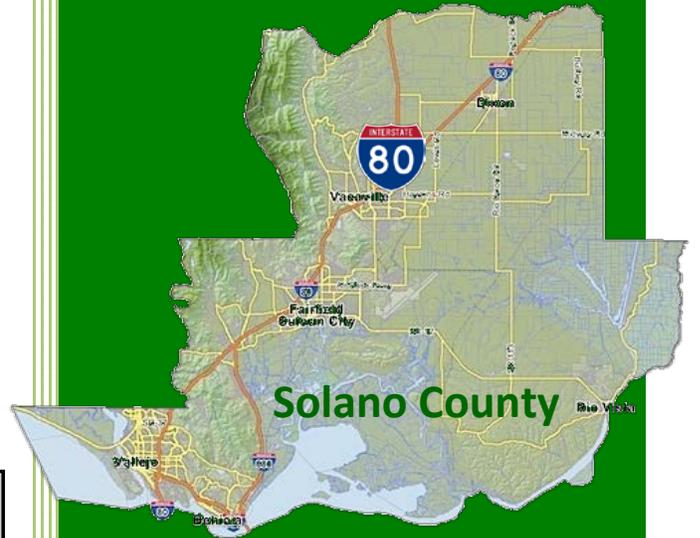




Solano Transportation Authority  
... working for you!

# 2014 Report to Congress

## MOVING SOLANO COUNTY TRANSPORTATION FORWARD



Solano Transportation Authority  
California  
April 1-2, 2014

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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.”*



STA has a vision to invest in facilities to improve access to reliable, safe, and affordable transportation for disadvantaged communities in urban, suburban and rural areas.

*“Transit connectivity along the I-80 corridor strengthens human capital and workforce opportunities.”*

By implementing our capital projects and programs, we can better connect people to jobs, remove physical barriers to access, and strengthen communities through neighborhood redevelopment.

# Significance of Solano County in the Northern California Mega-Region

Solano County is strategically located along I-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.



*New I-80 EB Cordelia Truck Scales in Operation – October 2013*



*Capitol Corridor Station at Suisun-Fairfield*



*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 receive formula allocations from the Federal Transit Administration and the County receives 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 in this booklet, 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.



*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. The Transit Alternatives program provides critical funding for programs such as Safe Routes to School and active transportation.

Funding in the Bus/Bus Facilities Program (Section 5339) should be restored to pre-MAP-21 status with a minimum investment of \$980M over a period up to two years, with 50% of the program discretionary and 50% formulaic. STA would also like to ensure continued funding of New Freedom (Section 5310) eligible projects. New Freedom was absorbed into Section 5339 and is the program that funds critically-needed transit alternatives for disadvantaged communities.

*“45% of Americans don’t have access to transit.”\**

A separate funding stream for freight movement projects should be provided without requiring that they be “shovel ready.” The National Primary Freight Movement Corridor should include the entirety of critical trade corridors like I-80 through Solano County, without gaps in the continuous corridor.

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.

Lastly, it is important that the environmental process continue to be further streamlined in order to expedite project delivery.

*\*ASCE 2013 Report Card for America’s Infrastructure*



SR 12 West Jameson Canyon Widening Construction



FAST Bus Boarding at Fairfield Transportation Center

## TIGER VI

STA is a co-applicant with the City of Fairfield for a TIGER VI 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 City of Fairfield will construct this new intermodal facility for intercity rail and bus service. A six-lane road overpass will replace a two-lane at-grade railroad crossing that will separate trains from vehicle traffic. An 800 foot train passenger platform with sheltered waiting areas will be constructed, as well as a station building, a pedestrian and bike underpass, six bus stops with shelters, and a reconstructed and extended freight rail siding with automated track switches.

This project itself will create more than 500 construction jobs. Development around the new station will create even more jobs in Solano County.

