. Phase 3 (the subject of this request) renovates Building 165 to serve as permanent shop and office space for the ferry service. Upon completion of earlier Phase 1 & 2 work, ferry maintenance and repair operations will transfer from inadequate U.S. Navy hand-me-down facilities to the area adjacent to Building 165. Until Phase 3 work is completed, shop and office functions will continue at temporary facilities relocated to the area.

Phase 2 constructs a new warehouse for safe and secure stowage of the many high value spare parts and machinery items necessary to maintain the ferry fleet. Until Phase 3 is completed, this new warehouse will temporarily do double duty as the maintenance and repair shop. Likewise, a 1980's era triple wide portable office trailer will be relocated from Building 477 to the Building 165 site, where it will continue to be used by ferry management and maintenance personnel as an office.



The conceptual design is complete for all three phases for the maintenance facility, and Phase 1 design and engineering stands at 50% complete. The current project schedule calls for completion of all permits and engineering by January 2009. A construction contract for Phases 1 & 2 will be awarded by July 2009; with construction slated to complete in one year. The new ferry maintenance facility will then become fully operational by August 2010. For Phase 3, the City of Vallejo projects that design and engineering will be completed in December 2009. The project will then be advertised and bid as soon as full funding is received. A contract could be in place four months later. Construction is expected to require 14 months to complete. Phase 3 can be completed as estimated 18 months after full funding is achieved.



Funding

Through a combination of federal, state, regional and local funds, full funding of \$11.4 million for Phase 1 and 2 of the maintenance facility will be accomplished with the anticipated \$1 million earmark that is in the FY08 omnibus appropriations bill signed by President Bush. The City of Vallejo currently has no funding for Phase 3 of this project. Preliminary estimates indicate that Phase 3 will cost \$6.0 million (engineering, management, and construction) in 2010 dollars.



Total Project Cost, Phases 1, 2 & 3:		\$ 17.4 MILLION
Total Secured Funding, Phases 1, 2 & 3:		\$ 32.625 MILLION*
<i>STIP (State)</i>	\$ 4.725 Million	
<i>Local</i>	\$ 0.585 Million	
<i>Federal</i>	\$ 5.485 Million* (grants & \$1M earmark)	
<i>Regional (Prop 116)</i>	\$ 0.605 Million	
Request:		\$ 2 Million

* Includes \$1 Million FY08 earmark pending final funding

4. FAIRFIELD/VACAVILLE INTERMODAL STATION

Request

STA requests a **\$2.5 million** earmark in the Fiscal Year 2009 Transportation and Treasury Appropriations Bill under the Department of Transportation/Federal Transit Administration (DOT/FTA) Bus and Bus Facilities account funds to construct the Fairfield/Vacaville Intermodal Station.

Background

The Fairfield/Vacaville Intermodal Station is a transit-oriented development at the cross-roads of the Jepson Parkway and Peabody Road, the major connector for the 200,000+ residents in Fairfield and Vacaville. The station site is located one mile north of the

main gate into Travis Air Force Base. The project will construct a train station for the Capitol Corridor, and provide automobile, bus, vanpool, bicycle and pedestrian access to the Capitol Corridor. The project is co-located with a high-density mixed use residential and commercial development which will serve as a model Transit Oriented Development community for central Solano County. The requested funds will help construct Phase 1 of the project.

The station is a high priority for the Capitol Corridor Intercity Passenger Rail Service and the STA. The proposed track improvements are already included in the Capitol Corridor's Capital Improvement Program. Capitol Corridor is a highly successful commuter train system operating between Auburn and San Jose. It operates with a farebox recovery rate of 48%, and has seen a passenger growth





rate of 14% over the past 12 months. The Capitol Corridor and the Baylink Ferry Service provide the only high-capacity mass transit for Solano County that does not rely upon the congested freeways. The Capitol Corridor provides service to both the Bay Area and Sacramento.

Funding

The estimated cost to construct Phase 1 of the project is \$35 million. Local match will come from Regional Measure 2 (RM 2) bridge tolls, the State Transportation improvement Pro-

gram (STIP) and locally-generated revenue. The Fairfield/Vacaville Intermodal Station project is under preliminary design and environmental clearance is expected in 2008. Total secured funding to date is \$ 32.625 million*. STA and the City of Fairfield have previously secured \$2.3* million in federal earmarks including \$0.5M (FY 2003), \$0.8M (FY 2004), \$0.5M (FY 2005), and \$0.5M (FY 2006). The FY 2007 Federal Appropriations Request for \$1.9 million was not granted. The FY 2008 Federal Appropriations Request for \$2 million was reduced to \$0.2 million in the omnibus bill and is pending final funding.



