

**FEBRUARY 2009**

# **STA'S PRIORITY PROJECTS**

**Fiscal Year 2010 Federal Appropriations Requests  
New Federal Authorization Priorities  
Federal Economic Stimulus Priorities**



*Solano Transportation Authority  
... working for you!*

## 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, and to coordinate countywide transportation planning and programs. Member agencies include the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and Solano County. The STA is responsible for transportation project funding and project delivery, and assists in the financing of transportation projects for its eight member jurisdictions. The STA provides countywide planning for the development of roads, transit, rideshare, rail, bicycle and pedestrian facilities, manages the Solano Napa Commuter Information and Safe Routes to School programs, and manages four transit services.

## Mission Statement

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

## STA Board of Directors

Members and their alternates are appointed by their local jurisdiction to serve as representatives on the STA Board. Each jurisdiction also has staff representatives on the Technical Advisory Committee and the SolanoExpress Intercity Transit Consortium. These two committees act in an advisory capacity to the STA Board of Directors.



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



Solano Transportation Authority

February 4, 2009

Members:

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

To Our Representatives in Washington:

The Solano Transportation Authority (STA) is pleased to forward this report summarizing Solano County's FY 2010 Appropriations funding requests. Improved mobility and safety are the top concerns for residents in Solano County, the San Francisco Bay Area's fastest growing county.

Our priority projects for the Fiscal Year 2010 Transportation Appropriations Program are:

1. Travis Air Force Base (AFB) North Gate Access Improvements - \$5 million
2. Alternative Fuel SolanoExpress Bus Replacement - \$2 million
3. State Route (SR) 12 Major Investment Study - \$0.5 million
4. Fairfield Transportation Center - \$2 million
5. Vacaville Intermodal Station, Phase 2 - \$2 million

This report provides a history, funding update and current status of each priority project. With your support for providing federal matching funds for these projects, the STA will ensure the completion of these critical transportation improvements.

Also included are Solano County's project priorities for new Federal authorization funding, and our Federal economic stimulus project priorities. In these economically challenging times, we are focused on bringing projects to Solano County which will both improve mobility and safety, and create jobs for our residents.

We appreciate your interest and support of Solano County's transportation priorities and look forward to working with you and your staff to deliver these important projects for both Solano County and California. Should you have any questions about these projects, please contact Daryl Halls, STA Executive Director, at (707) 424-6075, or Susan Lent, Akin Gump, at (202) 887-4558.