The project has been endorsed by MTC, Capitol Corridor, STA, and many agencies and stakeholder groups in Solano County as their top Project for the region. The \$81.5 million project has requested \$11 million from TIGER to fund construction.



## 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:

- Done!**
- Constructed 8.5 miles of the I-80 lanes through the interchange complex
  - Widened Highway 12 through Jameson Canyon
  - Completed a project study report in preparation for High Occupancy Vehicle (HOV) lanes through Vallejo
  - Conducted the Rio Vista Bridge Study
  - Improve the Jepson Parkway access to Travis Air Force Base
  - 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



I-80/I-680/SR 12 Interchange



Rio Vista Bridge



Vallejo Downtown Transit Center

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:

- Done!**
- Installed Intelligent Highway Systems
  - Designed railroad grade separations
  - Planned and designed a third train station
  - Constructed EB I-80 Cordelia Truck Scales
  - Implemented a downtown streetscape project
  - Construct and improve several transit centers
  - Purchase alternative fuel buses
  - Upgrade and improve ferry intermodal service facilities
  - Improve county airport access and parking

### 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 and Fairfield/Vacaville Intermodal Station projects, are:



Project	Jobs funded by and working on the project	Combined Jobs*
SR 12 Jameson Canyon	643	1,890
I-80 EB Truck Scales	150	1,362
Fairfield/Vacaville Intermodal Station <i>(estimates for upcoming project)</i>	529	1,557
I-80/I-680 Interchange Complex <i>(estimates for upcoming project)</i>	100	1,200
<b>TOTAL</b>	<b>1,422</b>	<b>6,009</b>

\*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.

## 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 I-80 and supporting ridesharing and active transportation programs.

Cycle 1 Programming Solano County	Total First Cycle STP/CMAQ (thousands \$)
<b>Eastern Solano Congestion Mitigation and Air Quality (CMAQ) Program</b>	
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
<b>County CMA Planning Activities</b>	
County CMA Planning Activities	1,786
<b>Ramp Metering and TOS Elements</b>	
FPI - SOL I-80: I-505 to YOL Co Line	7,000
<b>Safe Routes To Schools - Regional Competitive</b>	
Education and Encouragement School Route Maps	250
<b>Safe Routes To Schools - County</b>	
Suisun City - Grizzly Island Trail	300
STA Solano County Safe Routes to School Program	642
<b>Regional Bicycle Program (RBP)</b>	
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
<b>Regional Transportation for Livable Communities (TLC) Program</b>	
Vallejo Downtown Streetscape Phase 3	400
<b>County Transportation for Livable Communities (TLC) Program</b>	
County TLC - Solano - Block Grant TLC Implementation	67
Vallejo - Streetscapes Improvements	1,277
<b>Federal Aid Secondary (FAS) Commitment</b>	
Solano County - Pavement Overlay Program	1,807
<b>Local Streets and Roads (LSR) Rehabilitation</b>	
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
<b>Grand Total</b>	<b>\$25,140</b>

Funding sources include: Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ)

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

<b>Local Streets &amp; Roads Projects</b>		
	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
	<b>TOTAL</b>	<b>\$5,988,000</b>
<b>CMAQ Projects</b>		
	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
	<b>TOTAL</b>	<b>\$9,348,000</b>
<b>Transportation Enhancements (TE)</b>		
	Dixon West B Street	<b>\$1,141,000</b>
<b>Planning</b>		
<i>PDA Planning</i>		
	City of Benicia industrial Park Transportation Plan	\$250,000
	City of Dixon Downtown Specific Plan	\$75,000
	City of Fairfield Downtown & W. Texas PDA	\$850,000
	City of Rio Vista Downtown Specific Plan	\$161,000
	City of Suisun City Downtown Waterfront Specific Plan	\$163,000
	<b>TOTAL</b>	<b>\$3,006,000</b>
<i>STA Planning</i>		
	PCA Planning	\$75,000
	Solano County Suisun Valley Farm to Market Phase I	\$1,175,000
	<b>TOTAL</b>	<b>\$1,250,000</b>
	<b>Grand Total</b>	<b>\$22,232,000</b>

# Why We Still Need Federal Matching Funds

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

## I-80 Corridor Transit Center Expansion

STA has a vision to implement transit connectivity along the I-80 corridor to strengthen human capital and workforce opportunities. By investing in facilities to improve access to reliable, safe, and affordable transportation for disadvantaged communities in urban, suburban and rural areas, we can better connect people to jobs, remove physical barriers to access, and strengthen communities through neighborhood redevelopment.