Total Project Cost:		\$ 35 MILLION
Total Secured Funding:		\$ 32.625 MILLION*
<i>STIP (State)</i>	\$	4.125 Million
<i>Local (County)</i>	\$	5.000 Million
<i>Federal</i>	\$	0.450 Million*
<i>Regional (RM 2)</i>	\$	21.000 Million
Request:		\$ 2.5 Million

* Includes \$0.2 Million FY08 earmark pending final funding

5. VACAVILLE INTERMODAL STATION, PHASE 1

Request

STA requests a **\$1.85 million** earmark in the Fiscal Year 2009 Transportation and Treasury Appropriations Bill under the Department of Transportation/Federal Transit Administration (DOT/FTA) Bus and Bus Facilities account for the Vacaville Intermodal Station, Phase 1.

Background

The Vacaville Intermodal Station is a key bus transit facility in central Solano County. It will be centrally located in Vacaville to serve both local and intercity transit service. Once completed, parking will be provided for 600 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 a nearby community center.



The overall project will be constructed in two phases. Phase 1 will provide ten bus bays as well as 200 automobile parking spaces in a surface lot. Phase 2 of this project will construct a 400-space parking garage as well as retail/commercial space. Both phases will provide bus, vanpool, carpool, bicycle and pedestrian access and parking.

The Vacaville Intermodal Station is a high priority for the county to 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.





Funding

The Vacaville Intermodal Station Phase 1 project is under preliminary design and environmental clearance is expected in 2008. The total cost of Phase 1 of the project is estimated to be \$11.5 million, and Phase 2 is an additional \$17 million. Total secured funding to date is \$9.65 million. \$1.85 million would allow the completion of Phase 1 of this project.

The project will have the following major benefits:

- Construct a facility with 600 parking 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 emissions;
- Provide a significant facility for employees traveling to Vacaville for work and the general public for retail, services, and other purposes.



Total Project Cost, Phase 1:		\$ 11.50 MILLION
Total Secured Funding, Phase 1:		\$ 9.65 MILLION
<i>TDA (State)</i>	\$ 1.50 Million	
<i>Regional (RM 2)</i>	\$ 7.25 Million	
<i>Federal</i>	\$ 0.90 Million	
Request:		\$ 1.85 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. The following is a chart of federal earmarks obtained in the last three years, and how the funds were used.

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 by the STA. Due to the complexity and magnitude of the Interchange Project, STA advanced 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 expected to begin construction the summer of 2008. The federal earmark was contained in SAFETEA-LU.



Jepson Parkway Aerial View

Another example of which has milestone projects completed through the years is the Jepson Parkway Project, thanks to federal earmarks. Using funds accumulated from previous years and sources, and a federal earmark in 1997, the Walters Road Widening Project was completed in 2005. With an additional federal earmark received in 1998, the Leisure Town Interchange Project was completed in 2006.



Proposed I-80 HOV Lane



Roadway Paving Construction

Federal Earmarks Received by Project		Use of Funds
Travis Air Force Base (AFB) Access Improvements –		Anticipated Completion:
FY 2006 \$ 3.2 M (South Gate Access)		Construction
Total \$ 3.2 M (includes \$ 0.45 M from remainder of FY06 earmark)		
Bus Replacement/Expansion (Alternative Fuel) - SolanoExpress –		Anticipated Completion:
Total \$ 0		
Vallejo Ferry Maintenance Facility, Phase 3 –		Anticipated Completion:
FY 2008 \$ 1.0 M (Phase 1 & 2 pending final funding)		Design
Total \$ 1.0 M		
Fairfield/Vacaville Intermodal Station –		Anticipated Completion:
		Summer 2011
FY 2003 \$ 0.5 M		Design
FY 2004 \$ 0.8 M		Construction
FY 2005 \$ 0.5 M		Design
FY 2006 \$ 0.5 M		Design
FY 2008 \$ 0.2 M (pending final funding)		Construction
Total \$ 2.5 M		
Vacaville Intermodal Station, Phase 1 –		Anticipated Completion:
		Fall 2009
Total \$ 0		



