



2013 Report to Congress

Moving Solano County Transportation Forward



Solano Transportation Authority
California
June 18-20, 2013

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Introduction

The Solano Transportation Authority (STA), in partnership with Solano’s seven cities and the County of Solano, California Department of Transportation (Caltrans), and the Metropolitan Transportation Commission (MTC), has taken a multimodal and regional approach to meeting current and future transportation demands on the I-80 corridor. The STA continues to plan, partner and invest with this approach. This legacy of linking land use and transportation serves Solano County well as we pursue STA’s

“mission to ensure mobility, travel safety, and economic vitality” on the I-80 corridor.

The Interstate 80 (I-80) corridor serves as the only direct freeway connection between the two largest economic regions in Northern California, the San Francisco Bay Area and metropolitan Sacramento. It is the backbone for moving people, goods and services through the San Francisco and Sacramento mega-region, and is one of four California priority trade corridors. Addressing operational needs and improvements on the I-80 corridor through Solano County is vital to commuting, transcontinental freight and recreational traffic.

This comprehensive approach includes integrating investments in goods movement, transit efficiency, smart growth, traffic operations system technology, promoting and providing incentives for ridesharing, vanpools and safe routes to school for Solano’s students.

The STA is exploring both traditional and more entrepreneurial opportunities to finance unfunded transit facilities through Public Private Partnerships in an effort to attract investments from the private sector. Working with MTC, Caltrans, and the California Transportation Commission, the STA is also studying finance options through Express Lanes along the I-80 corridor.

This combination of focused investments and collaborative development is dependent on the successful planning and implementation of each project and serves as our

“vision for a comprehensive I-80 corridor strategy within Solano County.”



Significance of Solano County in the Northern California Mega-Region

Solano County is strategically located along Interstate 80 between San Francisco and Sacramento. Solano County’s transportation needs are significantly greater than its population of 415,787 would suggest in light of its geographic location, number of military personnel who are temporarily stationed at Travis Air Force Base in Solano County, travel patterns of its residents and congestion from goods movement and other transportation along I-80. Moreover, where cities with large tax bases can pass local tax measures to fund infrastructure improvements, Solano County has tried unsuccessfully three times to pass such a local sales tax measure.



Solano County has significant transportation needs in the I-80 corridor that are critical to reducing congestion, improving safety, facilitating goods movement, reducing emissions and improving quality of life. I-80 is the only direct freeway connection between San Francisco and Sacramento. It is one of four California priority trade corridors, moving goods from the Port of Oakland. The corridor also carries the third highest truck volume in the Bay Area region with future growth anticipated from an expansion of the Port of Oakland. Commerce and commute congestion dramatically impact the I-80 corridor through Solano County with many residents of Solano County traveling to work in San Francisco and

Sacramento. I-80 also links the Bay Area with recreational destinations in the Sierra Nevada Mountains and points north via I-505 to I-5.

Travis Air Force Base is Solano County's largest employer. It is the largest air mobility organization in the United States Air Force and employs more than 3,600 civilians and 14,000 military personnel. Travis Air Force Base is located in the City of Fairfield within 5 miles of I-80. It carries more cargo and passengers than any other military air terminal in the U.S and significantly contributes to the congestion on I-80 and surrounding roads.



There also are two transit operators in Solano County that provide intercity bus service in addition to the San Francisco Bay Ferry operations, and Amtrak Capitol Corridor service connecting Solano County to the Sacramento, San Francisco and San Jose regions. This transit service not only serves the transit dependent, but plays an important role in relieving congestion in the I-80 corridor.



Downtown Benicia

Because Solano County's size and population are disproportionate to its need for transportation funding, it benefits significantly from federal and state discretionary grants. While Solano County cities and transit providers receives formula allocations from the Federal Transit Administration and the County receive funding from the Metropolitan Transportation Commission, which is the Bay Area's Metropolitan Planning Organization, those allocations are not sufficient to meet the County's transit and road needs.