## **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.



## **Vacaville Transit Center**

The City of Vacaville plans to construct Phase 2 of the Transit Center. Phase 2 will construct a parking structure to provide for future demand. Funding is needed for construction of this next phase of the project.



*Vacaville Intermodal Transit Center*



*Passengers boarding CityCoach at Vacaville Intermodal Transit Center*

## Vallejo Station

The Vallejo Station is a large-scale facility that incorporates not only the ferry station and facilities served by San Francisco Bay Ferry, but the new Vallejo Station Parking Garage across from the Vallejo Transit Center that serves as a transit hub for SolTrans bus service to Vallejo and Benicia and points beyond. The relocation of the downtown US Post Office has been a key focus to allow for expansion of the parking facilities to fully serve the commuting public.



## Vallejo Transit Center at Curtola and Lemon

The Transit Center at Curtola Parkway and Lemon Street, is comprised of two Park and Ride lots, Greyhound Bus Station, and bus stop serving Solano County Transit (SolTrans). 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:

- Add 110 parking spaces over the existing 485, and serve as an interim measure in keeping with the original intent of the project until Phase 1B can be funded and constructed
- Expand and improve off-street bus transfer facilities, improving connections between local and regional express bus service, as well as park & ride users
- Improve bus access and egress, and upgrade roadway circulation in the immediate vicinity
- Add Landscaping, street furniture, signage, lot lighting, transit plaza construction, shade canopies, photovoltaic array, security office/restroom, street and pavements repairs, replacement curb, gutter and sidewalk as well as surface and subsurface storm drainage modifications within the public street rights-of-way, gateway, and other areas



Construction will begin in 2014.

## 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 I-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 \$81.5M. More than \$55M came from regional and state funding sources. Prior federal funding was \$4M. Construction is scheduled to begin in FY 2014-15.

This project is submitting an \$11M TIGER VI grant request.

### Dixon Transportation Center

The Dixon Transportation Center will improve safety, accommodate the Capitol Corridor passenger rail service and will connect to intercity and local bus services upon future completion of the platform at the Train Station building. The Center will be built in three phases:

1. West B Street Pedestrian Undercrossing (completion scheduled for 2014)
2. Parkway Boulevard Grade Separation
3. West A Street Undercrossing



*Existing at-grade railway crossing in Dixon*

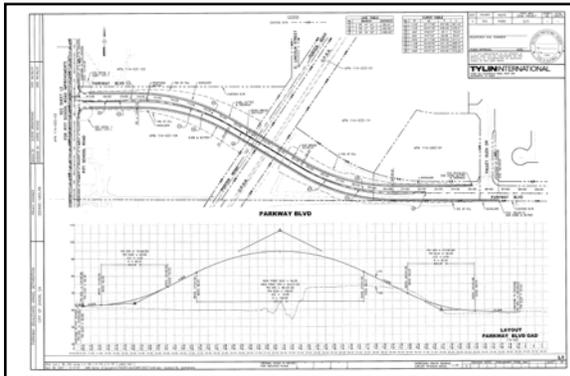


*Train Station Building completed in 2006*

Integrating investments in transit systems, corridor commute options and supporting smart growth options in Priority Development Areas (PDAs) is crucial to the STA’s multimodal approach to meeting current and future transportation demands on the I-80 corridor.

