



march 2007

transportation report  
to the **state legislature**



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: Jim Spering, Member of Solano Board of Supervisors; Harry Price, Mayor, City of Fairfield; Mary Ann Courville, Mayor, City of Dixon; Steve Messina (Vice Chair), Mayor, City of Benicia; Anthony Intintoli (Chair), Mayor, City of Vallejo; Len Augustine, Mayor, City of Vacaville; Pete Sanchez, Mayor, City of Suisun City; Ed Woodruff, Mayor, City of Rio Vista*

## STA Mission Statement

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

## 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 two transit services.



Solano Transportation Authority

March 7, 2007

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Members:

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

To Our State Representatives:

The Solano Transportation Authority (STA) is pleased to submit this report summarizing Solano County’s funding priorities relating to the proposed 2007-08 California State Budget. Improved mobility and traffic safety are the top priorities for residents in Solano County, the San Francisco Bay Area’s fastest growing county. Solano County has several projects that may be delayed without critical state transportation funding, and this year our focus is on high priority projects that will require funding through Proposition 1B’s Corridor Mobility Improvement Program (CMIA) Account in order to move forward:

- I/80/I-680/SR 12 (Second Phase)
- State Route 12 Widening (Jameson Canyon)
- Cordelia Truck Scale Relocation (First Phase)

Additionally, the STA Board has recently placed a high priority on safety improvements to State Route (SR) 12. Included in this report is an outline of the STA’s efforts to develop a comprehensive, multi-faceted strategy for improving safety on this important interregional highway route. The four key elements of the program are enforcement, legislation, public education and signage, and engineering.

These projects are of strategic and economic importance for the movement of goods and interregional traffic, as well as to support current and new residents and increasing employment opportunities in Solano County.

This report provides a summary and updates the funding status of each of these critical projects. With your support for funding these projects, the STA, Caltrans and our local agencies will ensure these much needed transportation projects are completed.

We appreciate your interest and support of Solano County’s transportation priorities. If you have questions, please contact Daryl Halls, Executive Director of the STA at (707) 424-6075 or Gus Khouri, Shaw/Yoder, Inc., at (916) 446-4656.

Sincerely,

Anthony J. Intintoli, Jr., Chair  
Solano Transportation Authority  
Mayor, City of Vallejo

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# STA's Priority Projects



- 1** I-80/I-680/SR 12 (Second Phase)
- 2** State Route 12 Widening (Jameson Canyon)
- 3** Cordelia Truck Scales Relocation (First Phase)
- 4** State Route 12 Traffic Safety (highlighted gold area)

# STA's 2007 Legislative Priorities

## MAINTAIN PROPOSITION 42 FUNDING FOR TRANSPORTATION

*As authorized by Proposition 1A, support efforts to prevent future suspension of Proposition 42 and diverting voter-approved funds for transportation to the state general fund.*

In 2006, voters reaffirmed their support for transportation spending through the passage of Proposition 1A. STA urges the State Legislature to further strengthen provisions in Proposition 42 to prevent needed transportation funding from being redirected to the General Fund.

## INCREASE STATE TRANSPORTATION REVENUE

*Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure in Solano County. Oppose efforts to reduce or divert funding from transportation projects.*

Voters increased California's state fuel tax in 1990 with Proposition 111. This measure doubled the state fuel tax to 18 cents, with a 9-cent increase that took place over a four-year period. Since that time, the fuel tax rate has lost nearly 29 percent of its value due to inflation. California is now one of only 14 states below the federal gasoline tax rate of 18.4 cents per gallon.

### Response to Governor's 2007-08 Budget

The STA supports full funding for Proposition 42 as put forth in the Governor's proposed state budget,

which will transfer \$1.475 billion in revenues from the General Fund into the Traffic Congestion Relief program (TCRP), the State Transportation Improvement Program (STIP), and the Public Transportation Account (PTA).

The Governor proposes to appropriate \$8.2 billion in Infrastructure

Bonds revenue provided by

Proposition 1B. The STA has included information on the projects submitted for this funding that will benefit Solano County.

