



march 2007

solano county's priority projects

FISCAL YEAR 2008 FEDERAL APPROPRIATIONS REQUESTS



SOLANO TRANSPORTATION AUTHORITY | WORKING FOR YOU

STA Board of Directors

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



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



Solano Transportation Authority

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March 2007

To Our Representatives in Washington:

Members:

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

The Solano Transportation Authority (STA) is pleased to forward this report summarizing Solano County’s FY 2008 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 five priority projects for the Fiscal Year 2008 Transportation Appropriations Program are:

1. Vallejo Ferry Maintenance Facility
2. Fairfield/Vacaville Intermodal Station
3. I-80/I-680/SR 12 Interchange (Cordelia Truck Scales Component)
4. Travis Air Force Base Access Improvements/Jepson parkway
5. State Route (SR) 12 Traffic Safety Signage/Education

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.

There have been three fatal accidents on SR 12 in the month of March 2007 alone. Due to this heightened awareness of safety issues on the corridor and the rapidly increasing death toll, several California legislators have begun efforts to introduce legislation to construct a median barrier on SR 12. The STA Board recently approved a resolution of support for this median barrier construction. The Board’s comprehensive strategy to improve traffic safety on SR 12 includes enforcement, legislation, engineering and education/signage. We are seeking federal funding this year to assist with our education and signage efforts.

We appreciate your interest and support of Solano County’s transportation priorities. Should you have any questions about these projects, please contact Daryl Halls, STA Executive Director, at 707-424-6075, or Mike Miller, The Ferguson Group, at 707-254-8400.

Sincerely,

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

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STA's Priority Projects



- 1 Vallejo Ferry Maintenance Facility
- 2 Fairfield/Vacaville Intermodal Station
- 3 I-80/I-680/SR 12 Interchange (Cordelia Truck Scales Design Component)
- 4 Travis Air Force Base Access Improvements/Jepson Parkway
- 5 SR 12 Traffic Safety Signage/Education (highlighted gold area)

Priority Projects



1 PROJECT 1: VALLEJO FERRY MAINTENANCE FACILITY

Request

STA requests a **\$3.3 million** earmark in the Fiscal Year 2008 Transportation and Treasury Appropriations Bill under the Federal Transit Administration (FTA) Ferry and Ferry Facilities Account for the Vallejo Ferry Maintenance Facility.

Background

The Vallejo Ferry Maintenance Facility will be the primary ferry maintenance, repair, fueling and berthing facility in the North Bay, and will support ferry transit for 3,500 daily riders by 2010. The new Ferry Maintenance Facility is currently planned to be built in three phases.

The Solano Transportation Authority requests funds to complete Phases 1 & 2 of the Vallejo Ferry Maintenance Facility project. Phase 1 of the project constructs a 40,000-gallon fueling facility; Phase 2 builds docks and floats to berth and maintain the City of Vallejo's ferry fleet. Combining Phases 1 & 2 will enable the City of Vallejo to shift all ferry operations from the current makeshift and inefficient facilities to Building 165 on Mare Island and to establish passenger service directly from Mare Island to Vallejo and San Francisco.

Completion of Phases 1 & 2 of the project will bring immediate and positive economic benefit to the City of Vallejo's Baylink ferry service, reducing ferry operating costs by approximately \$210,000 per year. Upgrades

to the maintenance facilities and infrastructure owing to this project are expected to make repair and maintenance activities 5% more efficient, saving the City \$93,000 annually.

Fuel represents 39% of the total ferry operating costs. Ferries consume 5,600 gallons of fuel per day and currently rely on daily truck deliveries to a temporary 6,000 gallon dockside tank. A recent consortium fuel bid demonstrated that the City can save 4.5¢ per gallon in fuel delivery costs with bulk deliveries (up to 40,000 gallons). This project would eliminate the reliance on daily truck deliveries to a temporary tank. Bulk buying would therefore save \$80,000 annually. Additionally, with a 7-8 day fuel capacity, the City can buy ahead of rising fuel prices, or delay purchases in a falling price market. It is estimated that the City could save an additional 2¢ per gallon (\$35,000 annually) by the timing of purchases. Total fuel cost savings could therefore approach \$115,000 per year.

Combining Phase 1 & 2 of this project will also decrease capital expenses and project costs associated with running two projects and two bids, versus combining both phases into a single bid for construction.