## 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

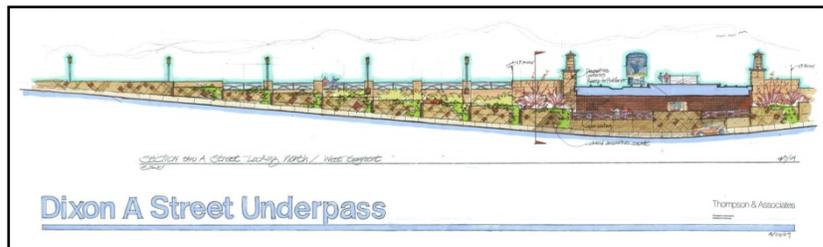


more than one year. This design is approximately 90% complete and will be completed in 2014 using federal earmarks and local development impact fees. These funds will also allow the land acquisition phase to be completed in 2015. Funding in the amount of \$18 million is needed to supplement the existing \$2 million of local development impacted fees collected.

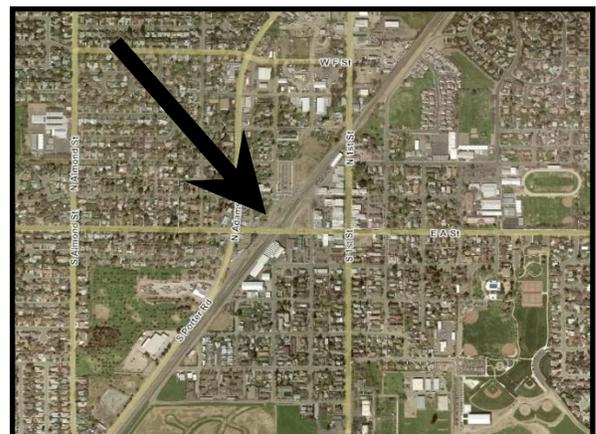
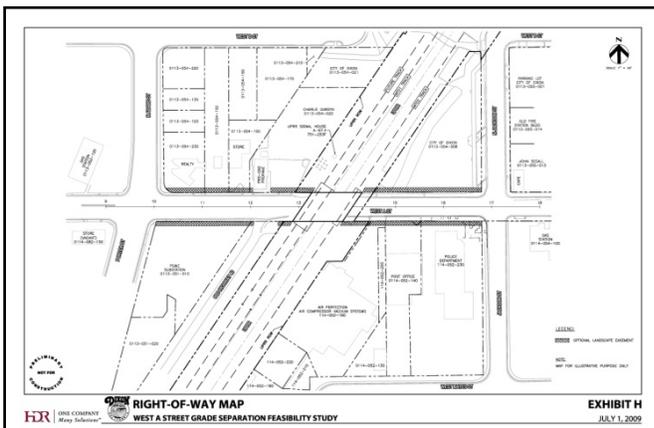
This near-term safety project supports the advancement of a future I-80 Capitol Corridor train station.

## 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 \$30 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 supports the advancement of a future I-80 Capitol Corridor train station.



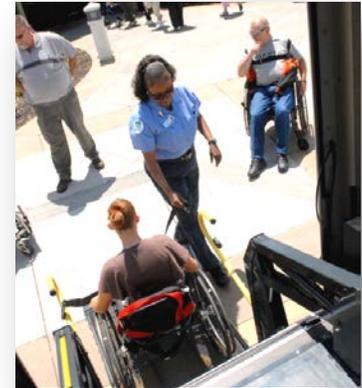


## Mobility Management Plan

Development of a Mobility Management Plan was identified as the priority strategy 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 address the transportation needs of seniors, people with disabilities and the low-income population and focuses on four elements:

- Countywide ADA Eligibility Process (began July 2013)
- Call Center & Complementary Website to provide information about public, private and non-profit transportation resources and programs for seniors, people with disabilities and the low-income population (June 2014)
- Older Driver Safety Programs (Information provided by Call Center) (June 2014)
- Travel Training/Travel Ambassador Program (June 2014)

The Solano Seniors and People with Disabilities Transportation Advisory Committee, Senior Coalition and the Paratransit Coordinating Council (PCC) have helped to 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 April 2014.



