

Transportation Report

to the State Legislature



February 05

SOLANO TRANSPORTATION AUTHORITY

STa
Solano Transportation Authority

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 SolanoLinks Intercity Transit Consortium. These two committees act in an advisory capacity to the STA Board of Directors.



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February 7, 2005

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

To Our State Representatives:

The Solano Transportation Authority (STA) forwards this report summarizing Solano County's funding concerns relating to the proposed 2005-06 California State Budget. Traffic congestion and improved mobility is the top concern for residents in Solano County, the San Francisco Bay Area's fastest growing county. Solano County has six critical projects that may be delayed if state transportation funding is diverted. They are:

- I-80/I-680/SR 12 Interchange
- I-80 HOV Lane from the Al Zampa (Carquinez) Bridge to SR 29
- Vallejo Intermodal Station
- Fairfield/Vacaville Train Station
- Jepson Parkway (I-80 Reliever Route)
- SR 12-Jameson Canyon

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

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

We appreciate your interest and support for Solano County transportation priorities. If you have questions, please contact Daryl Halls, Executive Director of the STA at 707.424.6075 or Tony Rice, Shaw/Yoder at 916.446.4656.

Sincerely,

Mary Ann Courville, Chair
Solano Transportation Authority

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STA's Priority Projects

- I-80/I-680/SR 12 Interchange **1**
- I-80 HOV Lane from the Al Zampa (Carquinez) Bridge to SR 29 **2**
- Vallejo Intermodal Station **3**
- Fairfield/Vacaville Train Station **4**
- Jepson Parkway **5**
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STA's 2005 Legislative Priorities

RESTORE PROPOSITION 42 FUNDING FOR TRANSPORTATION

Proposition 42 was approved by an overwhelming majority of voters (69%) in 2002, and was projected to provide over \$1 billion annually for transportation with funds generated from the sales tax on gasoline. Under Proposition 42, funds for projects in the Traffic Congestion Relief Program (TCRP) were approved through FY 2007-08.

However, in every year since ratification, Proposition 42 funds have consistently been deferred from transportation projects, despite the overwhelming voter approval for this measure. This suspension of Proposition 42 funding jeopardizes investments in transportation that will create jobs and help to revitalize the California economy. Proposition 42 funds are crucial for projects initiated under the TCRP and the State Transportation Improvement Program (STIP). STA urges the State Legislature to:

- Reject the governor's budget proposal to transfer \$1.3 billion allocated to Proposition 42 TCRP to the General Fund.
- Find alternatives to the governor's plan to suspend Proposition 42 and eliminate funding for the TCRP projects, and ensure that adequate funds are provided in FY 2005-06 to meet the financial needs for projects currently under contract.
- Strengthen provisions in Proposition 42 so that needed transportation funding cannot be routinely redirected to the General Fund.

INCREASE STATE TRANSPORTATION REVENUE

California's state fuel tax was increased by voters 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 25 percent of its value due to inflation. California is now one of only 15 states below the federal gasoline tax rate of 18.4 cents per gallon and the state is below the national average of 20.2 cents per gallon.

Congestion and deteriorating roads are of critical concern for Bay Area and Solano County commuters. California ranks last among the 50 states in per capita spending on highways. As California continues to grow, the state must address critical transportation needs. STA urges the State Legislature to support increasing, not decreasing, the state's investment in transportation infrastructure.

SUPPORT LOCAL FUNDING OPTIONS

Given the shortage of state and federal funds, it is essential that local governments be given greater flexibility to raise their own funds. In November 2004, Solano County's Measure A, a potential 1/2 cent sales tax measure for transportation, was supported by 63.88% of voters, but failed to obtain the difficult 66.67% threshold for passage. If passed, Measure A would have generated \$1.4 billion for transportation improvements in Solano County. STA urges the State Legislature to support legislation and a statewide initiative to restore a simple majority or 55% vote for local transportation initiatives.



Impacts of State Budget on Solano County Projects

The State of California has faced significant budget challenges

since FY 2001-02, although the full magnitude of the problems did not surface until late 2002. The efforts to deal with the budget deficit, reported to be as much as \$38 billion from FY 2002-03 through FY 2004-05, have had a negative impact on transportation funding throughout California. Solano County has been affected by deferred funding and project delays and may face more significant impacts in the future.