Solano Transportation Authority must move forward with highway and transit capital projects in the I-80 corridor and in other parts of the County that are critical to its regional economy and that of the nation. We have described the projects below, which include interchange improvements, truck scale upgrades, improved road access to Travis Air Force Base and several intermodal transit centers. The process under the Moving Ahead for Progress in the 21st Century (MAP-21) Act, whereby largely all transportation funds are distributed by formula, does not work for County's like Solano with significant infrastructure needs that go beyond maintaining a state of good repair. Solano County supports funding for Projects of National and Regional Significance and other discretionary grants for goods movement, highway and transit projects that fall outside of the more routine transportation needs that should be funded with formula allocations.

Solano County has embraced the vision contained in Plan Bay Area of city-centered growth and preservation of agriculture and open space - and has been doing so since 1984. In that year, Solano County adopted the Orderly Growth Initiative, focusing urban growth in the incorporated cities and preserving the zoning of agricultural and open space lands. The Orderly Growth Initiative has been continued by popular vote twice since then. One of the results of the Orderly Growth Initiative is that Solano County is only exceeded by the city/county of San Francisco in the percentage of its residents living in its incorporated cities.



Downtown Vallejo Streetscape

When MTC and the Association of Bay Area Governments (ABAG) created the Focus program and allowed local communities to identify Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs), to respectively identify areas where growth should be focused and where it should be avoided, Solano County again took the lead on this issue. Each of the 7 cities has at least one PDA, and two of the three largest cities (Fairfield and Vacaville) have multiple PDAs. There are 5 established PCAs, and a new one has been proposed. When MTC created the OneBayArea Grant program, STA and its member agencies committed more than 50% of the \$18+ million available to projects in or connected to PDAs and PCAs.



Vacaville Intermodal Transit Center

STA and its member agencies were investing in projects in PDAs before the designation was created by ABAG, using locally-generated bridge toll money, known as Regional Measure 2 (RM 2). STA and its member agencies have invested RM 2 funds in transit centers in or next to PDAs in Vallejo (Vallejo downtown transit center, ferry terminal and the Curtola transit center), Benicia (Benicia downtown multi-modal center), Fairfield (Fairfield Transit Center and the Fairfield/Vacaville train station) and Vacaville (Vacaville Intermodal Transit Center).

All of these investment decisions are related to the core purpose identified in STA's Comprehensive Transportation Plan - to develop, operate and maintain an integrated local and regional transportation system anchored on the I-80 corridor.



Vallejo Downtown Transit Center

MAP-21: Reliable Federal Transportation Funding Levels and Flexibility

Over the last 50 years transportation funding has been characterized by a federal/state/local partnership. Whether restoring the Interstate Highway System to a state of good repair or removing bottlenecks in key freight corridors — the federal government continues to have a vital role to play with respect to transportation. The current federal surface transportation bill, Moving Ahead for Progress in the 21st Century (MAP 21), provides funding through fiscal year 2014 only by relying on support from the nation’s beleaguered general fund.

STA urges Congress to identify a long-term, user-based funding source for transportation in the successor to MAP 21. That bill should build on the streamlined structure and performance-based framework established by MAP 21. Flexibility should be provided for regions to respond to its diverse transportation needs. This stable funding source should provide discretionary programs for high priority transit and highway projects.

A separate funding stream for goods movement projects should be provided. Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall. Federal fuel tax should be raised and indexed to the construction cost index.

Buy America

The passage of Moving Ahead for Progress in the 21st Century (MAP-21) has modified the applicability of Buy America (BA) as it relates to utility relocations. To ensure compliance with Buy America, utility owners must now sign utility agreements that certify their intention to comply. Five major utility owners in California have stated that they cannot currently comply with the Buy America provisions and therefore will not sign utility agreements. In addition, the California Division of the Federal Highways Administration now requires utility agreements to be executed prior to the approval of a right of way certification (RW Cert). A RW Cert is required to meet milestones required to obtain funding approval from the California Transportation Commission (CTC).



This new constraint will jeopardize the delivery schedule and funding for the I-80/I-680/SR 12 Interchange – Phase 1 project due to stringent requirements without exception clauses. The immediate issue is the potential loss of funding for I-80/I-680/SR 12 Interchange – Phase 1 Initial Construction Package project, which is on a critical timeline in 2013. In order to meet that timeline, the project needs to receive an allocation by the California Transportation Commission (CTC).