The STA does not support the Governor's proposal to divert \$1.1 billion in Public Transportation Account (PTA) funds from transit.

The STA also does not support the proposal to permanently discontinue the flow of spillover revenues into the State Transit Assistance Program.

## PURSUE PRIORITY PROJECT FUNDING

*Pursue federal and state funding for the following priority projects and transit services:*

- a. I-80/I-680/SR 12 Interchange\*
  - I-80/I-680 Reconstruction
  - Cordelia Truck Scales





- North Connector
- b. Jepson Parkway/Travis AFB Access\*
- c. Vallejo Intermodal Station\*
- d. Vallejo Baylink Ferry Service
- e. Fairfield/Vacaville Intermodal Station\*
- f. Capitol Corridor Rail Service and track improvements throughout Solano County

\* Also Federal Priority Projects

**Proposition 1B Funding**

Voter-approved Proposition 1B authorizes \$19.9 billion in bonds to be spent on state and local transportation over multiple years, subject to legislative appropriations. One component of Proposition 1B is the Corridor Mobility Improvement Account (CMIA) with a state-wide total of \$4.5 billion. The STA is requesting \$295.9 million as outlined in this report. A second component of Proposition 1B is the State Transportation Improvement Program (STIP) Augmentation. Solano County has programmed \$17 Million of these one-time funds (see table below).

The STA has programmed STIP Augmentation funds for the **SR 12 Jameson Canyon Project** to support the Proposition 1B Corridor Mobility Improvement Account (CMIA)

funds for the project in partnership with Napa County. The programming of \$7 million is the first time the STA Board has committed funds to the project and an important showing of our county's commitment to the project.

The **Jepson Parkway Project** already has STIP and local funding programmed. This added contribution will further the ability of the county to complete additional construction on the segments of this I-80 reliever route project.

The STA realized a 2006 Board Legislative Priority goal when it co-sponsored Assemblymember Lois Wolk's Assembly Bill (AB) 2538 that was enacted in 2006. This bill gave transportation planning agencies and county transportation commissions the option to program up to 5% (rather than the previous 1%) of the State Transportation Improvement Program (STIP) for

<b>Proposition 1B - Solano County 2006 STIP Augmentation</b>	
<b>Highway Funds (\$11.67 M)</b>	<b>PTA Funds (\$5.33 M)</b>
<p><i>SR 12 Jameson Canyon (\$7 M Design)</i></p> <p><i>Jepson Parkway (\$1.837 M)</i></p> <p><i>PPM FY 2007-08 through FY 2010-11 (\$2.833 M)</i>                      1) STA Project Engineer, 2) SR 12 MIS Update, 3) I-80/I-680/I-780 Corridor and MIS Update/Local Policies, 4) I-80 Eastbound Auxiliary Lane (Travis Blvd. to Airbase Parkway) PSR, and 5) SR 12 PSR for a priority safety project.</p>	<p><i>Vallejo Ferry Maintenance Facility (\$2.0 M Construction)</i></p> <p><i>Fairfield-Vacaville Train Station (\$2.0 M Construction)</i></p> <p><i>Dixon Transit Center (Rail Station) (\$1.33 M Environmental)</i></p>

### **Planning, Programming and Monitoring (PPM)**

to ensure better project delivery. The STA plans to utilize its STIP PPM funds for FY 2007-08 for the following purposes: STA Project Engineer; SR 12 Major Investment Study (MIS) Update; I-80/I-680/I-780 Corridor and MIS Update/Local Policies; I-80 Eastbound Auxiliary Lane (Travis Blvd. to Airbase Parkway) Project Study Report (PSR); and SR 12 PSR for a priority safety project.

The funding of \$2 million for both the **Vallejo Ferry Maintenance Facility** (Phase 1 and 2) and the **Fairfield-Vacaville Train Station**, has been committed to support the STA request for transit capital funds from the Proposition 1B funds through MTC. Local contributions will help fully fund these projects for construction.