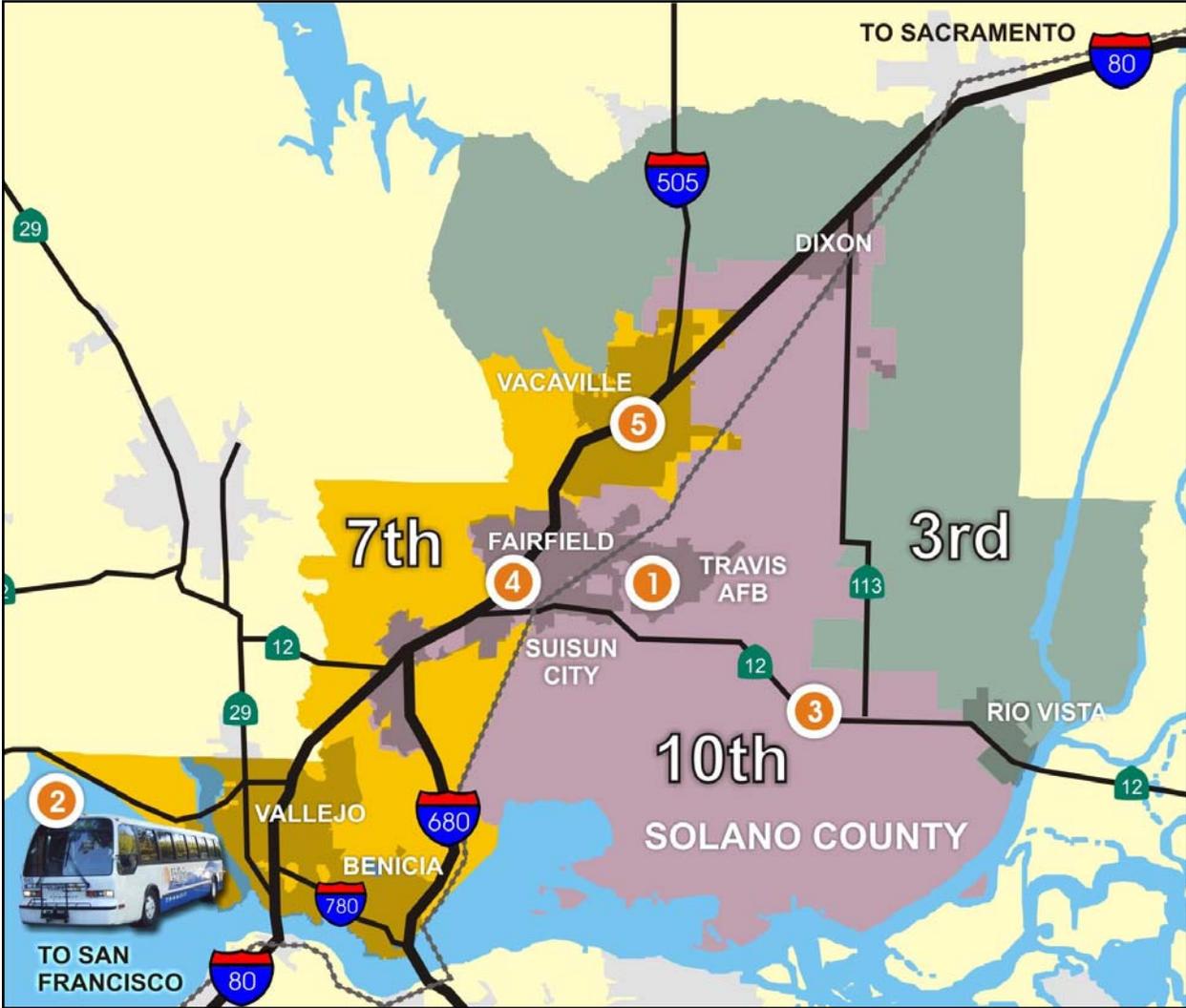
Sincerely,

Jim Spering, Chair  
Solano Transportation Authority  
Member, Solano County Board of Supervisors

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# STA's Priority Projects Map



- 1 Travis Air Force Base (AFB) North Gate Access Improvements
- 2 Alternative Fuel SolanoExpress Bus Replacement
- 3 State Route (SR) 12 Major Investment Study
- 4 Fairfield Transportation Center
- 5 Vacaville Intermodal Station, Phase 2

# STA's Priority Projects

## 1. Travis Air Force Base (AFB) North Gate Access Improvements

### Request

STA and its member agencies request a **\$5 million** earmark in the Fiscal Year 2010 Transportation and Treasury Appropriations Bill under the Department of Transportation/Federal Highway Administration (DOT/FHWA) Surface Transportation Program (STP) to fully fund the Access Improvements to Travis Air Force Base (North Gate/Jepson Parkway). The funds will be for the design, right-of-way and significant portion of the construction for the access improvements in Solano County.

### Background

Travis Air Force Base is home to the 60th Air



*Hurricane Katrina Relief Mission*

Mobility Wing (AMW), the largest air mobility organization in the U.S. Air Force. It handles more cargo and passengers than any other military air terminal in the United States. Travis AFB is the West Coast terminal for aero-medical evacuation aircraft returning sick or injured patients from the Pacific area. The 60th AMW crews can fly support missions anywhere in the world to fulfill its motto of being "America's First Choice" for providing true Global Reach. Also located at Travis AFB is the 349th AMW, the largest associate wing in the U.S. Air Force Reserve.

The project will upgrade and link the narrow substandard local roads that now provide access to the North Gate of Travis AFB, adjacent job centers, neighborhoods and schools. This work is also intended to provide for an upgrade to the Union Pacific Railroad crossing at Canon and Vanden Roads.

Currently the local roads that provide access



*Canon/Vanden Road Access to Travis AFB North Gate*

to Travis AFB are insufficient to handle vehicle traffic that access the Base from the North Gates. The improvements at the North Gate are proposed to include three components:

- Upgrade the narrow local roads of North Gate and Cannon Roads. This project will widen these existing roadways to standard 12 foot lanes and add 4 foot shoulders.
- Upgrade the Union Pacific Railroad Crossing to install a new double armed railroad crossing. Currently only a single armed gate provides safety at this crossing.
- Install intersection signal at Vanden and Canon Roads with a left turn lane on southbound Vanden Road.



Travis AFB North Gate Access

The South Gate received a previous Federal Earmark that fully funded these important access improvements:

- Upgrade existing drainage facilities under Petersen Road to prevent flooding across the road.
- Construct a Truck Stacking Lane which will require Petersen Road to be widened to add a 14 foot lane to accommodate trucks waiting to enter Travis AFB.