An immediate and long-term solution needs to be found before project progress is negatively impacted not only in Solano County, but in projects across the United States. STA has met with representatives from PG&E regarding Buy America challenges. PG&E has stated that they intend to comply with Buy America. However, they stated that they are currently unable to comply with the requirements of BA at this time.



Utility companies cite many reasons and challenges that prevent them from participating in projects requiring Buy America Certification:

- Insufficient time and guidance
- Inability to evaluate materials in their supply chain
- Existing long-term contracts with their suppliers
- Supplier inability to verify or certify material compliance
- Lack of inventory system to track BA certification of materials
- California Public Utilities Commission (CPUC) purchase requirements
- Insufficient lead time to order new materials
- Issues with reliability, durability, and safety of BA compliant products
- Potential conflicts with existing CFRs

A solution is needed for the project to be allocated for construction.

TIGER 2013

STA is a co-applicant with the City of Fairfield for a TIGER 2013 grant for the Fairfield/Vacaville Intermodal Station. The Station is a priority partnership project located in the heart of the San Francisco-Sacramento Mega-Region that will provide over 200,000 residents convenient access to the Capitol Corridor passenger rail service and the entire region. The project is endorsed by MTC, Capitol Corridor, STA, and many agencies and stakeholder groups in Solano County as their top Rural Project for the region. The \$65 million project has requested the final \$9 million from TIGER to fund construction of the project.



Results of Prior Earmarks and Federal Grants

Congressional Earmarks obtained between Fiscal Year 2002 and 2010 through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) program, provided STA with more than \$34 million to accomplish the following important infrastructure work in Solano County:

- Constructed 8.5 miles of the I-80 lanes through the interchange complex
- Widen Highway 12 through Jameson Canyon
- Improve the Jepson Parkway access to Travis Air Force Base
- Complete a project study report in preparation for High Occupancy Vehicle (HOV) lanes through Vallejo
- Complete an environmental document on the Redwood Parkway in Vallejo in conjunction with the I-80/I-680/SR 12 interchange
- Upgrade bicycle and pedestrian corridors
- Replace the Winters bridge between Yolo and Solano Counties
- Conduct the Rio Vista Bridge Study.



I-80/I-680/SR 12 Interchange

A variety of federal grants totaling nearly \$24 million were obtained for projects and programs in Solano County between 1998 and 2012. The following are the results of how those funds were put to good use:

- Constructed and improved several transit centers
- Purchased alternative fuel buses
- Installed Intelligent Highway Systems
- Upgraded and improved ferry intermodal service facilities
- Designed railroad grade separations
- Improved county airport access and parking
- Planned and designed a third train station
- Implemented a downtown streetscape project



Vallejo Downtown Transit Center



Existing at-grade railway crossing in Dixon

Federal Grants Have Replaced Earmarks

Listed below is how STA has programmed federal funds for a variety of important transportation programs and facilities. This includes Safe Routes to School, maintaining local streets, expanding the countywide bike network, implementing operational improvements on Interstate 80 and supporting ridesharing and alternative modes programs.