*Mobility for People with Disabilities*

## Corridor Commute Options

In today's automobile-dependent society, a pro-active approach to shaping new commute patterns is needed. An important element of the Solano I-80 system vision, the STA's Solano Napa Commuter Information (SNCI) program provides an array of programs and incentives to encourage residents of Solano and Napa Counties to get out of their single-occupancy cars and choose other options for travel. To help people find a better way to commute, the SNCI program works with employers and employees, and the general public, to facilitate free ride-matching services for individuals looking to carpool or vanpool.



Solano County has one of the highest rate of carpool and vanpool use in the 9-county Bay Area - 18.4% of all commute trips. Carpoolers and vanpoolers have opportunities to access park-and-ride lots or transportation facilities along the corridor. Each location is convenient for pick-up and drop-off of fellow riders.



SNCI provides support to over 187 vanpools that travel through Solano County (primarily through I-80) carrying over 2,240 commuters daily which translate to over 96,000 passenger trips per month. SNCI also provides incentives to reduce congestion with alternative modes campaigns such as the Solano Commute Challenge. Through the annual Solano Commute Challenge, employers encourage their employees to use transit, carpool, vanpool, bike or walk at least 30 workdays from August to October. In 2013, 744 employees from 40 major Solano County employers participated in the fourth annual Solano Commute Challenge. Most of the participating employees would have otherwise driven along the I-80 corridor.



## 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. All seven Solano cities, STA and Solano County Public Health have collaborated with Solano County's 8 school districts, Solano County Board of Education and their community stakeholders to create and periodically update SR2S Plans to improve the safety of pedestrian and bicycle modes of student travel through the 5 "E's":



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

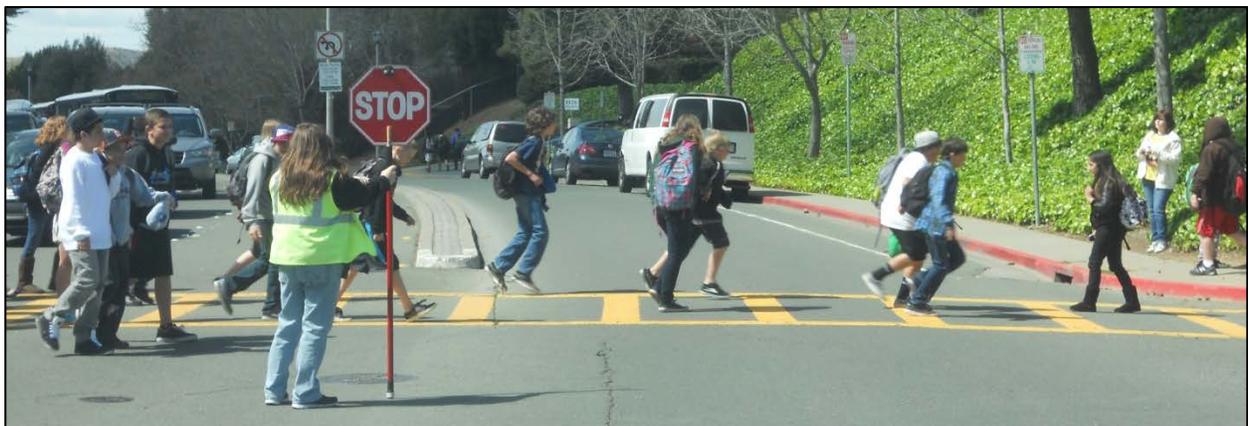


In October 2013, the STA Board adopted the 2013 Safe Routes to School Plan Update. The plan update process included multiple rounds of stakeholder input from each of Solano County's seven cities and eight individual school districts. The plan provides new goals for the program and will assist the program in future years to achieve desired change in travel habits of students, parents and other travelers within school zones. In the 2013 SR2S Plan Update, a sixth "E" of Engagement was included to emphasize the importance of communication with school parents and other key stakeholders.