### Funding

The total cost of this project is estimated at \$7.6 million. The County of Solano has committed to a local match towards this project. The STA would seek state grant funds to secure any remaining shortfall. The South Gate project received a \$3.2 million earmark in FY 2006. The North Gate project will use the \$0.45 million remainder of that earmark. The FY 2009 Federal Appropriations Request for \$5 million was not granted.

|                               |                  |                         |
|-------------------------------|------------------|-------------------------|
| <b>Total Project Cost:</b>    |                  | <b>\$ 7.6 MILLION</b>   |
| <b>Total Secured Funding:</b> |                  | <b>\$ 1.85 MILLION*</b> |
| <i>STIP (State)</i>           | \$ 0             |                         |
| <i>Local (County)</i>         | \$ 1.4 Million   |                         |
| <i>Federal</i>                | \$ 0.45 Million* |                         |
| <b>Request:</b>               |                  | <b>\$ 5 Million</b>     |

\* Includes \$ 0.45 M from remainder of FY06 earmark

## 2. Alternative Fuel SolanoExpress Bus Replacement

### Request

STA and its member agencies request a **\$2 million** earmark in the Fiscal Year 2010 Transportation and Treasury Appropriations Bill under the Department of Transportation/ Federal Transit Administration (DOT/FTA) Bus and Bus Facilities account for the Alternative Fuel SolanoExpress Bus Replacement.

### Background

SolanoExpress is a coalition of the Solano Transportation Authority and the transit operators in greater Solano County, working together to coordinate the county's public transportation options for commuters and other riders. In Solano County, there are seven (7) intercity routes operated that annually carry over 1 million passengers. These routes carry passengers throughout the Bay Area and Sacramento. These routes currently are operated by 42 diesel buses. Replacing the current diesel fleet of commuter buses with alternative fuel buses will be a key step toward expanding low-emission commute services.



The STA requests funds in order to meet current service demands with alternative fuel buses and/or prepare for potential service expansions. The new buses will produce lower amounts of air emissions, including both greenhouse gasses (such as CO<sub>2</sub>), and soot. Utilizing alternative fuel buses is part of STA's and Solano County's climate change strategy. The transit services provided will reduce the number of cars on the road, thereby further reducing air emissions.

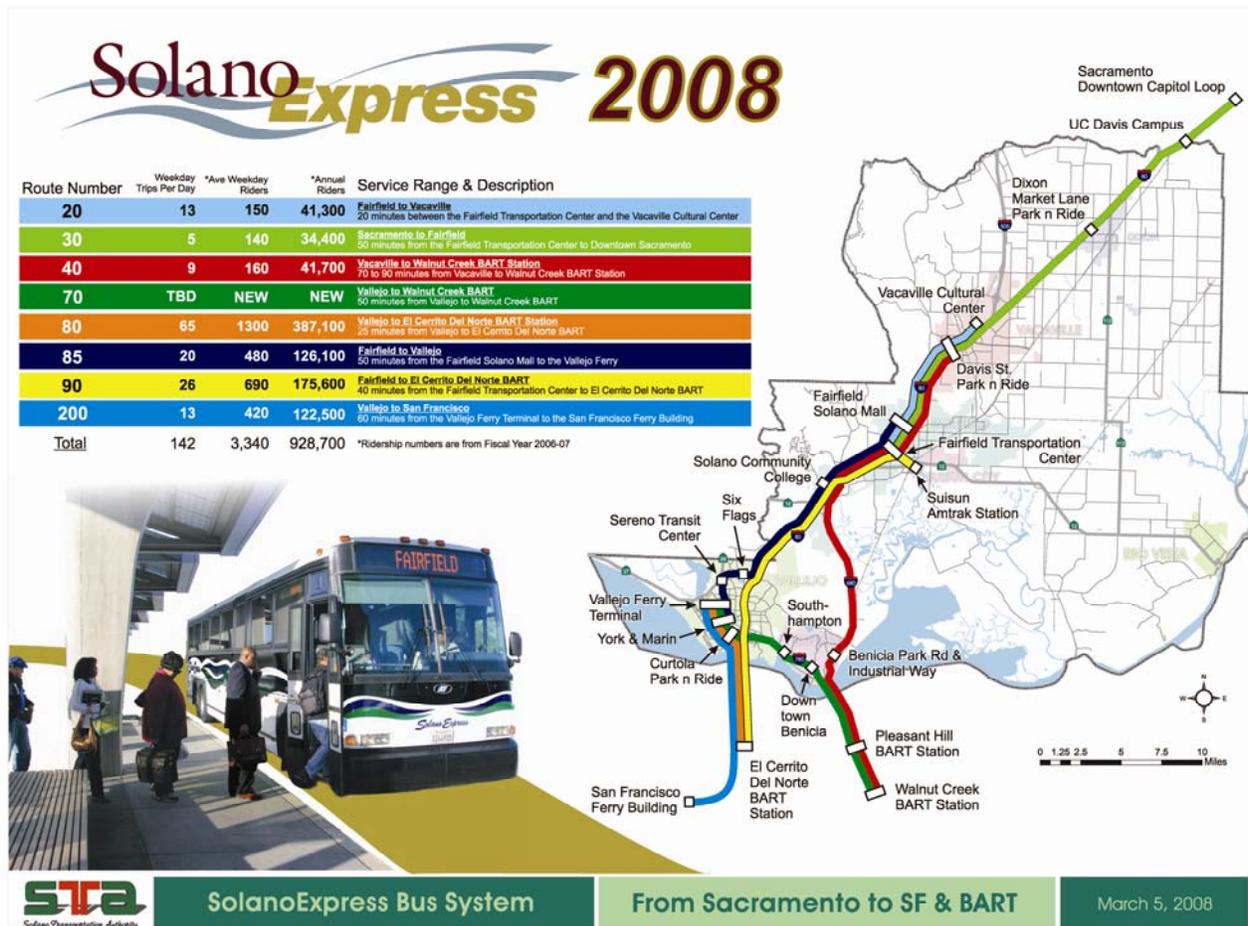
A transit study along State Route 12 between Napa and Solano County also shows a need for transit service which currently does not exist. The requested alternative fuel buses could be used to phase in transit along this heavily travelled inter-county corridor, and to replace current vehicles on the I-80 corridor.