The Vallejo Ferry Maintenance Facility project is a component of the Vallejo Intermodal Station, which is key to revitalization efforts in Vallejo. Public investment in transportation improvements will act as a

catalyst for attracting private-sector investment in Vallejo’s downtown and along the waterfront. Surrounding land uses will transition to residential and “live-work space,” small retail offices, restaurants, open space and a renewed and dynamic downtown Vallejo waterfront.

The City of Vallejo’s Baylink ferry service is the most successful ferry service in the Bay Area. The project is regionally and nationally significant and will help to reduce congestion on Interstate 80, the primary corridor for goods movement between the Port of Oakland and the northern United States.

The conceptual design is complete for all three phases, and Phase 1 engineering is 50% complete. The current project schedule calls for completion of all permits and engineering by February, 2008. A construction contract for Phases 1 & 2 would be awarded by June 2008; with construction slated to complete in one year. The new ferry maintenance facility will then become fully operational by July 2009.

The City of Vallejo has secured funding totaling \$8,079,983 for this project. In February 2007, the STA

dedicated \$2 million Proposition 1B State Transportation Improvement Program (STIP) Augmentation funds to this project. The fund sources include:

- Federal grants: \$4,464,877
- AB664 local match: \$584,774
- Proposition 116 funds: \$605,332
- STIP funds: \$2,425,000

The estimated cost for Phases 1 & 2 of the project is \$11.4 million. To complete engineering, permitting and construction of Phases 1 & 2, the City of Vallejo needs additional grant funds totaling \$3,271,757.

Secured Funding

TOTAL SECURED FUNDING: \$8.1 M	
<i>STIP (State)</i>	\$2.4 M
<i>Local (AB 664)</i>	\$0.6 M
<i>Federal</i>	\$4.5 M
<i>Regional (Prop. 116)</i>	\$0.6 M
REQUEST: \$3.3 M	

▼ Vallejo Ferry Maintenance Facility Drawing



2 PROJECT 2: FAIRFIELD/VACAVILLE INTERMODAL STATION

Request

STA requests a **\$2 million** earmark in the Fiscal Year 2008 Transportation and Treasury Appropriations Bill under the FTA Buses and Bus Facilities account for the Fairfield/Vacaville Intermodal Station.

Background

The Fairfield/Vacaville Intermodal Station is a transit-oriented development at the crossroads of the Jepson Parkway and Peabody Road, located one mile north of Travis Air Force Base. The overall project will construct Phase 1 and a portion of Phase 2 to provide basic automobile, bus, vanpool, bicycle and pedestrian access to Capitol Corridor Rail Service.

The Fairfield/Vacaville Intermodal Station is a high priority for the STA and the Capitol Corridor Intercity Passenger Rail Service. The new station will serve a combined 2007 population of 200,000 residents. It is projected that over 200 daily riders will use the Capitol Corridor service at this Station when it opens in Summer 2011, in addition to the existing ridership at the Suisun City station. By 2020, daily ridership is expected to reach over 350. The project will help improve ridership throughout the entire San Jose-Oakland-Sacramento corridor. Trains will serve employees traveling to and from Travis Air Force Base and the major employment centers in Fairfield and Vacaville.



The proposed track improvements are included in the Capitol Corridor's Capital Improvement Program.

The project will have the following major benefits:

- Construct the Tolenas siding project to provide improved access for freight trains staging adjacent to the main lines near the new train station;
- Provide an efficient alternative to driving to work on I-80, which helps reduce traffic congestion and air emissions;
- Provide a significant intermodal hub for employees traveling between Travis Air Force Base and employment centers in Fairfield and Vacaville; and
- Provide safe pedestrian, bus and bicycle access to all Capitol Corridor trains.

The Fairfield/Vacaville Intermodal Station project is under preliminary design, and environmental clearance is expected in Summer 2007. The total cost of the

project is estimated at \$35 million. In February 2007, the STA dedicated \$2 million Proposition 1B State Transportation Improvement Program (STIP) Augmentation funds to this project. STA and the City of Fairfield have previously secured \$2.3 million in federal earmarks, including \$0.5M (FY 2003), \$0.8M (FY 2004), \$0.5M (FY 2005), and \$0.5M (FY 2006). The FY 2007 Federal Appropriations Request for \$1.9 million was not granted. Total secured funding to date is \$32.4 million.