The **Dixon Transit Center (Rail Station)** has already completed the building and needs the funding to start on the next phase (track improvements) to engage the Union Pacific Railroad in the design of the project. Dixon has demonstrated a commitment to the project by already completing the building utilizing local funds.

### **SUPPORT GOODS MOVEMENT**

*Support federal and state legislation that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).*

The I-80/I-680/SR 12 Interchange is the major obstacle to mobility along the major transcontinental I-80 highway route. Relocation of the Cordelia Truck Scales along I-80 will improve traffic congestion and movement of goods through Solano County and within the

I-80/I-680/SR 12 Interchange Complex. The STA believes the Cordelia Truck Scales Relocation project is an ideal candidate for funding under the Proposition 1B Trade Corridor account.

In addition, SR 12 has become increasingly hazardous to traffic safety and goods movement. The STA is the lead sponsor of proposed legislation AB 112 (Wolk) to create a double-fine zone along the State Route 12 corridor between Interstate 80 in Solano County and Interstate 5 in San Joaquin County. The STA is also a co-sponsor of Assembly Concurrent Resolution (ACR) 7 to designate a 2-mile section of State Route 12 between Olsen Road and State Route 113 as the Officer David Lamoree Memorial Highway.

These two pieces of legislation, along with a multi-agency strategy to improve safety on SR 12, will help to decrease the number of collisions and fatalities on this highway, which is a major route for shipment of ammunitions and supplies into Travis Air Force Base, and goods movement to other locations in Solano County.

### **SUPPORT LOCAL FUNDING OPTIONS**

*Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.*

The STA has placed a 1/2-cent sales tax measure for transportation on the ballot three times in recent years and received an average voter support of 58%, with a high of 64% in 2004. The 2006 Measure H would have generated \$1.4 billion for transportation improvements in Solano County. The STA supports lowering the difficult-to-obtain 66.67% voter threshold to 55% for county transportation infrastructure measures.

# Priority Projects

## 1 I-80/I-680/SR 12 (SECOND PHASE)

Project Funding (Second Phase)	
<b>Proposed Total Project Cost: \$343.4 M*</b>	
Total Secured Funding	\$138.2 M
FEDERAL EARMARK	\$14.8 M
STIP (State)	\$11.4 M
TCRP (State)	\$12.0 M
Regional Measure 2	\$100.0 M
Proposed ITIP	\$50.0 M
<b>CMIA Request</b>	<b>\$150.0 M</b>
<b>CMIA Programmed</b>	<b>\$56.0 M</b>

\*Full interchange project cost is \$615 M - \$1.2 B

The top priority for Solano County is reducing congestion on I-80, which will improve trade mobility throughout the corridor.

I-80 is a major transcontinental highway route and an essential commuter route within the San Francisco Bay Area. This route provides an important connection between the Bay Area and Sacramento, the Sierra Nevada and Lake Tahoe regions. It is also a primary truck route connecting the Port of Oakland to points east and north, contributing significantly to the economic health of the State of California by facilitating goods distribution throughout the western U.S. This section of I-80 is also a designated “Lifeline Highway Route.”

The STA is seeking \$150 million from the Proposition 1B Corridor Mobility Improvement Account (CMIA) funds to fully fund the Second Phase of the I-80/I-680/SR 12 Interchange Project. This phase would improve mobility and have a corresponding operational benefit by improving reliability through reducing the likelihood of accidents in the corridor.

With capacity improvements, the project will provide better access to the system for local and regional trips. This, in turn, will provide more efficient connections between the regions that the corridor serves and improve safety in the corridor.





**2 STATE ROUTE 12 WIDENING (JAMESON CANYON)**

<b>Project Funding</b>	
<b>Proposed Total Project Cost: \$133.1 M</b>	
<i>Total Secured Funding</i>	\$41.6 M
<i>FEDERAL EARMARK T3-T3-HPP</i>	\$6.4 M
<i>RTIP-02-F/ST (State)</i>	\$2.0 M
<i>TCRP (State)</i>	\$7.0 M
<i>ITIP-02-F/ST (State)</i>	\$2.0 M
<i>2006 STIP Augmentation (Solano/Napa)</i>	\$24.2 M
<b>CMIA Request</b>	<b>\$96.1 M</b>
<b>CMIA Programmed</b>	<b>\$74.0 M</b>

interregional, recreational, commercial, agricultural, and commuter route. Commuter traffic congestion has increased on this interregional route in recent years due to growth and shifts in industrial center locations in Solano and Napa counties, as well as population growth in the Fairfield/Suisun Valley and American Canyon areas.