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

SolanoExpress bus ridership increased by 11% over the previous year (over 1 million riders). This trend is expected to continue as our nation and region faces economic challenges. In 2008, a new Route 78 was started and Route 30 was expanded to accommodate the increasing demand for commuter alternatives.

### Funding

The estimated cost for three (3) alternative fuel buses is \$2,222,223. State Transit Assistance Funds (STAF) provided by the STA will be the local source of funding for this project.



### 3. State Route (SR) 12 Major Investment Study

#### Request

STA and its member agencies request a **\$0.5 million** earmark in the Fiscal Year 2010 Transportation and Treasury Appropriations Bill under the Federal Highway Administration (FHWA) Surface Transportation Program (STP) to fund a portion of the State Route (SR) 12 Major Investment Study (MIS). Local, regional and state agencies would fund the remainder of the \$1.5 million project.

#### Background

The portion of SR 12 that would be covered by the MIS extends from Interstate 5 (I-5) in San Joaquin County, through Sacramento County and across the Sacramento and Mokelumne rivers, through the cities of Rio Vista, Suisun City and Fairfield to I-80 in Solano County. SR 12 is a narrow 2-lane undivided road for most of the study area, and carries significant agricultural traffic between the Central Valley and Napa, military traffic from Defense Distribution Depot San Joaquin to Travis Air Force Base in Fairfield, and an increasing number of commuters.



SR 12 Temporary Median Barrier

SR 12 provides primary access for Department of Defense cargo from the San Joaquin Depot to Travis Air Force Base. Travis Air Force Base is home to the 60th Air Mobility Wing, the largest air mobility organization in the U.S. Air Force. It handles more cargo and passengers than any other military air terminal in the U.S. Travis is the West Coast terminal for aero-medical evacuation aircraft returning sick or injured patients from the Pacific area. The 349th Air Mobility Wing is also located at Travis AFB, and is the largest associate wing in the U.S. Air Force Reserve.

Because of the narrow roadway and high traffic volumes, including above average truck traffic, SR 12 between I-5 and I-80 has an accident rate far above the statewide average. Many of the fatal accidents have involved head-on collisions and large commercial transports. The



OTS Press Conference in January 2008 Announcing Grant for increased enforcement of SR 12

roadway has been designated a double fine zone by the California State Legislature, and is subject to temporarily enhanced traffic enforcement by the CHP as a short-term safety improvement measure. However, long-term safety and adequate traffic flow can only be provided by roadway improvements. The study will identify interim and ultimate improvements and establish an implementation priority plan.

