

Solano Comprehensive Transportation Plan



FEHR & PEERS
Transportation Consultants



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STA COMPREHENSIVE TRANSPORTATION PLAN

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I. INTRODUCTION

TRANSPORTATION PLAN FOR THE 21st CENTURY

This Comprehensive Transportation Plan for Solano County establishes a vision, provides direction, and sets priorities to meet the transportation needs of Solano County through the year 2025. The Solano Transportation Authority, as the Transportation Planning and Congestion Management Agency for Solano County, has developed the CTP 2025 in collaboration with its many transportation partners.

The CTP 2025 builds from the Solano Transportation Plan developed in 1998 jointly by the STA and the Solano Economic Development Corporation, and previous individual and specific transportation plans developed by the STA. The 1998 Plan was an implementation strategy that called for the STA and its partners to educate the public about transportation needs, to seek new local funding, to deliver already funded projects, and to advocate for State and Federal funding.

Significant progress has been made in the three years since the 1998 Plan was adopted by the STA Board and subsequently approved by Solano voters. Projects that have been implemented include Phase 1a improvements of the Jepson Parkway, the first phase of the Vallejo-Fairfield I-80 Solano Bikeway, the Fairfield Transportation Center, the Dixon Park-and-Ride Lot, and four additional round trips on the Capitol Corridor rail service. Construction of the Carquinez Replacement Bridge and the early stages of the Highway 37/29 interchange in Vallejo are underway. Construction on the new Benicia-Martinez Bridge and new express bus service are also slated to begin shortly. Design and environmental studies are being completed for Phase 1 of the I-80/680 Interchange (auxiliary lane project) and initial safety improvements on Highway 12 between Rio Vista and Suisun City.

Many challenges remain; however, as Solano County is projected to be the fastest growing county in the Bay Area over the next 25 years. Similar growth levels in the adjacent Sacramento Valley region will contribute to the increased demand for travel to and through Solano County.

Recognizing both the challenges and opportunities faced by Solano County, the STA Board has adopted the following overarching goal for the CTP 2025.

Develop a balanced transportation system that reduces congestion and improves access and travel choices through enhancement of roads, public transit, bicycle and pedestrian systems, intermodal facilities, and management techniques.

The CTP 2025 identifies overall policies as well as specific policies for three key plan elements. The three elements include the Transit Element; the Arterials, Highways & Freeways Element; and the Alternative Modes Element.