The STA is seeking \$96.1 million from the Proposition 1B CMIA funds to construct an additional lane in each direction through the Solano County SR 12 (Jameson Canyon), which links I-80 west to the County of Napa. The planned improvements will have a corresponding operational benefit by improving reliability through reducing the likelihood of accidents in the corridor.

The capacity shortfall on SR 12 impacts the operation of I-80 through the congested I-80/I-680 Interchange, contributing to the failure of that critical link. The project involves widening SR 12 from two to four lanes.

SR 12 in Napa and Solano Counties serves as an

### 3 CORDELIA TRUCK SCALES RELOCATION PROJECT (FIRST PHASE)

Project Funding (First Phase)	
<b>Proposed Total Project Cost: \$99.6 M</b>	
Total Secured Funding	\$49.8 M
AB1171 Bridge Toll Funds	\$49.8 M
<b>Proposition 1B Request</b>	<b>\$49.8 M</b>

The Cordelia Truck Scales, built in 1958, are located on I-80 between Suisun Valley Road and SR 12 East, in Fairfield. Although the scales are located at an optimum site from an enforcement standpoint (capturing virtually all the freeway truck traffic traveling to and from SR 12, I-680, and I-80), they are located in the most congested freeway segment of the County. The existing truck scale facilities are significantly undersized for accommodating current truck traffic, let alone projected future truck traffic over the next 35 years.

The I-80/I-680/SR 12 junction and the Truck Scales in



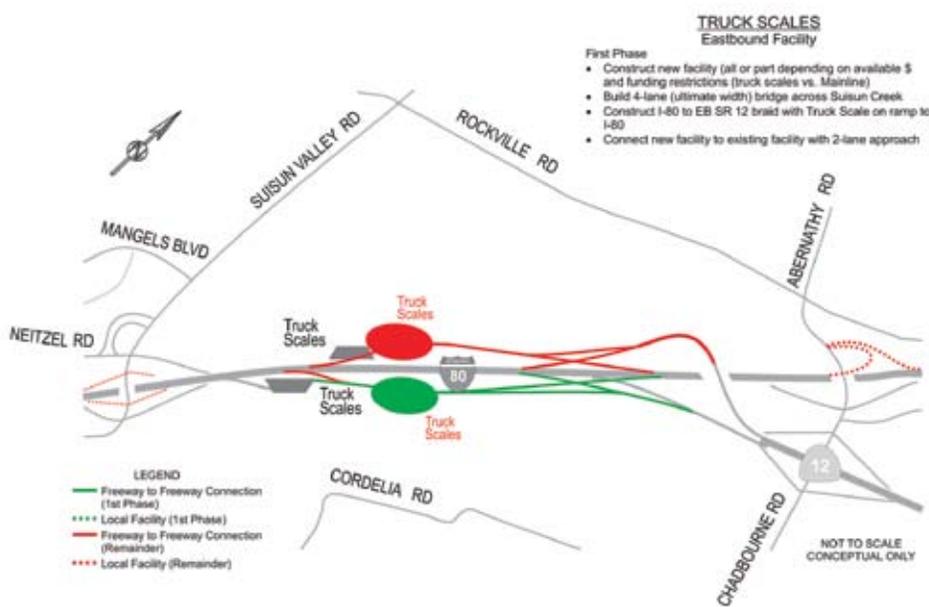
Cordelia create major congestion on I-80 in Fairfield during both the AM and PM peak periods.

Significant truck weaving in traffic creates queues on I-80 in both directions in the vicinity of the truck scales.