Cycle 1 Programming Solano County	Total First Cycle STP/CMAQ (thousands \$)
Eastern Solano Congestion Mitigation and Air Quality (CMAQ) Program	
Vacaville - Ulatis Creek Bicycle Pedestrian Path	810
Vacaville Intermodal Station Phase 2	975
STA - Solano Napa Commuter Information (SNCI)	445
STA - Solano Safe Routes To School Program	520
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	250
County CMA Planning Activities	
County CMA Planning Activities	1,786
Ramp Metering and TOS Elements	
FPI - SOL I-80: I-505 to YOL Co Line	7,000
Safe Routes To Schools - Regional Competitive	
Education and Encouragement School Route Maps	250
Safe Routes To Schools - County	
Suisun City - Grizzly Island Trail	300
STA Solano County Safe Routes to School Program	642
Regional Bicycle Program (RBP)	
Bicycle - Solano - Block Grant RBP Implementation	54
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	221
Suisun City - Grizzly Island Trail Project	814
Fairfield/Vacaville Station Pedestrian and Bicycle Track Crossing Enhancements (TE)	400
Bicycle - Solano - TE Projects	77
Regional Transportation for Livable Communities (TLC) Program	
Vallejo Downtown Streetscape Phase 3	400
County Transportation for Livable Communities (TLC) Program	
County TLC - Solano - Block Grant TLC Implementation	67
Vallejo - Streetscapes Improvements	1,277
Federal Aid Secondary (FAS) Commitment	
Solano County - Pavement Overlay Program	1,807
Local Streets and Roads (LSR) Rehabilitation	
LS&R Rehab - Solano - Block Grant LS&R Implementation	259
Benicia - Columbus Parkway Overlay	371
Fairfield - Various Streets Overlay	1,370
Solano County Pavement Overlay	1,689
Suisun City - Pintail Drive Resurfacing	437
Vacaville - Various Streets Overlay	1,324
Vallejo - Citywide Street Overlay	1,595
	\$25,140
<i>Funding sources include: Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ)</i>	

Cycle 2 One Bay Area Grant (OBAG) Programming - \$21.2M over 4 years - FY 2012-13 - 2015-16

STP - Local Streets & Roads Projects: TOTAL \$5.6M		
	Benicia East 2nd Street	\$495,000
	Dixon West A Street	\$584,000
	Fairfield Beck Avenue (West Texans to SR 12)	\$1,424,000
	Suisun City Walters Road and Pintail Drive	\$356,000
	Vacaville 2014 Street Resurfacing (various streets)	\$1,231,000
	Vallejo DT Streetscape (Georgia St.)	\$384,000
	Solano County Roadway Preservation (various roads)	\$1,389,000
	Suisun City Train Station Improvements	\$100,000
	STA PDA Investment & Growth Strategy	\$25,000
	TOTAL	\$5,988,000
CMAQ Projects		
	Safe Routes to School Capital Projects	\$1,200,000
	Dixon West B Street	\$1,394,000
	STA Transit Ambassador Program	\$250,000
	Suisun City Train Station Improvements	\$315,000
	Vacaville Allison Dr Sidewalk + Class I to Transit Center	\$450,000
	Vacaville Ulatis Creek Class I Bike Lane	\$500,000
	Vallejo DT Streetscape (Maine Street)	\$1,095,000
	Vallejo DT Streetscape (Georgia Street)	\$611,000
	Solano County Vaca-Dixon Bike Path	\$1,800,000
	Solano Napa Commuter Information	\$533,000
	STA Safe Routes to School Program	\$1,200,000
	TOTAL	\$9,348,000
Transportation Enhancements (TE)		
	Dixon West B Street	\$1,141,000
Planning		
<i>STP Planning Funds (\$486K augmented from Vallejo STP funds)</i>		
	City of Benicia industrial Park Transportation Plan	\$250,000
	City of Dixon DT Specific Plan	\$75,000
	City of Rio Vista DT Specific Plan	\$161,000
	STP STA Planning	\$3,006,000
	TOTAL	\$3,492,000
PCA		
	PCA Planning	\$75,000
	Solano County Suisun Valley Farm to Market Phase I	\$1,175,000
	TOTAL	\$1,250,000
	Grand Total	\$21,219,000

Why We Still Need Federal Matching Funds

With the disappearance of Congressional Earmarks, the STA needs to identify another source of federal funding to continue delivering projects and programs to improve mobility and safety in Solano County. The following describes several high priority projects currently in progress for which STA is still seeking funding.

Train Stations

Fairfield/Vacaville Intermodal Station

The Fairfield/Vacaville Intermodal Station (“Station”) will be located between the cities of Fairfield and Vacaville at the crossroads of the Jepson Parkway and Peabody Road in Solano County, near Travis Air Force Base. The new Station will provide convenient access to the Capitol Corridor Joint Powers Authority (CCJPA) rail service which has the best on-time performance (95%) in the country, and local and intercity buses for motorists, bicyclists, and pedestrians.