▼ Illustration of new intermodal station

Secured Funding

TOTAL SECURED FUNDING: \$32.4 M

STIP (State)	\$4.1 M
Local	\$5.0 M
Federal	\$2.3 M
Regional (RM-2)	\$21.0 M

REQUEST: \$2 M



> *The Interchange is STA's top priority highway project*

3 PROJECT 3: I-80/I-680/SR 12 INTERCHANGE (CORDELIA TRUCK SCALES DESIGN COMPONENT)

Request

STA and its member agencies request a **\$6 million** earmark in the Fiscal Year 2008 Transportation and Treasury Appropriations Bill under the Surface Transportation Program (STP) for the design of the relocation of the Cordelia Truck Scales. These Truck Scales need to be relocated within the I-80/I-680/SR 12 Interchange, based on the February 2005 Cordelia Truck Scales Relocation Study. The requested earmark will be for the design of the relocated facility.

Background

The I-80/I-680/SR 12 Interchange has been identified by the STA and its member agencies as Solano County's number one priority highway project. I-80 is a major transcontinental highway route and an essential commuter route within the San Francisco Bay Area. This route provides an important connection between the Bay Area and Sacramento, the Sierra Nevada and Lake Tahoe regions. It is also a primary truck route connecting the Port of Oakland to points east and north, contributing significantly to the economic health of the State of California by facilitating goods distribution throughout the western U.S. This section of I-80 is also a designated "Lifeline Highway Route."

Currently, there are 190,000 daily trips through the



interchange. This extremely large volume of cars, trucks and buses results in daily peak hour traffic congestion at this location. It is projected that daily trips will increase to over 300,000 through the Interchange by 2030. Truck volumes, which constitute 5% of the current total daily traffic volume, are projected to grow from the current 11,800 trucks per day to 25,300 trucks per day in 35 years, a 115% increase.

Relocating the Cordelia Truck Scales is a major component of the I-80/I-680/SR 12 Interchange, with a total cost estimate of \$300 million. The Cordelia Truck Scales, built in 1958, are located on I-80 between Suisun Valley Road and SR 12 East, in Fairfield. Although the scales are located at an optimum site from an enforcement standpoint (capturing virtually all the freeway truck traffic traveling to and from SR 12, I-680 and I-80), they are located in the most congested freeway segment in the County. The existing truck scale facilities are significantly undersized for accommodating current truck traffic, let alone projected

truck traffic over the next 35 years. The I-80/I-680/SR 12 junction and the Truck Scales in Cordelia create major congestion on I-80 in Fairfield during both the AM and PM peak periods. Significant truck weaving in traffic creates queues on I-80 in both directions in the vicinity of the truck scales.

The Cordelia Truck Scales can be constructed in phases; the first phase would be the Eastbound scales, at an estimated cost of \$100 million. Completion of the truck scales study marked a milestone in STA efforts to improve the I-80/I-680/SR 12 Interchange by establishing that the relocated scales will be required to be within the Interchange limits. The project will involve building replacement scales and inspection facilities approximately one half a mile east of where they are now – still located within the Interchange area.

The I-80/I-680/SR 12 Interchange project as a whole has an estimated cost of \$885 million to \$1.2 billion. STA secured \$17.5 million in federal earmarks in FY

2006. This has been matched locally by State Transportation Improvement Program (STIP) and Transportation Congestion Relief Program (TCRP) funds secured by STA and Regional Measure 2 (RM2) funds. The FY 2007 Federal Appropriations Request for \$6 million was not granted. Total secured funding to date is \$168.1 million. The STA, in partnership with the Metropolitan Transportation Commission (MTC) and Caltrans, has submitted this project as a candidate for Prop 1B Trade Corridor funds.

Funding the I-80/I-680/SR 12 Interchange/Cordelia Truck Scales project can ensure that this portion of the Interchange can advance to the next Phase. The Truck Scales component has a total estimated cost of \$300 million, with \$49.8 million committed from AB1171 Bridge Toll Funds.



Secured Funding for the I-80/I-680/SR 12 Interchange

TOTAL SECURED FUNDING: \$168.1 M		
	<i>Interchange</i>	<i>Truck Scales</i>
<i>STIP (State)</i>	\$16.4 M	
<i>Local</i>	\$34.2 M	
<i>AB 1171 Bridge Toll Funds</i>		\$49.8 M
<i>Federal</i>	\$17.5 M	
<i>Regional (RM2)</i>	\$100 M	
Submitted Funding Requests:		
– Prop. 1B CMIA: I-80/I-680/SR 12 Interchanges Phase 2	\$200 M	
– Prop. 1B Trade Corridor: Cordelia Truck Scales – Phase 1 Eastbound Scale Relocation		\$50 M
Total Secured Funding for Cordelia Truck Scale Design		\$49.8 M
REQUEST: \$6 M		

4 PROJECT 4: TRAVIS AIR FORCE BASE ACCESS IMPROVEMENTS/ JEPSON PARKWAY

Request

STA and its member agencies request a **\$3 million** earmark in the Fiscal Year 2008 Transportation and Treasury Appropriations Bill under the Surface Transportation Program (STP) to fully fund the Access Improvements to Travis Air Force Base (AFB), North and South Gates. The requested earmark will be for the design and construction of these access improvements in Solano County.