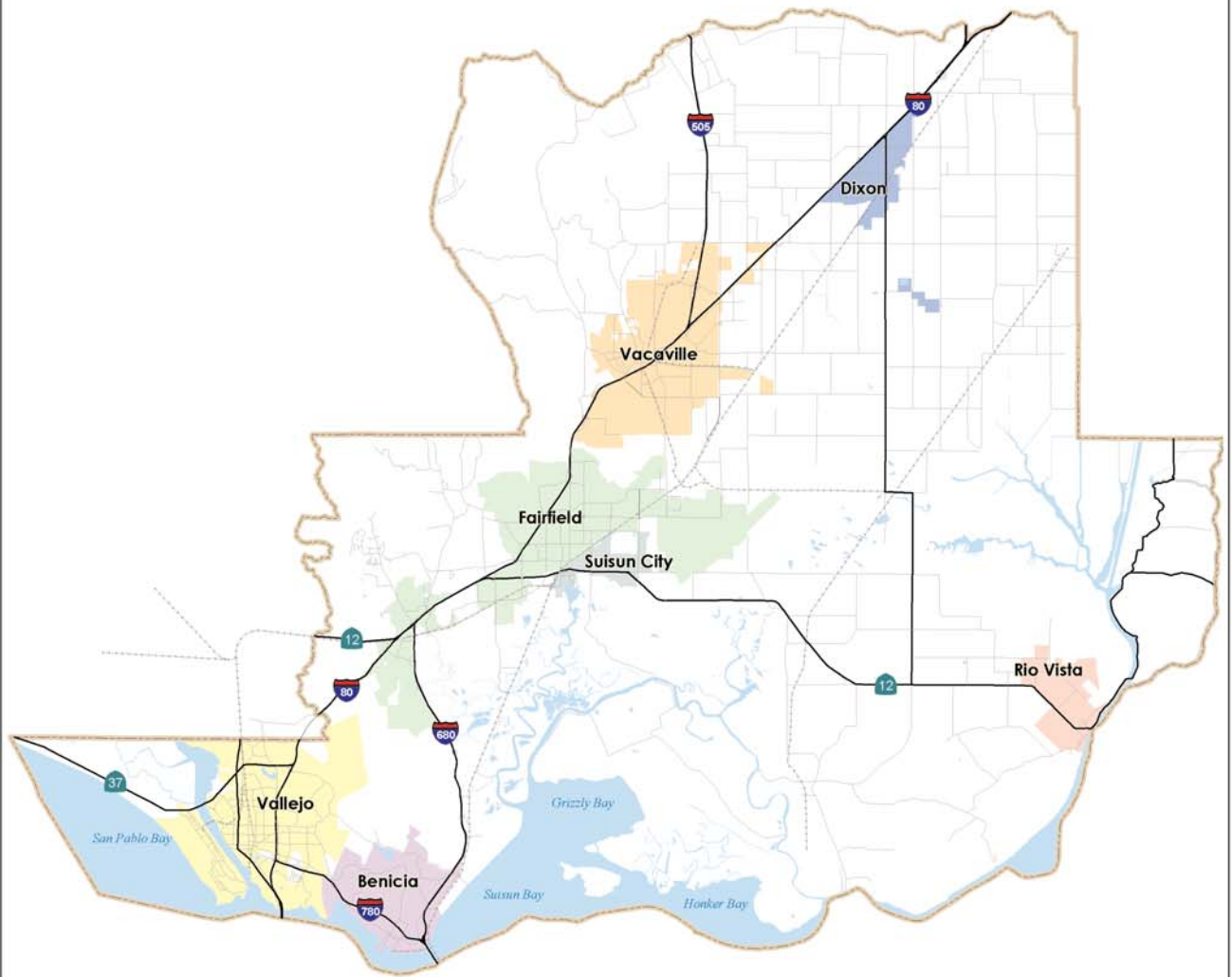


Solano County Plan Area

Solano County



Not to Scale



This CTP has been developed as an overall integrated system of complementary travel modes to meet the projected demand for mobility through the year 2025. Building on past successes, this plan proposes a variety of new and enhanced transportation projects and services needed throughout Solano County.

This plan has been developed within the context of the projects and plans necessary to maintain the existing transportation system facilities and programs, enhancing and improving these same resources, and identifying and prioritizing the expansion of the transportation system to plan for the necessary infrastructure and transportation options to accommodate projected population and employment growth.

SOLANO TRANSPORTATION AUTHORITY

The Solano Transportation Authority was created under a Joint Powers Agreement in 1990 to act as the Congestion Management Agency to program federal, state, and regional transportation funds. STA's eight member agencies include Benicia, Dixon, Fairfield, Rio Vista, Solano County, Suisun City, Vacaville, and Vallejo.

[The Mission Statement of the STA is "to improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality".](#)

The STA is responsible for transportation planning, coordination and the financing of projects for its eight-member jurisdictions. The Solano-Napa Commuter Information program became an important addition to the overall objectives of the STA in 2000. The STA also provides county-wide planning for the development of roads, transit, rideshare, rail, bicycle and pedestrian facilities. Other responsibilities include the management of Solano Paratransit and Route 30 transit services.



The STA Board of Directors is appointed by their member jurisdictions. Each jurisdiction also has representatives on the Technical Advisory Committee and the Solano Links Intercity Transit Consortium. These two technical committees act in an advisory capacity to the STA Board of Directors. The STA has three public advisory committees that advise the Board on to specific travel modes including the Paratransit Coordinating Committee, the Bicycle Advisory Committee and the Trails Advisory Committee.



The Paratransit Coordinating Committee works with STA and staff from the county's transit providers to address ways to improve transit service to elderly and disabled persons.



The Bicycle Advisory Committee works with STA and staff from the county's public works agencies to do long-range bicycle planning as well as to assist in the implementation of individual bike-way programs and projects.

The Trails Advisory Committee is working with STA and member agency staff to develop the first Pedestrian/Trails Plan for Solano County.