Located in the heart of the San Francisco-Sacramento Mega-Region, the Station is an important component of a regional strategy to relieve congestion on Interstate 80. It is the catalyst for a transit oriented community providing residents and commuters with multiple and alternative transportation options. The total project cost is estimated to be \$65M. More than \$52M came from regional and state funding sources. Prior federal funding was \$3.3M. Construction is scheduled to begin in 2013.



This project has been submitted for a \$9M grant request for TIGER 2013 program rural set-aside funds.

Dixon Parkway Blvd. Grade Separation



Construction of a new four-lane overcrossing at Parkway Boulevard will include bike lanes and sidewalks. The project will provide much needed traffic relief for the downtown area adjacent to the proposed train station. This relief route is required for future construction phases which will close an existing road for more than one year. This design is approximately 90% complete and will be completed in 2012 using federal earmarks and local development impact fees. These funds will also allow the land acquisition phase to be

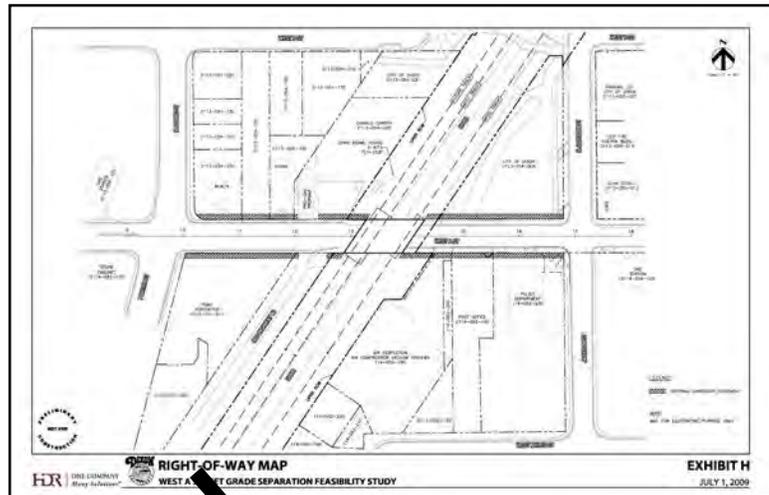
completed in 2012-13. Funding in the amount of \$14 million is needed to supplement the existing \$2 million of local development impacted fees collected.

This near-term safety project also supports the advancement of a future I-80 Capitol Corridor train station.

Dixon West A Street Undercrossing

Construction of a two lane roadway undercrossing at West A Street is a UPRR requirement for the future passenger train station. The undercrossing will include pedestrian and bicycle access. The estimated cost of this phase is \$22 million and is unfunded at this time. Because the closure of West A Street for more than a year during construction will close the primary east-west route through Dixon, it is necessary for the Parkway Boulevard Overcrossing to be open to traffic before West A street is closed for construction.

This near-term safety project also supports the advancement of a future I-80 Capitol Corridor train station.



I-80 Corridor Transit Center Expansion

Fairfield Transportation Center Expansion



The Fairfield Transportation Center (FTC) is a Regional Transit Hub located along the I-80 Corridor, a gateway to the San Francisco Bay Area, in the City of Fairfield with 640 parking spaces.



The FTC provides access to the regional transit network and anchors City plans to convert old highway strip developments into an integrated higher density mixed use community that would utilize and support transit, walking and biking. A second parking structure is planned to provide an increase of 1,000 parking spaces. Funding is needed for the final design and construction of the next phase of the project.

Vallejo Transit Center at Curtola and Lemon

The Vallejo Transit Center, at Curtola Parkway and Lemon Street, is comprised of two Park and Ride lots, Greyhound Bus Station, and bus stop serving Vallejo Transit and the Benicia Breeze. The Transit Center contributes to the reduction of single occupancy vehicles along the I-80 corridor between Solano, Contra Costa, Alameda, and San Francisco Counties. To correct current deficiencies, the new Transit Center and Parking Structure will:

- Improve current bus transit operations by separating both eastbound and westbound bus circulation from the park-and-ride car traffic.
- Construct a parking structure to meet current parking demand of 700 vs. existing 485.
- Create a phased plan to meet parking demand through the year 2030 (1100 spaces).