Background

The project will upgrade and link the narrow standard local roads that now provide access to the North and South Gates 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 to Travis AFB are not sufficient to handle the cars and trucks that access the Base from the North and South Gates. The improvements at the North Gate are proposed to include three components.

- **Upgrade the narrow local roads of North Gate and Canon Roads.** This project will widen these existing roadways to standard 12 foot lanes and add 4 foot shoulders.



- **Upgrade the Union Pacific Railroad Crossing.** The project will 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.** The project will add a left turn lane on southbound Vanden Road.

The South Gate is the only gate where trucks can enter the facility. Petersen Road is the local road that provides access to the South Gate. The improvements at the South Gate are proposed to include two components.

- **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 an additional 14-foot lane to accommodate trucks waiting to enter Travis AFB.

> Travis AFB Landmark

The total cost of this project is estimated at \$6.84 million. The project did receive a Federal Earmark of \$3.2 million for FY 2006. Although this earmark will fund a portion of the project, it was not enough to fully fund all the needed improvements. The County of Solano has committed to a local match of \$640,000 towards this project. The FY 2007 Federal Appropriations Request for \$3 million was not granted. The request for an additional \$3 million will provide the required funding to complete these improvements. This project is scheduled for construction in 2010/2011.



▼ South Gate Entrance



Secured Funding

TOTAL SECURED FUNDING: \$3.8 M

STIP (State)	\$0.0 M
Local (County)	\$0.6 M
Federal	\$3.2 M

REQUEST: \$3 M

> SR12 accident rates have increased



5 PROJECT 5: SR 12 TRAFFIC SAFETY SIGNAGE/EDUCATION

Request

STA requests a **\$200,000** earmark in the Fiscal Year 2008 Transportation and Treasury Appropriations Bill under the Surface Transportation Program (STP) account for traffic safety signage and education efforts on State Route 12 between its intersection with Interstate 80 in Solano County and Interstate 5 in San Joaquin County.

Background

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

- The accident rate has gone from 60% of the statewide average for similar routes to 80% to 100% in the last 10 years.
- 2001-2005 accident data on SR 12 from western Solano County Line to Rio Vista Bridge:
 - 799 Collisions
 - 492 Injuries
 - 18 Fatalities
- Peak period traffic is expected to double before 2030.
- Three fatal accidents occurred in 2006 between Walters Road and Drouin Drive, an 18-mile stretch of SR 12.

- In March 2007, two additional fatal accidents occurred on this same stretch of road.
- There is lack of public safety resources to heighten enforcement on SR 12.

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

The STA Board has developed a multi-agency strategy to improve safety on SR 12 with the support of State Assembly Member Lois Wolk, State Senator Patricia Wiggins, the Office of Traffic Safety (OTS), Caltrans, the California Highway Patrol (CHP) departments of Solano, Sacramento and San Joaquin counties, the Solano County Sheriff's Department, and the local traffic and safety personnel from the County of Solano and

the cities of Fairfield, Rio Vista and Suisun City. The ultimate goal is to reduce collisions by enforcing speed violations/unsafe driving practices, increasing education, DUI patrols and checkpoints to make the SR 12 corridor safer to travel.

The following positive steps have been taken in the last 10 years:

- In 1997, legislation designated the SR 12 corridor as a double fine zone through January 1, 2000.
- In 2000, the CHP initiated the SR 12 Safety Corridor, Drive to Stay Alive! Campaign.
- In October 2006, the California Transportation Commission allocated \$560,000 for a soft median barrier/rumble strips from Currie Road to Drouin Drive. Caltrans is scheduled to begin construction in the Spring 2007.
- In January 2007, State Assemblymember Lois Wolk introduced AB 112 to re-establish a double fine zone for Highway 12, between its intersection with Interstate 80 in Solano County and Interstate 5 in San Joaquin County as a "Safety Enhancement-Double Fine Zone" between 2007 and 2012.
- The California Highway Patrol has prioritized SR 12 as one of its top requests for OTS Safety Corridor project funding for 2007-08, which would translate to increased enforcement and public education on the increased manpower and hours of enforcement.
- \$46.6 M was designated for two rehabilitation and safety projects. The projects were delayed from 2005/06 to 2009/10. Caltrans has moved the date up and is now scheduled to go to construction as early as the summer of 2008.