Some of the challenges related to this study are the multiple jurisdictions (3 counties, 3 Caltrans Districts, 3 incorporated cities), environmental and engineering issues related to crossing the Sacramento/San Joaquin River Delta, and the presence of 3 draw bridges and multiple levees. One of these bridges crosses the Sacramento River. As commercial traffic from the Port of Oakland to the Port of



Sacramento increases, the Rio Vista Bridge will be raised more often, adding to congestion and safety issues on SR 12. The MIS would incorporate work completed by the Rio Vista Bridge Relocation Study that is funded by a previous Federal High Priority Demo earmark.

### Funding

The request would provide a portion of the funds to study improvements to a multi-jurisdictional highway. Additional funds for the study will come from the local Congestion Management Agencies/Councils of Government/Metropolitan Planning Organizations and Caltrans. Caltrans has committed to fund a public outreach and involvement campaign as part of the MIS. The total study cost is approximately \$1.5 million. The study will take 18 to 24 months from full funding to completion, including both public involvement and technical analysis.



Officer Lamoree Memorial Highway Sign, Rio Vista

|                               |                |                       |
|-------------------------------|----------------|-----------------------|
| <b>Total Project Cost:</b>    |                | <b>\$ 1.5 MILLION</b> |
| <b>Total Secured Funding:</b> |                | <b>\$ 1.0 MILLION</b> |
| <i>Local (County)</i>         | \$ 1.0 Million |                       |
| <b>Request:</b>               |                | <b>\$ 0.5 Million</b> |

## 4. Fairfield Transportation Center

### Request

STA and its member agencies request a **\$2 million** earmark in the Fiscal Year 2010 Transportation and Treasury Appropriations Bill under the Department of Transportation/ Federal Transit Administration (DOT/FTA) Bus and Bus Facilities account funds to design the Fairfield Transportation Center.

### Background

The Fairfield Transportation Center (FTC) is a Regional Transit Hub located along the I-80 Corridor. The FTC provides access to the regional transit network and anchors 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 minimum of



1,000 additional structured parking spaces is planned. The request would fund the final design of the project.

The FTC provides convenient, secure and reliable travel connections. Demand for parking at this regional transit hub has exceeded expectations from the beginning. In 2002, a 400 space parking structure was filled almost from the day it opened by drivers leaving their single occupancy vehicles (SOVs) behind to use transit options. In 2005, another 240 spaces were added in a surface lot which has also filled up. Many people that want to take transit, vanpools or carpools are discouraged from doing so due to lack of parking.

The City has already environmentally cleared a second structure with approximately 600 spaces and is evaluating strategies to construct the next phase a little larger and in



a way that can easily be expanded as more funding becomes available. The \$2 million request will refine the design concept and move expansion of this important regional amenity closer to reality. The City already owns the right of way and is exploring opportunities to use potential parking revenues to help fund the expansion and operations. If a sufficient combination of local, regional, state and federal funding can be secured, the expansion could be accelerated using a design-build process. Having a refined design concept would inform and reduce the time needed for either a design-bid-build process or a design-build competition as the economy begins to rebound.



The FTC is an anchor that will help transform the old highway strip development along West

Texas (Old U.S. 40) into a higher density mixed use development that would utilize and support extensive transit use, walking and biking. The FTC is already in place, but expansion of the parking will provide for additional access to transit and reduce regional vehicles miles traveled (VMT). The project will encourage the types of stores and services that are also important catalysts for smarter-growth and re-development.



### Funding

The estimated cost to construct the project is \$25 million. Local match will come from Regional Measure 2 (RM 2) bridge tolls, and Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds. It is anticipated that the project will be completed in 2012. The requested \$2 million will fund the design of the project.

|                               |                  |                        |
|-------------------------------|------------------|------------------------|
| <b>Total Project Cost:</b>    |                  | <b>\$ 25 MILLION</b>   |
| <b>Total Secured Funding:</b> |                  | <b>\$ 8.07 MILLION</b> |
| <i>CMAQ/RSTP</i>              | \$ 0.32 Million* |                        |
| <i>Regional (RM 2)</i>        | \$ 7.75 Million  |                        |
| <b>Request:</b>               |                  | <b>\$ 2 Million</b>    |

## 5. Vacaville Intermodal Station, Phase 2

### Request

STA and its member agencies request a **\$2 million** earmark in the Fiscal Year 2010 Transportation and Treasury Appropriations Bill under the Department of Transportation/ Federal Transit Administration (DOT/FTA) Bus and Bus Facilities account for the Vacaville Intermodal Station, Phase 2.