In October 2012, four schools in Solano County were selected to test a Walking School Bus. Following on that work, STA's pilot Walking School Bus Program (funded by a \$500K federal grant) kicked off in January 2013. A walking school bus is an organized group of students who walk to school under the supervision of an adult volunteer. STA has Walking School Bus Coordinators to assist schools in establish walking bus routes. The Walking School Bus Program now has 33 routes in 18 schools.

Six SR2S infrastructure projects totaling \$1.2M are funded in the One Bay Area Grant (OBAG) program as part of the Regional Transportation Plan – Plan Bay Area.

Benicia	Construct new sidewalks in vicinity of 3 schools	\$100,000
Dixon	Sidewalk bulb-outs, paint crosswalks	\$100,000
Rio Vista	SR 12 crossing with updated lighting	\$100,000
Suisun City	Class I pedestrian/bicycle facility	\$349,065
Vacaville	Bicycle and pedestrian safety improvements	\$303,207
Vallejo	Intersection, striping and signage improvements	\$247,728



# National Freight I-80 Trade Corridor – Goods Movement

## **I-80 is the second busiest corridor in the region**

*where approximately 150,000 cars per day travel within Solano County.*

## **I-80 carries the third highest truck volume in the San Francisco Bay Area**

*with 10,000 to 12,000 trucks per day, serving primarily as a connector to the transcontinental truck network.*

## **Without improvements, by 2030 I-80 will be 60% gridlocked**

*during peak commute hours in Solano County. Current travel demand models show 26 miles between Vallejo and Vacaville will experience stop-and-go evening commute congestion.*

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

The previous truck scales substantially contributed to the congestion and safety concerns on I-80 due to the large number of trucks exiting and entering I-80, and the close proximity of the scales to Suisun Valley Road and the I-680 and SR 12 East interchanges.

The \$100M project was recently completed through a partnership between Caltrans and STA in coordination with the California Highway Patrol.



*I-80 EB Cordelia Truck Scales Ribbon-Cutting July 2013*

The Project constructed 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 were constructed, and the existing facility is in the process of being demolished.

Construction for this facility began in early spring 2012 and opened in fall 2013, two years ahead of schedule. This time savings is based on STA's ability to get the project to construction one year earlier, and the contractor's bid for the number of days to build the project.



*I-80 EB Cordelia Truck Scales Operations at Dusk*

This project is truly unique and embodies 21st Century transportation outcomes. It improves goods movement by moving trucks through the inspection facility more efficiently, employs technology to aid CHP inspections, and improves safety for all: CHP inspectors, trucks and motorists. The project alleviates congestion onto I-80 and is designed for sustainability through a Leadership in Energy and Environmental Design (LEED) facility.

The facility was designed to service 900 trucks per hour through more efficient operations and use of truck identification and sorting technology. Currently truck traffic reaches 125,000 trucks per month, 400 trucks during peak hours, and is expected to double in the next 35 years. The CHP performed 23,000 truck safety inspections per year at the old location and the new facility will allow them to inspect nearly double that number.

## I-80 Westbound (WB) Cordelia Truck Scales Improvement 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 (built in 1958) approximately ½ mile to the east, construct a new inspection facility and scales, and 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. The project is environmentally cleared, and will cost a total of \$170M to complete. Funding has not been identified.