Even one life is too many to lose, and the recent steady increase in fatalities cries out for action to be taken. By putting signs along SR 12 about the dangers of driving irresponsibly, as well as the increase in traffic enforcement, awareness will be heightened and serve as a deterrent to collisions. Public education and public service announcements broadcast on local cable channels are other ways messages can be sent to drivers, which will contribute to a decrease in the number of serious accidents on this busy corridor.

The STA's goal is that signage and public education undertaken simultaneously with the other planned actions (median barrier/rumble strips, roadway rehabilitation, double fine zone legislation, increased traffic enforcement) will work together to make State Route 12 safer for our whole community.

Secured Funding

TOTAL SECURED FUNDING: \$0 M

REQUEST: \$0.2 M

Project Delivery

The Solano Transportation Authority is committed to seeing projects through to completion, with the assistance of federal and state funding. The following is a chart of federal earmarks obtained in the last four years, and how the funds were used.

The Jepson Parkway Project is a good example of a phased project, which has had milestone projects completed through the years, thanks to federal earmarks. Using funds accumulated from previous years and sources, and a federal earmark in 1997, 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.



Top: Walters Road

Middle: Jepson Parkway

Bottom: Leisure Town Road/I-80 Overcrossing

<i>Federal Earmarks Received by Project</i>		<i>How Funds Were Used</i>
Vallejo Ferry Maintenance Facility Anticipated Completion Date: July 2009		
TOTAL	\$ 0	
Fairfield/Vacaville Intermodal Station Anticipated Completion Date: Summer 2011		
FY 2003	\$0.5 M	Design
FY 2004	\$0.8 M	Construction
FY 2005	\$0.5 M	Design
FY 2006	\$0.5 M	Design
TOTAL	\$ 2.3 M	
I-80/I-680/SR 12 Interchange (Cordelia Truck Scale Design Component) Anticipated Completion Date: 2009/2010 (Design)		
FY 2006	\$ 17.5 M	Construction
TOTAL	\$ 17.5 M	
Travis AFB Access Improvements/Jepson Parkway Anticipated Completion Date: 2010/2011		
FY 2006	\$ 3.2 M	Construction
TOTAL	\$ 3.2 M	
SR 12 Traffic Safety Signage/Education Anticipated Completion Date: 2008/2009		
TOTAL	\$ 0	

About Solano County

POPULATION

The Association of Bay Area Governments has projected that Solano County will have the largest percentage of population and job growth of any county in the Bay Area over the next 25 years. Its location between Sacramento and the Bay Area gives it strategic economic development importance for the region. The current population of about 422,000 is projected to increase to 504,000 by 2015 and to 581,000 by 2030. The estimated 204,800 employed residents in 2006 will increase to about 270,000 by 2030.

EMPLOYMENT

Solano County's growing economy represents a diverse mix of traditional and emerging industries. In recent years, many large biotech manufacturing, medical device, seed production and biotechnology research and development firms have relocated to Solano County. The Solano Business Park in Fairfield is home to a growing "Candy Cluster" featuring Herman Goelitz Candy Company (Jelly Belly). Hospitals and medical facilities have grown in number throughout the county, and the historic Nut Tree was revived

in Vacaville as the "Nut Tree Family Park" adjacent to new retail facilities. Travis Air Force Base, home to the 60th Air Mobility Wing, is the largest employer in Solano County.

SOLANO TRAFFIC

Solano County is bisected by I-80 (connecting the Bay Area to Sacramento), I-680 (connecting Contra Costa County and the Silicon Valley to Solano) and SR 12 (connecting San Joaquin County to the Napa Valley). New residential and commercial developments within the County have exacerbated the stress on current transportation infrastructure. Many Solano residents continue to travel to jobs in other counties, making commute traffic on I-80, I-680, and SR 12 an increasingly critical transportation problem.



STA Mission Statement

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

STA Commitment

The Solano Transportation Authority (STA) was created under a Joint Powers Agreement to serve as the County's Congestion Management Agency to program federal, state and regional transportation funds. Member agencies include the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and Solano County. The STA is responsible for transportation planning, coordination, and the financing of projects for its eight member jurisdictions. The STA also provides countywide planning for the development of roads, transit, rideshare, rail, bicycle and pedestrian facilities, manages the Solano Napa Commuter Information program and coordinates two transit services.



Solano Transportation Authority

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