### Background

The Vacaville Intermodal Station is a regional bus transit facility in central Solano County. It will be centrally located in Vacaville to serve both local and intercity transit service. Once completed, parking will be provided for 600 spaces for bus riders as well as vanpoolers and carpools. There will be bicycle and



pedestrian access to the facility from the surrounding residential, retail, and office uses as well as a nearby community center.

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





The Vacaville Intermodal Station is a high priority for the county to streamline express bus service along the I-80 corridor and provide efficient connections to local bus service. The project will help to expand ridership along the I-80 corridor both toward the Bay Area and the Sacramento region.

The project will have the following major benefits:

- Construct a facility with 600 parking for transit riders, vanpools, and carpools.
- Provide a strategically located intermodal facility that will provide efficient alternatives to driving to work on I-80, which helps reduce traffic congestion and air emissions;
- Provide a significant facility for employees traveling to Vacaville for work and the general public for retail, services, and other purposes.

### Funding

The Vacaville Intermodal Station Phase 1 project is fully funded and will begin construction in 2009. Phase 2 will cost an estimated \$17 million, which builds off of the Phase 1 work. No funding has been secured for Phase 2. The requested \$2 million would provide for the design of the structure for Phase 2 of this project, and prepare the project for future local and regional funds.



|  |                      |
|--|----------------------|
| <b>Total Project Cost, Phase 2:</b>    | <b>\$ 17 MILLION</b> |
| <b>Total Secured Funding, Phase 2:</b> | <b>\$ 0 MILLION</b>  |
| <b>Request:</b>                        | <b>\$ 2 Million</b>  |

## STA's New Federal Authorization Policy

The National Surface Transportation Policy and Revenue Study Commission presented a report outlining a new long-term strategic transportation vision to guide transportation policymaking at the national level. The Solano Transportation Authority supports the principles contained in the Commission's "Transportation for Tomorrow," released in January 2008, specifically as summarized:

### Recommended Objectives for Reform

- Increased Public and Private Investment
- Federal Government a Full Partner
- A New Beginning



### Major Changes Necessary to Accomplish Objectives

The federal program should be performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objective of genuine national interest. The 108 existing surface transportation programs in SAFETEA-LU and related laws should be replaced with the following 10 new federal programs:

- Rebuilding America – state of good repair
- Global Competitiveness – gateways and goods movement
- Metropolitan Mobility – regions greater than 1 million population
- Connecting America – connections to smaller cities and towns
- Intercity Passenger Rail and Water Transit – new regional networks in high-growth corridors
- Highway Safety – incentives to save lives
- Environmental Stewardship – both human and natural environments
- Energy Security – development of alternative transportation fuels
- Federal Lands – providing public access on federal property
- Research and Development – a coherent national research program



National, state and regional officials and other stakeholders would establish performance standards, develop detailed plans for achievement, and develop detailed cost estimates to create a national surface transportation strategic plan. Only projects called for in the plan would be eligible for federal funding.

Congress should establish an independent National Surface Transportation Commission (NASTRAC), modeled after aspects of the Postal Regulatory Commission, the Base Closure and Realignment Commission, and state public utility commissions to perform two principal planning and financial functions:

- Oversee various aspects of the development of the outcome-based performance standards.
- Establish a federal share to finance the plan and recommend an increase in the federal fuel tax to fund that share.

Project delivery must be reformed by retaining all current environmental safeguards, but significantly shortening the time it takes to complete reviews and obtain permits.



## New Federal Authorization

Major revenue reform is necessary:

- All levels of government and the private sector must contribute their appropriate shares.
- User financing must be implemented.
- Budgetary protections for the Highway Trust Fund must be put in place.
- Legislation must be passed to keep the Highway Account of the Highway Trust Fund solvent and prevent highway investment from falling below the levels guaranteed in SAFETEA-LU.



Between 2010 and 2025:

- Federal fuel tax should be raised and indexed to the construction cost index.
- 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.
- Congress needs to remove certain barriers to tolling and congestion pricing by modifying the current federal prohibition against tolling on the Interstate System to allow:
  - Tolling to fund new capacity, with pricing flexibility to manage its performance.
  - Congestion pricing in metropolitan areas with populations greater than 1 million.
- Congress should encourage the use of public-private partnerships to attract additional private investment to the surface transportation system.
- State and local governments need to raise motor fuel, motor vehicle, and other related user fees.