Several programs that provide a significant amount of transportation funding to Solano County have been affected by actions of the Governor and State Legislature. The following information identifies current impacts and potential impacts of proposed actions to deal with the State's budget problems.

KNOWN IMPACTS

Suspension of Proposition 42

The suspension of Proposition 42 from FY 2004 through FY 2005 resulted in Solano County agencies not receiving approximately \$4.8 million for local streets and road maintenance, \$3.2 million in State Transportation Improvement Program (STIP) funds and \$0.15 million in State Transit Assistance (STA). For each additional year that Proposition 42 is

deferred, it is estimated that Solano County will lose about \$3.3 million per year for local streets and road maintenance, \$2.1 million in STIP funds and \$0.1 million in STA. These funds are being "deferred" for repayment, with interest, to June 30, 2009.

Reduced funding for the State Transportation Improvement Program (STIP)

In 2003, Caltrans headquarters presented the Fund Estimate (FE) for the 2004 STIP to the California Transportation Commission. The FE identified no additional funds for the 2004 STIP beyond what is currently programmed in the 2002 STIP cycle. The result of the FE is a

"Zero STIP" in which Solano County, as well as all other counties, had to reprogram the remaining projects from the 2002 STIP over the five years of the 2004 STIP. STIP funding for all STA projects has been delayed at least two years.

POTENTIAL IMPACTS

Deferral of Transportation Improvement Fund (TIF) transfers to STIP

The fund estimate for the 2004 STIP showed that \$3 billion of the \$5.4 billion for the 2004 STIP will come from transfers from the TIF. These transfers were

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largely suspended in fiscal year 2003-04 to help fund the General Fund budget. Suspension of the TIF transfers in FY 2004-05 and beyond may result in a “Negative STIP” that requires deprogramming of projects. The projects affected in Solano County (i.e., funds programmed in FY’s 2005-06 and 2006-07 STIP) include the I-80 HOV Lane from Carquinez Bridge to SR 29, the I-80/680/SR 12 Interchange, Jepson Parkway, the Vallejo Station and the Fairfield/Vacaville Train Station. These projects include over \$6.8 million in TEA 21 Earmarks, and over \$20 million in local funding.

Elimination of Traffic Congestion Relief Program (TCRP) Funding

The Governor has recommended eliminating funding for the TCRP in 2005-06, potentially including funding for projects that have received allocations from the California Transportation Commission. He recommended that sponsoring agencies fund these projects with local revenues or through the STIP. The environmental documents and project reports for the I-80/I-680/SR 12 Interchange (\$8.1 million), North Connector (\$2.7 million) and SR 12–Jameson Canyon (\$4.1 million) projects are all funded through TCRP funds that have been allocated by the CTC. Solano County does not have a local revenue source to replace the TCRP funds, and these projects face termination or delay if funding for existing TCRP projects is eliminated and Solano County

Anticipated Loss of State Funding for Current STA Projects

<i>TCRP FUNDED PROJECTS</i>	<i>FY05-06</i>	<i>FY06-07</i>
I-80/680/12 Interchange PA/ED	\$1.892M	\$2.821M
North Connector PA/ED	\$0.528M	\$0.952M
SR 12–Jameson Canyon PA/ED	\$1.810M	\$1.180M
<i>STIP FUNDED PROJECTS</i>	<i>FY05-06</i>	<i>FY06-07</i>
I-80/680/12 Interchange		\$8.5M
I-80 HOV Lane from Carquinez Bridge to SR 29	\$1.5M	
Jepson Parkway–Walters/Vanden/Leisure Town Roads		\$6.3M
Fairfield/Vacaville Train Station	\$0.125M	\$2.125M
Bahia Viaduct (Capitol Corridor Track Improvements)		\$1.0M
Benicia Intermodal Station	\$0.225M	\$1.1M
Vallejo Station	\$1.200M	\$6.1M
Vallejo Ferry Maintenance Facility	\$0.425M	
SR 37 Mitigation Planting	\$0.428M	

cannot access STIP funds. STA has received “assurances” that the allocated TCRP funds will be available until June 30, 2005; therefore, STA is accelerating these projects to complete as much of the environmental work as possible prior to June 30, 2005. However, none of these projects can be completed by this date. If this funding is cut, work on all these projects will stop and previous funding expended on the projects may be wasted. In addition, these projects have been identified by members of Congress as candidates for three TEA-3 potential federal earmarks.