The first phase (1A) will construct the bus transit plaza with passenger amenities, adjacent street improvements, surface lot improvements for first 110 spaces, security improvements and user amenities for an estimated \$10M. MTC has programmed \$11.75M of RM2 funds.

NEXT STEPS: The STA is working with the City of Vallejo and Solano County Transit to fully fund and begin construction in 2013.

Jepson Parkway

The Jepson Parkway is an I-80 Reliever Route that will provide a local transportation network which, once completed, will relieve congestion on I-80.

STA completed the Environmental Impact Report/Environmental Impact Study (EIR/EIS) for the Project in 2011. The STA has entered into funding agreements to fund and construct \$73M of the overall estimated construction cost of \$185M.

The project design has been initiated for Phases 1 and 2 with the approval of the Memorandum of Understanding (MOU) and a Funding Agreements with the Cities of Fairfield and Vacaville and Solano County. Phases 1 and 2 are moving forward to construct the 4.5 mile segment between the new Fairfield/Vacaville Train Station at Cement Hill Road and Vanden Road to north of the Alamo Drive/ Leisure Town Road Intersection in Vacaville. Construction is planned to begin in Fiscal Year (FY) 2014-15. 50% of the project is funded by local impact fees and 50% from the STIP. Insuring the continued support of this project by the CTC is vital to complete this 12-mile Reliever Route.



The award winning Jepson Parkway Concept Plan is being updated to reflect the revised design of the project. This Plan update is expected to be completed in summer 2013. The Concept Plan was developed in 2000 and contains many of the Complete Streets Concepts developed subsequently by MTC and the State Legislature.

NEXT STEPS: The STA will continue to dedicate County State Transportation Improvement Program (STIP) shares to match local funds for this project.

Mobility Management Plan

Development of a Mobility Management Plan is a priority strategy identified in the Solano Transportation Study for Seniors and People with Disabilities. Per the Study, Mobility Management is "short-range planning, management activities and projects for improving coordination among public and other transportation service providers." The Plan will create implementation plans and complete tasks for four other high priority projects:

- Countywide ADA Eligibility Process (begins July 2013)
- Call Center and gather information for website from public, private and non-profit transportation resources for seniors, people with disabilities and the low-income population
- Travel Training Program Options
- Older Driver Safety Programs Information

The Mobility Management Plan will also address the transportation needs of the low-income population, identified through the multiple Community Based Transportation Plans (CBTPs) completed in Solano County.



The Solano Seniors and People with Disabilities Transportation Advisory Committee, Senior Coalition and the Paratransit Coordination Council (PCC) have helped develop this plan and the plan's initial four elements. A final report is scheduled to be completed and submitted to the STA Board for adoption in late 2013.

Solano Safe Routes to School Program

The Solano Safe Routes to School (SR2S) Program was initiated by the STA Board in 2008 following the completion of a Solano SR2S Plan in 2007. All seven Solano cities, STA and Solano County Public Health are collaborating with Solano County's 7 school districts, Solano County Board of Education and their community stakeholders to create SR2S Plans to improve the safety of pedestrian and bicycle modes of student travel:

- Education
- Encouragement Events
- Enhanced Enforcement Activities
- Engineering Improvements
- Evaluation