Post-2025:

- A vehicle miles traveled (VMT) fee should be implemented.

## Federal Economic Stimulus

The STA supports a stronger investment message sent to local agencies in the form of economic stimulus funding for transportation infrastructure that will make a difference for our residents. The STA can merely construct a couple of roadways with the low funding levels that are proposed in the Economic Stimulus package. Transportation infrastructure improvements and construction that enhance mobility and safety come at a high price. Jobs need to be maintained and generated through these challenging economic times, and the current legislative proposals fall short of significant economic stimulus.

The STA Board has adopted the following priority projects for consideration of Federal Economic Stimulus funding:

1. McGary Road (I-80 Reliever Route)
2. State Park Road Overcrossing (City of Benicia)
3. Road and Transit Rehabilitation Projects (Countywide shortfall \$224 Million)
4. Vacaville-Dixon Bike Route
5. Baylink Ferry Maintenance Facility (City of Vallejo)
6. North Connector West End (I-80 Reliever Route)
7. I-80 Westbound Truck Scales Relocation
8. Jepson Parkway (I-80 Reliever Route)
9. I-80/I-680/SR 12 Interchange

### Local Streets and Roads (LSR)

Based on draft language from the "American Recovery and Reinvestment Act of 2009", the Metropolitan Transportation Commission (MTC) has released guidance to the STA for selecting economic stimulus projects in Solano County. Below are the estimated local agency targets for available funding for projects through the Federal Surface Transportation Program (STP) formula:

| <i>Agency</i> | <i>LSR Share</i>    |
|---------------|---------------------|
| Solano County | \$ 1,800,000        |
| Benicia       | \$ 400,000          |
| Dixon         | \$ 300,000          |
| Fairfield     | \$ 1,800,000        |
| Rio Vista     | \$ 90,000           |
| Suisun City   | \$ 700,000          |
| Vacaville     | \$ 1,500,000        |
| Vallejo       | \$ 2,500,000        |
| <b>TOTAL</b>  | <b>\$ 9,000,000</b> |

### Transit

Below are the estimated local agency targets for available funding for projects through Federal Section 5307:

| <i>Agency</i> | <i>Target Share</i>  |
|---------------|----------------------|
| Benicia       | \$ 500,000           |
| Fairfield     | \$ 4,700,000         |
| Vacaville     | \$ 3,200,000         |
| Vallejo       | \$ 12,100,000        |
| <b>TOTAL</b>  | <b>\$ 20,500,000</b> |

## Project Delivery

The Solano Transportation Authority is committed to seeing projects through to completion, with the assistance of federal, state, regional and local funding, and its project delivery partners.

The I-80 High Occupancy Vehicle (HOV) Lanes Project, a component of the I-80/I-680/State Route (SR) 12 Interchange, is a good example of a phased project being implemented by the STA. Because of the complexity and magnitude of the Interchange Project, STA advanced a component of this project, the I-80 HOV Lanes, due in part to a federal earmark. Using the federal earmark, state funds were attracted to the project which resulted in a fully funded component. Construction began in the summer of 2008, and is scheduled for completion in 2009. The federal earmark was contained in SAFETEA-LU.



*I-80 HOV Groundbreaking, June 2008*



*Above and Below—I-80 HOV Lane Construction*



*I-80 HOV Lane Construction, Fairfield*



Another federally funded project which Solano County has successfully completed through the years is the Jepson Parkway. Thanks to federal earmarks accumulated from previous years and local and state matching fund sources, the Walters Road Widening Project was completed in 2005. With an additional federal earmark received in 1998, the Leisure Town Interchange Project was completed in 2006.



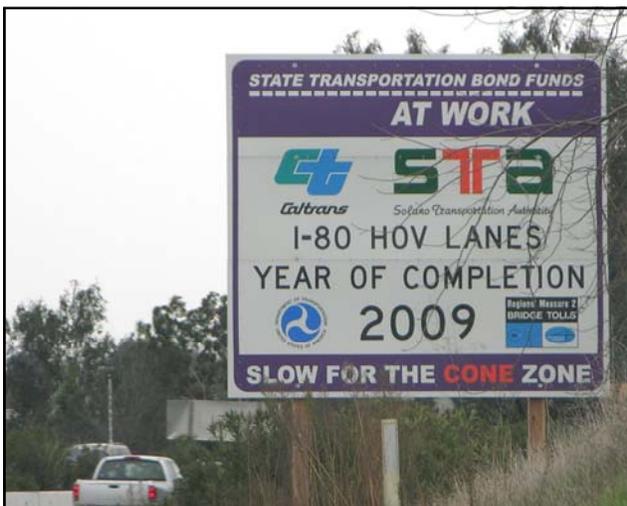
Jepson Parkway—Walters Road Widening, Suisun City