The STA is seeking \$49.8 million from the Proposition 1B funds to construct the First Phase of the Cordelia Truck Scales Relocation Project. This phase of this regionally significant transportation facility would improve mobility by providing for maximum weaving lengths and for braiding critical truck and auto traffic streams through the highly congested interchange.

The total daily travel demand entering the I-80/I-680/SR 12 Interchange is projected to grow from approximately 145,000 vehicles to 270,000 vehicles by 2035, an increase of 80%. Truck volumes, which constitute 5% of the current total daily traffic volume, are projected to grow from the current 11,800 trucks per day to 25,300 trucks per day in 35 years, a 115 % increase.

The Cordelia Truck Scales Relocation Project is a critical component of the I-80/I-680/SR 12 Interchange complex, although it is being designed and constructed as a separate project in parallel with the I-80/I-680/SR 12 Interchange Improvements Project. The STA believes that the Cordelia Truck Scales Relocation project is an ideal candidate for funding under the Proposition 1B Trade Corridor account.



## 4 STATE ROUTE 12 TRAFFIC SAFETY

Safety on SR 12 has been a priority for the STA Board for a number of years, but recent accidents and fatalities have increased the urgency to take immediate action. Several facts speak to the gravity of this matter:

- The accident rate has gone from 60% of the statewide average for similar routes to over 100% in the last 10 years.
- Peak period traffic is expected to double before 2030.
- Three fatal accidents occurred in 2006 between Walters Road and Drouin Drive, an 18-mile stretch of SR 12.
- There is lack of public safety resources to heighten enforcement on SR 12.

SR 12 serves as the major roadway for trucks to access Travis Air Force Base from the Port of Stockton and the central valley of California. This route is used for shipments of ammunition and supplies to the major West Coast base. SR 12 has become increasingly hazardous to traffic safety and goods movement.

The STA Board has developed a comprehensive, multi-faceted strategy to improve safety on SR 12 with four main components: enforcement, legislation, education and signage, and engineering.

### *Enforcement*

The California Highway Patrol (CHP) submitted a Major Grant request for the SR 12 Corridor from I-80 to I-5 for enhanced enforcement to the Office of Traffic Safety (OTS). Law enforcement agencies along the corridor would be eligible to participate in the enhanced

enforcement efforts should the CHP be successful in obtaining the grant. The OTS is expected to announce grant recipients on May 1, 2007, and grant reimbursements would begin in October 2007.

The CHP recently obtained an additional 2000 hours of overtime to use for SR 12 enhanced enforcement. The heightened safety needs of SR 12 brought this additional resource to CHP. In addition, the CHP has announced that Solano County will receive 4 officers starting May 31st to backfill vacancies in the county.

### *Legislative*

Assemblymember Lois Wolk has introduced Assembly Bill (AB) 112 designating the SR 12 Corridor from I-80 to I-5 a double fine zone for 5 years. The 5-year time frame will provide the double fine zone through the time frame for the major capital improvements that are scheduled to begin in 2008 between Rio Vista and Suisun City. The STA is the lead sponsor of this bill.

Assemblymember Lois Wolk has also introduced Assembly Concurrent Resolution (ACR) 7 to designate a 2-mile section of SR 12 between Olsen Road and SR 113 as the Officer David Lamoree Memorial Highway. The STA is a co-sponsor of this bill with the City of Rio Vista. It is hoped that both of these bills will increase driver awareness to contribute to a decrease in the number of serious accidents on this busy corridor.



### Education and Signage

The STA staff is working with the SR 12 Steering Committee to develop a strategy to educate the public on the safety issues regarding SR 12. The approach could include a corridor newsletter, focused high school discussions, public service announcements (PSAs) on radio, local cable access show and participation in a traffic safety fair.

The STA has requested federal funds to provide for safety signage on SR 12. The signage would be part of the education element to increase awareness of drivers along the corridor.