In an effort to respond to the needs of its local jurisdictions, the STA works in partnership with local government agencies, legislators, the

Solano Economic Development Corporation the Metropolitan Transportation Commission, Caltrans, California Highway Patrol, the Capitol Corridor Joint Powers Board, the Yolo/Solano Air Quality Management District and the Bay Area Air Quality Management District.

PURPOSE OF THE COMPREHENSIVE TRANSPORTATION PLAN (CTP)

The STA was formed to enhance Solano County's ability to plan for its transportation future. The Comprehensive Transportation Plan is being developed to identify a future transportation vision for Solano County based on community input provided through a collaborative process.

Based on the vision defined by the community, the CTP identified transportation needs among various modes, describe existing priorities, determine whether existing funding sources will meet future needs, and identify potential new revenue options.

The CTP is divided into three primary elements that provide a description of the future needs by mode.

- Transit Element
- Arterials, Highways, & Freeways Element
- Alternative Modes Element

The rapid growth of Solano County, as well as adjoining counties in the Bay Area and the Sacramento Valley, continues to contribute to the need for transportation and air quality improvements.

These improvements have historically included transit facilities (i.e., bus, ferry, rail), new highway and road projects, facilities to increase the use of alternative modes such as bicycling and walking, and road rehabilitation and maintenance.

PUBLIC PARTICIPATION AND OUTREACH

Prior to development of the CTP, the STA carried out an extensive public participation and input process to shape the CTP. The key elements of the process are summarized as follows.

- [Community Input Meetings](#): held in the fall of 2000 before the elected Council or Board from each of the STA's eight member agencies. Over 200 individual comments were provided to the STA at those initial meetings.

Another series of community meetings were held to review the Draft Plan in March, April, and May 2002.

- [CTP Committees](#): the STA established three committees that held public meetings approximately once every quarter.

This consisted of committees to oversee each of the three Plan Elements described previously.

- [STA Web Site](#): information on the CTP process was provided and updated regularly on the STA web site. Community members could forward specific comments via the web site. The web site also offered the public an opportunity to fill out a survey indicating their travel characteristics and transportation priorities.
- [Press Releases](#): the STA issued regular press releases that provided a summary of the CTP process and identified upcoming public meetings for community input.
- [STA Board Meetings](#): ongoing status reports to the STA Board on policy issues being discussed by each of the CTP committees.

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- Subcommittee Chair

II. CONTEXT OF THE CTP

The CTP 2025 is designed to address the challenges of the 21st Century and to take advantage of the many opportunities offered by the existing transportation system in Solano County.

Current and future challenges include projected population and employment growth, an aging population, decreasing freeway mobility, a limited intercity roadway and transit network, heavy use of existing transit centers, failure to consistently meet federal clean air standards, a state-wide and local transportation funding shortfall, a substantial road maintenance backlog, and long lead times for project delivery.

Current opportunities include a local consensus on priority projects, recent success in collaborating with a wide range of partners, a high level of carpool/vanpool use, a successful ferry service, a fast growing rail service, new express bus service, new bike and trail plans, and new livable community initiatives.

The vision for the CTP 2025 involves developing a balanced transportation system that addresses the following needs.

- Preserve and enhance quality of life
- Serve all members of the community
- Maintain existing facilities and services
- Enhance regional and local mobility
- Expand travel choices
- Link transportation and land use planning and facilities
- Improve accessibility
- Enhance safety
- Support economic development

CHALLENGES

The following challenges provide a context for current and future transportation needs in Solano County.