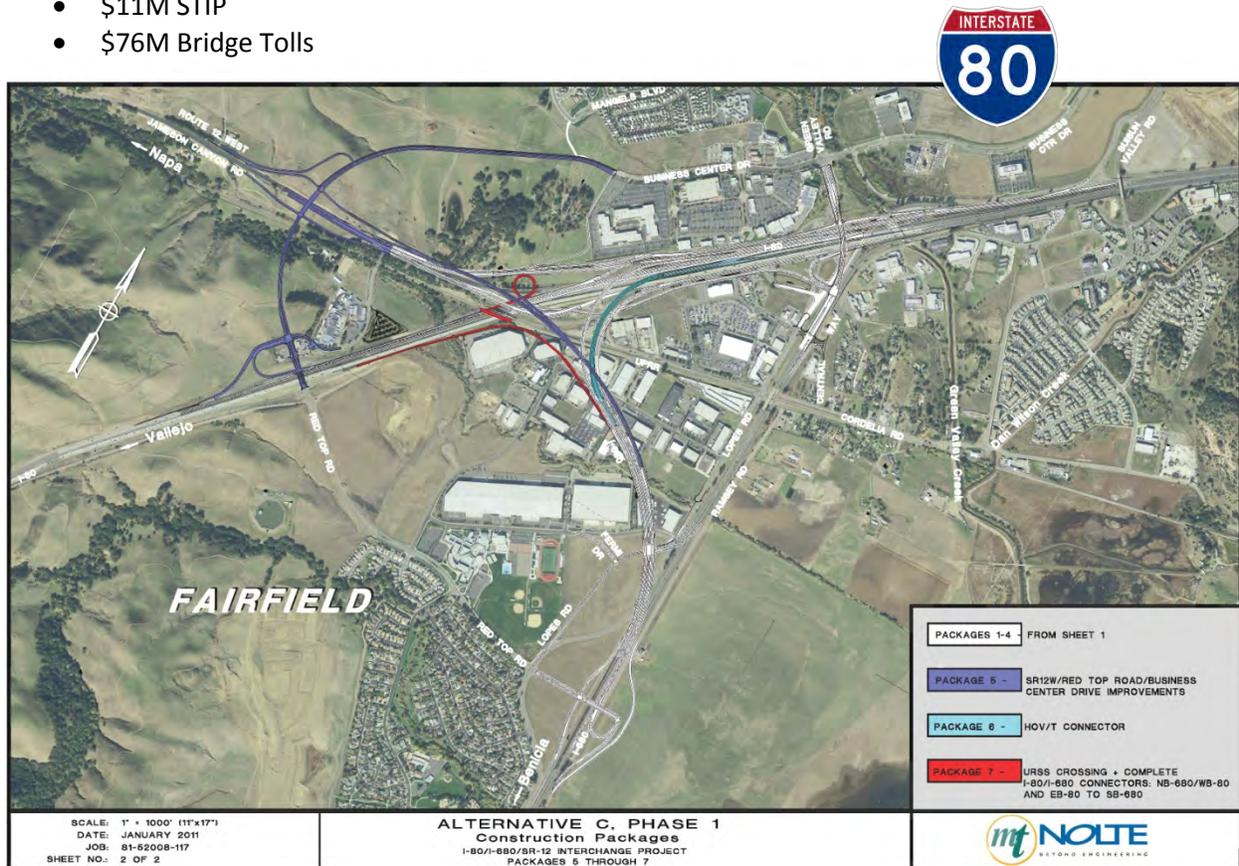
In May of 2013, STA and Solano County Public Health sponsored the first countywide SR2S Summit to gather stakeholders to review the new SR2S mapping and draft SR2S plan update, discuss various SR2S program activities, and kick off the STA's new Walking School Bus Program (funded by a \$500K federal grant).

I-80 Trade Corridor

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

The Final Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) was certified in October 2012. The \$700M project will be built in 7 construction packages. The Initial Construction Package is scheduled to go to the California Transportation Commission for a funding vote in May 2013. This will fund the first phase of the Interchange Improvements valued at \$111M. Construction is scheduled to begin Fall 2013. Funding for this Initial Construction Package is as follows:

- \$24M Prop 1B TCIF
- \$11M STIP
- \$76M Bridge Tolls



Geometrics of I-80/I-680/SR 12 Interchange Complex

While this initial project of the Interchange complex is fully funded, the remaining 6 construction packages need to secure funding.

NEXT STEPS: The STA is advancing the design on the next 2 construction packages and is actively seeking construction funding for these phases.

I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project

The Project will construct a larger, more efficient truck scale facility in a large oval configuration on eastbound I-80 approximately ½ mile to the east of the current facility. Associated new on- and off-ramps are being constructed, and, upon completion of the project, the existing facility will be demolished.



I-80 EB Cordelia Truck Scales Relocation Project – Under Construction 5/2/13

Construction for this facility began in early spring 2012. The project award was based on not only the value of the work, but also the number of days to construction the project. Significant progress by the contractor can be seen already. With the compressed construction schedule, the new facility is planned to be opened in 2013, two years ahead of schedule. This time savings is

based on two factors; one was STA’s ability to get the project to construction one year earlier, and two is due to the contractor’s bid for the number of days to build the project.