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

The I-80/I-680/SR 12 Interchange is identified by the STA and its member agencies as Solano County's number one priority highway project. Currently, 190,000 trips travel through this interchange on a daily basis, an increase of 25,000 daily trips since 1995. With the anticipated completion of the Benicia-Martinez Bridge improvement project scheduled for 2007, STA's Countywide Traffic Model predicts

an increase to 239,000 daily trips by 2010, and 308,000 daily trips by 2025.

In addition to serving as a critical link between the San Francisco Bay Area, Sacramento and Lake Tahoe, the I-80/I-680/SR 12 Interchange is a major trucking corridor linking the Port of Oakland to the rest of the United States. The current infrastructure on I-80 cannot support an increase of this magnitude over the already high volume of cars, trucks, and

buses that result in peak hour traffic congestion every day in this location.

Objective

The objective of the I-80/I-680/SR 12 Interchange Project is to significantly improve truck, bus and automobile traffic flow through a highly congested confluence of two major interstate highways and one major state highway. The project will integrate High Occupancy Vehicle (HOV)

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lanes with additional travel lanes and an enhanced parallel local roadway system to relieve congestion, improve air quality and facilitate goods movement on this major truck route.

Status

The Environmental Impact Study/Report for the I-80/I-680/SR 12 Interchange project was initiated in February 2002 and is scheduled for completion in 2007.

The STA priority is to fully fund the next project phase, which will include Phase 3 design and right-of-way acquisition and local, state, and federal funds for construction. The targeted funding assumes the entire project will cost approximately \$769 million, but the project will be implemented in phases.

Project History

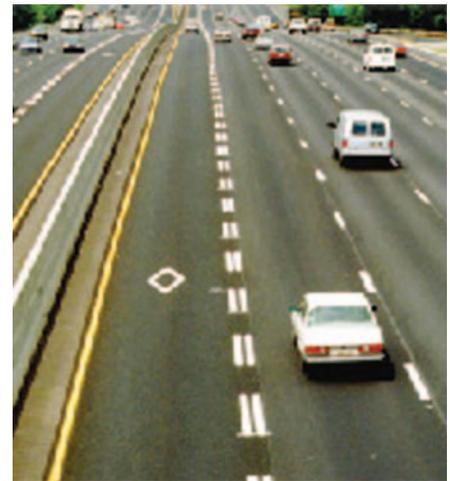
Full Interchange Project Cost		\$769 million
TOTAL SECURED FUNDING		\$175.2 million
ITIP/SHOPP (State)		\$22.6 million
SHOPP (State)		\$10.6 million
STIP (State)		\$14.0 million
TCRP (State)		\$13.0 million
Local		\$15.0 million
Regional Measure 2		\$100.0 million
TARGETED FUTURE FUNDING SOURCES		
AB 1171 Funds		\$100.0 million
TEA-3 Earmark		\$50 million
Local Solano County Sales Tax		\$200 - \$300 million
PROJECT ACTIVITIES		
I-80/I-680/I-780 Corridor Study	\$1.6 million	completed 2004
Truck Scales Relocation Study	\$.2 million	completed 2004
I-80/I-680 Auxiliary Lanes Project	\$22.6 million	completed 2004
Environmental (Full Interchange and North Connector)	\$11.8 million	completion date 2007
I-80/SR12 Design/Right of Way (Phase 3)	\$11.7 million	completion date 2008
Truck Climbing Lane	\$10.0 million	completion date 2007
North Connector (Phase 1)	\$38.8 million	completion date 2008
I-80 HOV Lanes (SR 12 West to Air Base Parkway)	\$78.5 million	completion date 2009

2 I-80 High Occupancy Vehicle Lanes

The addition of High Occupancy Vehicle (HOV) Lanes on I-80 from SR 29 to the Carquinez Bridge toll plaza was identified as a critical project in the I-80/680/780 Major Investment and Corridor Study, and approved by the STA Board in 2004. HOV lanes will reduce traffic congestion on this heavily traveled section of I-80, helping to reduce travel time for buses, carpools and vanpools returning from Bay Area destinations to the Curtola Park and Ride

facility and Baylink Ferry Terminal in Vallejo.