Existing I-80 WB Cordelia Truck Scales

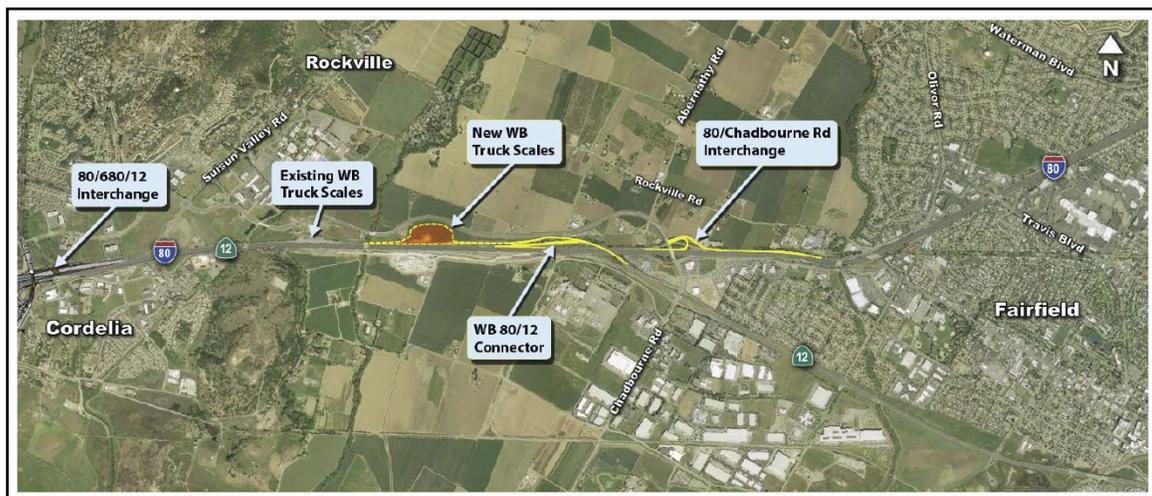
The new facility will be a Class B Commercial Vehicle Enforcement Facility (CVEF), which is defined as an independent command facility of the CHP. Key aspects of the facility will consist of the following:

- Seven covered inspection areas with configurations to accommodate long vehicle combinations.
- Inspection areas with the capability to inspect the underside of low-clearance vehicles.
- Elevated structures to enable inspectors to check the domes and top portions of cargo trucks.
- “Weigh In Motion” scales with the capability to sort truck traffic into the appropriate lane along the approach roadway.
- A minimum of four sets of scales to accommodate two lines of empty and loaded trucks.

Constructing and opening the full Westbound Cordelia Truck Scales will result in the following enhanced benefits:

- Increased processing capacity of the truck scales to up to 1000 trucks per hour
- Increased queue capacity and a reduction in congestion
- Reduction in rear-end accidents along I-80
- A fully modernized and state of the art truck scales facility for westbound I-80
- Auxiliary inspection areas for potentially hazardous trucks to improve public safety
- Improved corridor operations by increasing weaving distances between adjacent interchanges