Roadway Paving Construction



Leisure Town Interchange, Vacaville



## About Solano County

### Population

The Association of Bay Area Governments has projected Solano County to have the largest percentage of population and job growth of any county in the Bay Area over the next 25 years. Its location between Sacramento and the Bay Area gives it strategic economic development importance for the region. Solano County's current population of about 425,000 is projected to increase to 504,000 by 2015 and 581,000 by 2030. The estimated 215,400 employed residents in 2007 will increase to about 270,000 by 2030.

### Employment

Solano County's growing economy represents a diverse mix of traditional and emerging industries. In recent years, many large biotechnology manufacturing, medical device, biotechnology research and development, and seed production firms have relocated to Solano County. The Solano Business Park in Fairfield is home to the Jelly Belly Candy Company. Hospitals and medical facilities have grown in number throughout the county, and Solano County is home to large employers such as Genentech, COPART, Novartis, Alza, and Six Flags Discovery Kingdom in Vallejo. Travis Air Force Base, home to the 60<sup>th</sup> Air Mobility Wing, is the largest employer in Solano County.



*New Benicia-Martinez Bridge Toll Plaza*

**U.S. AIR FORCE**

## Solano Traffic

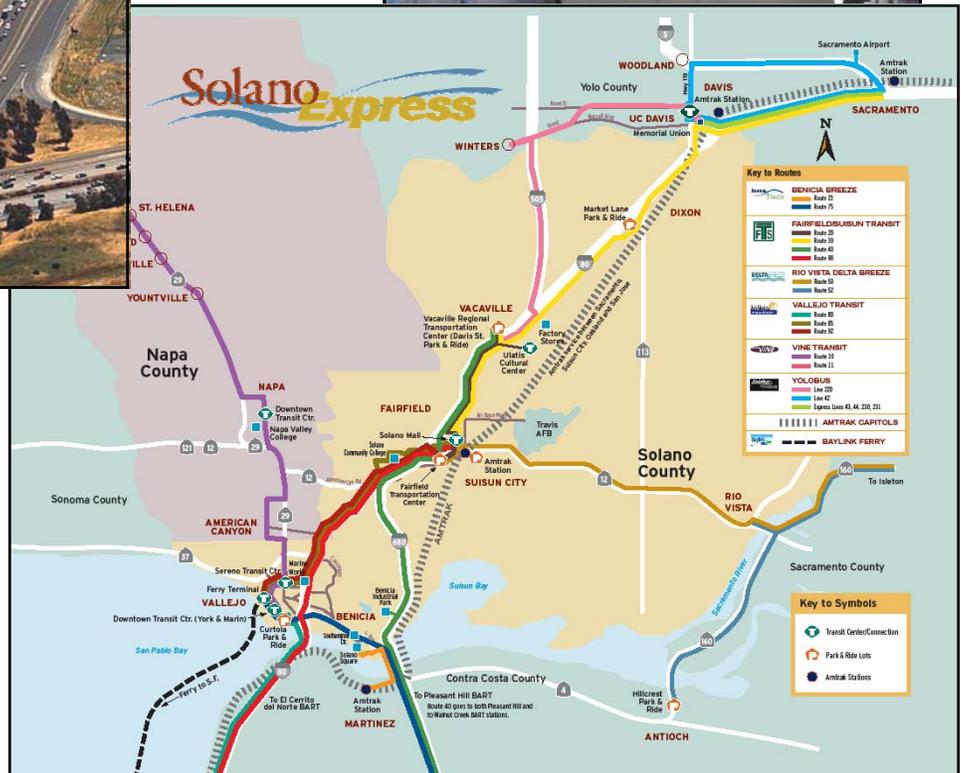
Solano County is dissected by I-80 (connecting the Bay Area to Sacramento), I-680 (connecting Contra Costa and Santa Clara counties to Solano) and State Route 12 (connecting San Joaquin County and the Napa Valley). New residential and commercial developments throughout the Bay Area have increased the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



Above: I-80 Eastbound Truck Scales (existing)  
Below: Northbound I-680 Junction to I-80/SR 12



I-80/680/SR 12 Interchange Complex





*Solano Transportation Authority*  
*... working for you!*

**Solano Transportation Authority**  
**Daryl Halls, Executive Director**

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