Caltrans will be developing the Project Approval/Environmental Documents (PA/ED) and designs for the project during 2005. Completion of this project depends on State Transportation Improvement Program (STIP) funding, which is currently threatened because of budgetary issues.



The Vallejo Intermodal Station will be the primary ferry/transit terminal in the North Bay, supporting both the Baylink Ferry system and the regional express bus system. The new station will act as a catalyst for attracting

private-sector investment in Vallejo's downtown and waterfront.

The project will provide 1,200 off-street parking spaces, new local and regional bus transfer facilities, roadway access

3 Vallejo Station

improvements, and new bicycle/pedestrian connections between Vallejo, the Intermodal Station and the waterfront area. Regional express buses from this location will serve Napa Valley, key BART stations, and key transit stations along I-80 to Sacramento.

STA has secured \$17.6 million of the estimated total cost of \$52 million, from state (STIP), local and federal sources. Construction is scheduled to begin in 2007-2008.



4 Fairfield/Vacaville Train Station



This transit-oriented development at the crossroads of the Jepson Parkway and Peabody Road will provide automobile, bus, vanpool, bicycle and pedestrian access to Capitol Corridor Rail Service. This station and related track improvements are key to meeting ridership requirements that will allow the Capitol Corridor Rail Service to expand service by 2008 from 12 to 16 intercity trains a day, plus additional peak hour commuter service. Trains will serve employees traveling to Travis Air Force Base and the major employment centers in Fairfield and Vacaville.

With the recent commitment of \$17.25 million of Regional Measure 2 funds, about \$23 million of the estimated total project cost of \$35 million has been secured and STA is requesting additional federal funds. State support of this key transportation center will be vital for the region's development and success of the Capitol Corridor Improvement Program.

5 Jepson Parkway (Walters, Vanden and Leisure Town Roads)

The Jepson Parkway Concept Plan (I-80 Reliever Route), is an innovative, four-lane multimodal corridor planned to connect I-80 in Vacaville to Highway 12 in Suisun City. The Jepson Parkway project will provide an essential north-south connection in Solano County that will:

- 1) Support the continued and improved housing/jobs balance in Vacaville, Fairfield and Suisun City, as well as Solano County
- 2) Serve emerging job centers, Travis Air Force Base, and local destinations such as area schools
- 3) Keep 15,000-20,000 daily trips off I-80 by 2025

In 2004, the project received federal and

local funding to construct two segments of the project, however \$4.65 million in State Transportation Improvement Program (STIP) funds for the project were delayed. Additional phases of the project will need STIP funds in order for them to move forward as planned, once the environmental documents are completed in 2005-06. \$6.2 million of 2006-07 STIP funds are needed to construct the next phases and



that will generate over 300 jobs, leveraging an additional 1,000 jobs and approximately \$43 million of federal and local impact fees to fund these next key phases of the project.

6 SR 12–Jameson Canyon



STA and the Napa County Transportation Planning Agency (NCTPA) have secured \$5.6 million in state funds to complete environmental and design work for realignment and safety enhancements on Highway 12 between I-80 in Solano County and Highway 29 in Napa County.

The project is currently in the environmental phase with Caltrans as the lead agency. The project is estimated to cost approximately \$104 million.

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 419,000 is projected to increase to 504,000 by 2015 and 581,000 by 2030. From 2005, the total number of employed residents (about 194,000) 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" with Herman Goelitz Candy Company (Jelly Belly), and Thompson Candy Company. Travis Air Force Base, home to the 60th Air Mobility Wing, is the largest employer in Solano County.

▼ Solano County Housing/Jobs Projections

	HOUSING			JOBS		
	2000	2010	Net Change	2000	2010	Net Change
Benicia	10,352	10,830	478	11,670	12,390	720
Dixon	5,102	6,950	1,848	4,660	5,660	1,000
Fairfield	30,995	37,350	6,355	42,160	48,800	6,640
Rio Vista	1,940	5,100	3,160	2,080	2,510	430
Suisun City	8,158	9,500	1,342	4,000	5,320	1,320
Vacaville	28,351	35,040	6,689	25,470	31,350	5,880
Vallejo	40,608	45,020	4,412	32,210	39,180	6,970
Solano Co.	4,897	5,630	733	960	1,020	60

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 State Route 12 (connecting San Joaquin

County to the North Bay). 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 State Route 12 an increasingly critical transportation problem.

About STA



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 two transit services.



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