I-80 Westbound (WB) Cordelia Truck Scales Improve Project

The Westbound Scales remain a priority for the STA, Caltrans and the California Highway Patrol. The project will relocate the existing WB I-80 Truck Scales approximately ½ mile to the east, construct a new inspection facility and scales, reconstruct the I-80/Abernathy interchange and WB SR 12 connector ramp to I-80, including the SR 12 truck ramp. The truck scale project is being conducted in context of the entire corridor and in concert with other short-term and long-term projects to avoid moving bottlenecks from one location to another.



Existing I-80 WB Cordelia Truck Scales

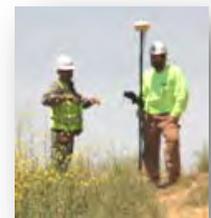
NEXT STEPS: Funding for the \$130M westbound facility needs to be secured.

Jobs in Solano County

Local construction jobs have a measurable impact on Solano’s economy. The total number of workers who have been employed on the projects delivered by a Caltrans-STA partnership as of July 2012, and are estimated to work on the upcoming I-80/I-680 Interchange Complex project, are:



Project	Jobs funded by and working on the project	Combined Jobs*
SR 12 Jameson Canyon (Solano)	108	1,195
I-80 EB Truck Scales	150	1,362
I-80/I-680 Interchange Complex (estimates for upcoming project)	100	1,200
TOTAL	358	3,757



*The combined jobs (in the construction sector, in industries supporting the construction sector, and other related jobs in non-construction sectors) are based on the federal formula for job creation and the total cost of the projects.

I-80 Express Lanes

An Express Lane toll, or High-Occupancy Toll (HOT), is a toll enacted on single-occupant vehicles that wish to use lanes or entire roads that are designated for the use of High-Occupancy Vehicles (HOVs, also known as carpools). Tolls are collected either by staffed toll booths, automatic number plate recognition, or electronic toll collection systems. Tolls change according to real-time traffic conditions to manage the number of cars in the lanes and keep them free of congestion.

The first segment (Red Top Road to I-505) of the I-80 Express Lanes in Solano County was initiated with the Project Study Report being approved by Caltrans in late 2011. The Project Approval/Environmental Document phase of the work is expected to be completed by 2014 and funding has been secured from the Bay Area Toll Authority (BATA) for project design. With funding, this project can be ready for construction by 2015-16. The I-80 Express Lanes are part of the new Bay Area Regional Express Lanes Network authorized by the California Transportation Commission (CTC) in 2011.

NEXT STEPS: STA is seeking to fund environmental document work for the segment of Express Lanes on I-80 between the Al Zampa (formerly Carquinez) Bridge and Highway 37 and to fund construction of the 18-mile segment on I-80 between Red Top Road and I-505.



Carpool Lanes on I-80 will be converted to Express Lanes



2013 Solano Transportation Authority Board of Directors



Front row left to right: Norman Richardson, Mayor, City of Rio Vista; Pete Sanchez, Mayor, City of Suisun City; Steve Hardy (Chair), Mayor, City of Vacaville.

Back row left to right: Jim Spering, Member of Solano County Board of Supervisors; Harry Price, Mayor, City of Fairfield; Jack Batchelor, Jr., Mayor, City of Dixon; Elizabeth Patterson, Mayor, City of Benicia; Osby Davis (Vice-Chair), Mayor, City of Vallejo.

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 was created in 1990 through a Joint Powers Agreement between the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano to serve as the Congestion Management Agency for Solano. As the Congestion Management Agency (CMA) for the Solano area, the STA partners with various transportation and planning agencies, such as the Metropolitan Transportation Commission (MTC) and Caltrans District 4.

The STA is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities.

SOLANO TRANSPORTATION AUTHORITY

Member Agencies: Benicia ❖ Dixon ❖ Fairfield ❖ Rio Vista ❖ Suisun City ❖ Vacaville ❖ Vallejo ❖ Solano County

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