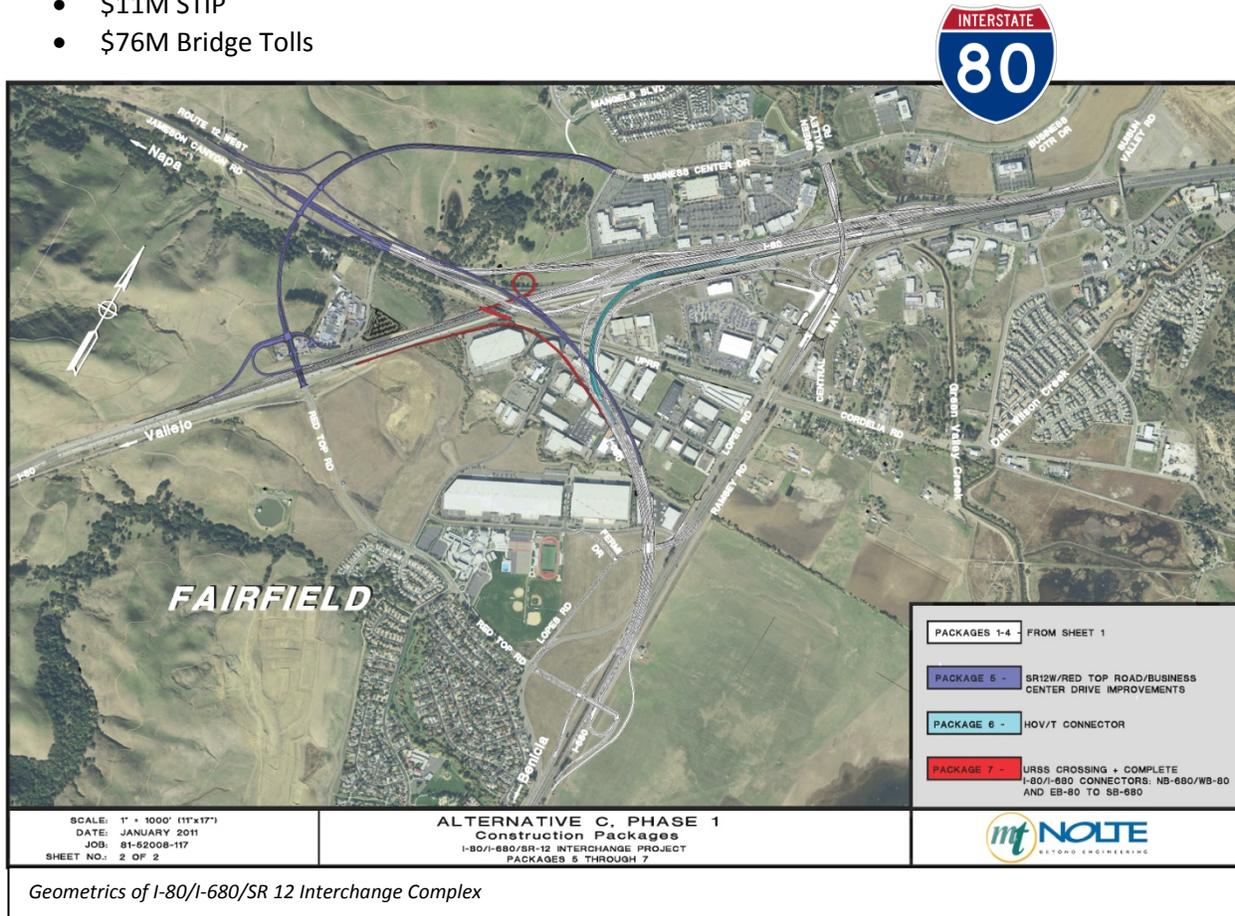
**NEXT STEPS:** Funding for the \$16M design of the westbound facility needs to be secured.



## I-80/I-680/SR12 Interchange Project will improve trade by relieving bottlenecks on I-80

The \$700M project will be built in 7 construction packages. The Final Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) was certified in October 2012. Funding for the Initial Construction Package was approved by the California Transportation Commission in May 2013. This will fund the first phase of the Interchange Improvements valued at \$111M. Construction is scheduled to begin in 2014. Funding for this Initial Construction Package is as follows:

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



The California Department of Transportation (Caltrans), in cooperation with the STA, is proposing to improve the I-80/I-680/SR 12 Interchange. The project will provide new highway connectors and capacity, reduce congestion, improve safety, and accommodate current and future traffic needs.

Total cost of all construction phases is \$700M, to be built as funding is secured. Package 1 is fully funded and going to construction. Additional funds are needed for packages 2-7.

**NEXT STEPS:** The STA is advancing the design on the next 2 construction packages and is actively seeking construction funding for package 2, estimated to be \$45M.

## 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 2015 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 the construction work for 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*



## 2014 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, 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 (Vice-Chair), Mayor, City of Benicia; Osby Davis (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.

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## **SOLANO TRANSPORTATION AUTHORITY**

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

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*Daryl K. Halls, Executive Director* *Janet Adams, Deputy Executive Director/Director of Projects*