### Engineering

Caltrans has several capital improvements scheduled for SR 12 in Solano County:

- Asphalt Overlay (9 miles between I-80 to Walters Road) - Construction to start May 2007
- Rumble Strip (Near Suisun City) - Construction to start May 2007
- Rumble Strip (near Rio Vista) - Construction to start June 2007
- Curve Correction and Shoulder Widening - Construction to start 2008

STA is ready to begin the Project Study Report for improvements to the SR 12/Church Road intersection and the Rio Vista Bridge Study. Once the Federal Highway Administration (FHWA) authorizes the allocation of funds, STA will enter into a contract to start both of these studies.

In addition, the STA will use Planning, Programming, and Monitoring (PPM) funds to begin the update of the SR 12 Major Investment Study (MIS). This update will consider future traffic forecasts, truck traffic forecast, and accident data to develop short term and long term recommendations to improve safety on the corridor.

The STA's goal is that increased enforcement, public education and signage, and legislative actions undertaken simultaneously with the planned roadway improvements and a longer term safety improvement strategy on SR 12 will make this vital highway safer for our whole community.



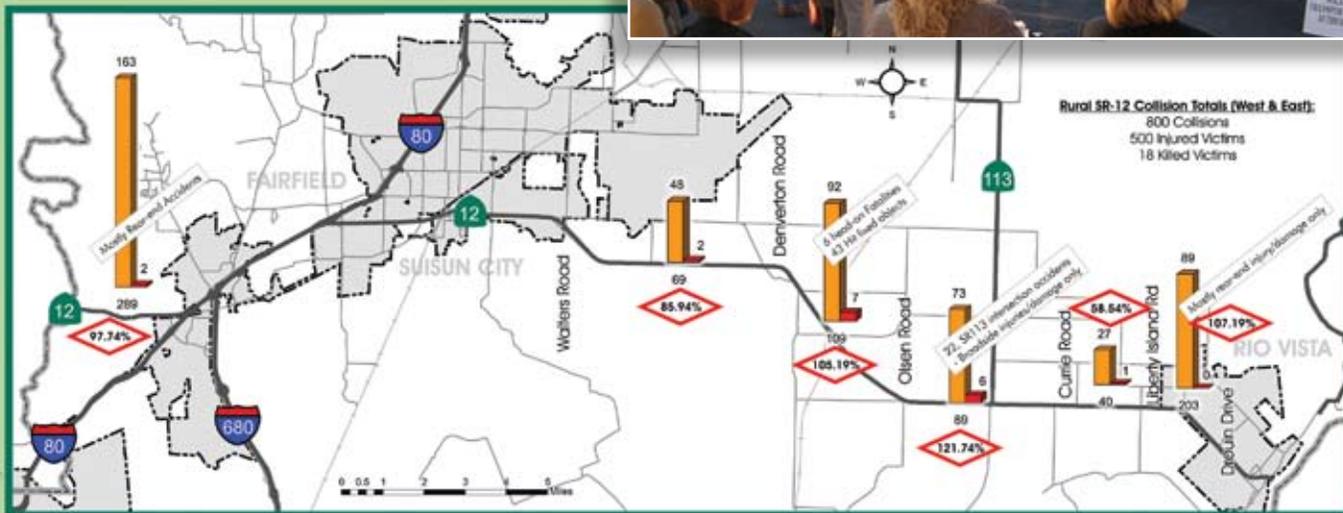
12 State Route 12 Rural Collisions

LEGEND

# of Injuries  
# of Fatalities  
Total # of Collisions  
Percent of Interstate Collision Average

Percent of Interstate Collision Average

STA  
Solano Transportation Authority



# About Solano County

## POPULATION

The Association of Bay Area Governments has projected that Solano County will 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. The current population of about 422,000 is projected to increase to 504,000 by 2015 and to 581,000 by 2030. The estimated 204,800 employed residents in 2006 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 biotech manufacturing, medical device, seed production and biotechnology research and development firms have relocated to Solano County. The Solano Business Park in Fairfield is home to a growing "Candy Cluster" featuring Herman Goelitz Candy Company (Jelly Belly). 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" 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 County and the Silicon Valley to Solano) and SR 12 (connecting San Joaquin County to the Napa Valley). New residential and commercial developments within the County have exacerbated 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 SR 12 an increasingly critical transportation problem.





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