SR 12 Temporary Median Barrier, Rio Vista

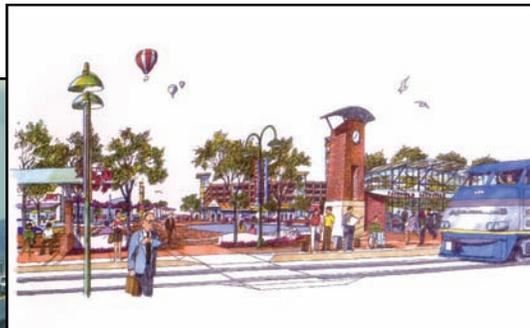


Illustration of Fairfield/Vacaville Intermodal Station



Leisure Town Road Grand Opening, Vacaville

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 425,000 is projected to increase to 504,000 by 2015 and 581,000 by 2030. The estimated 215,400 employed residents in 2007 will increase to about 270,000 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. Hospitals and medical facilities have grown in number throughout the county, and the historic Nut Tree was revived in Vacaville as the "Nut Tree Family Park"



I-80 Pavement



I-80/680/SR 12 Interchange Complex

adjacent to new retail facilities. Travis Air Force Base, home to the 60th Air Mobility Wing, is the largest employer in Solano County.

Solano Traffic

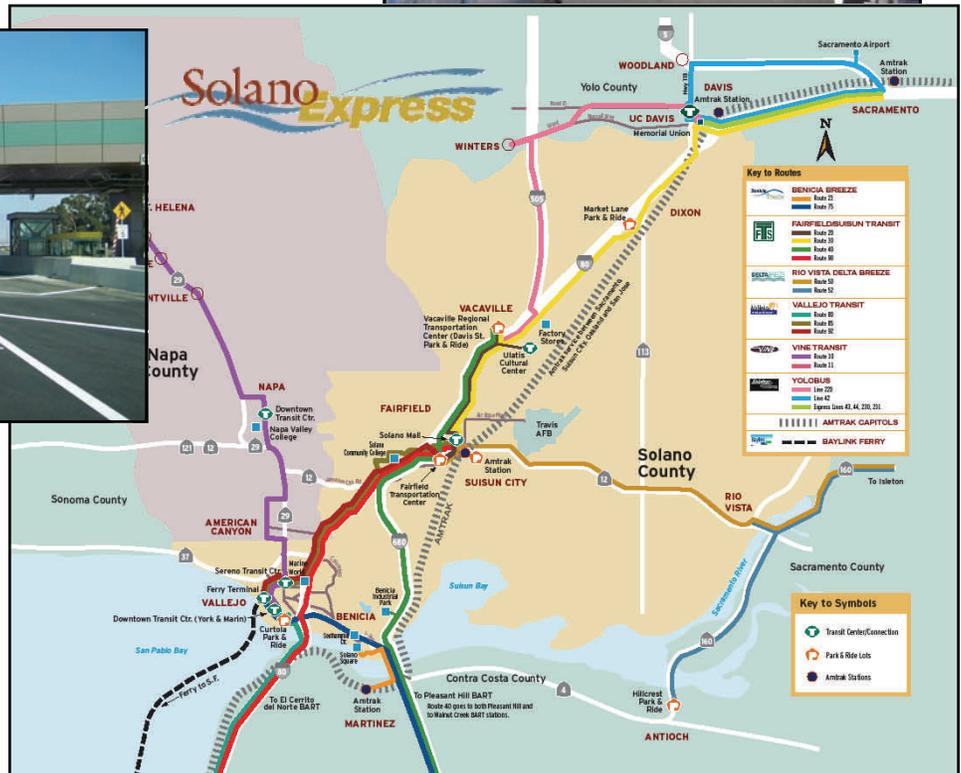
Solano County is dissected by I-80 (connecting the Bay Area to Sacramento), I-680 (connecting Contra Costa and Santa Clara counties to Solano) and State Route 12 (connecting San Joaquin County and the Napa Valley). New residential and commercial developments throughout the Bay Area have increased the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



New Benicia-Martinez Bridge Toll Plaza





Solano Transportation Authority
... working for you!

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