Projected Growth

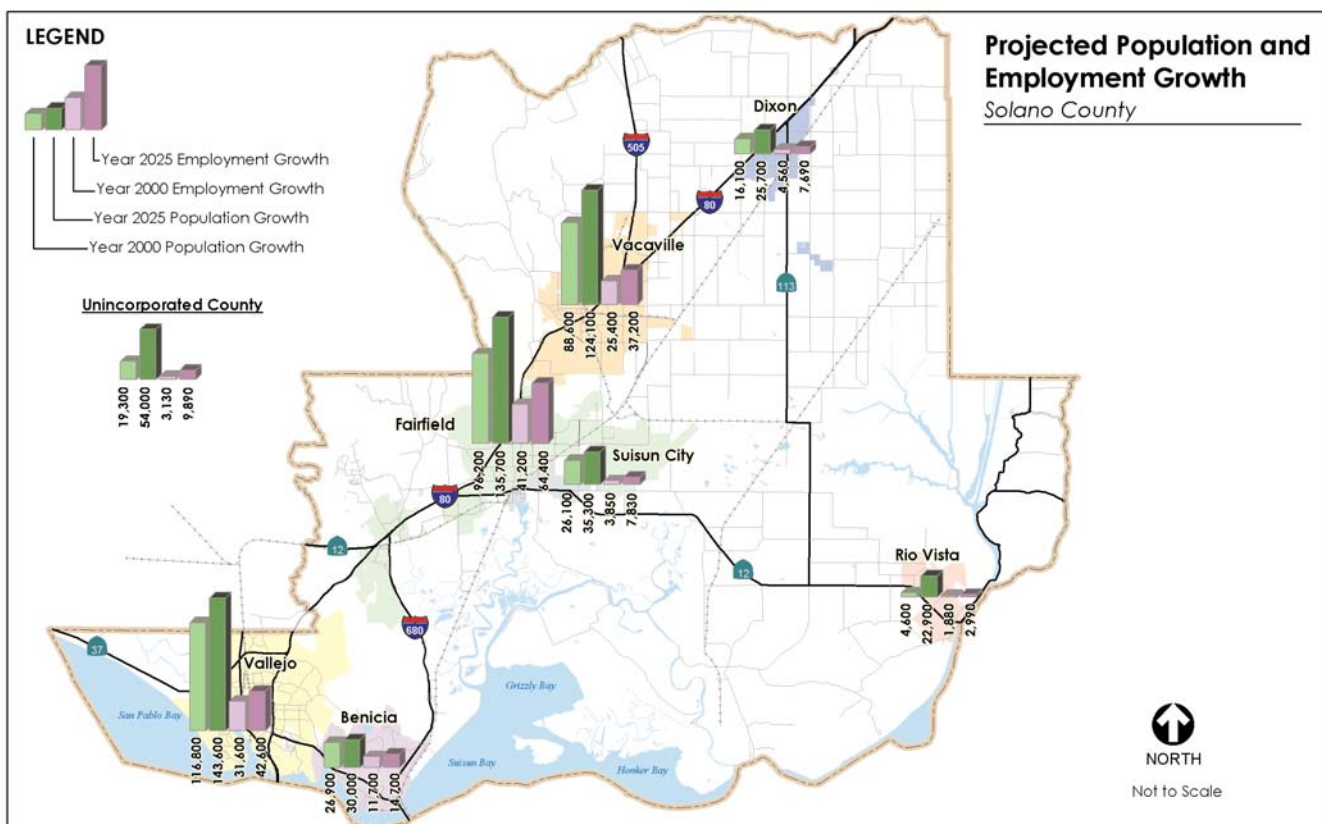
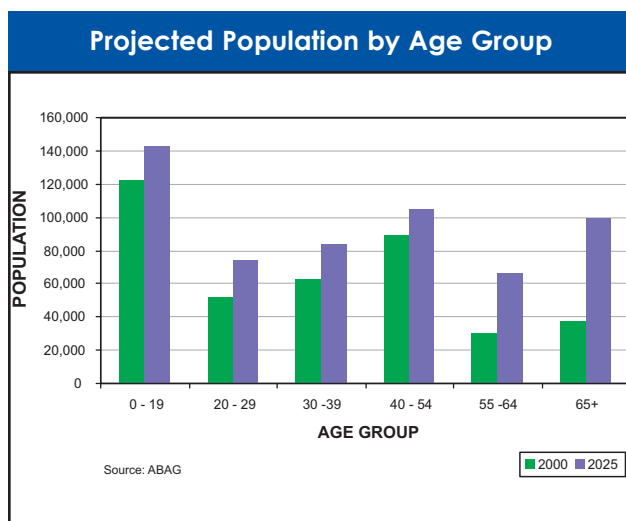
Solano County is projected to be the fastest-growing county in the nine-county Bay Area through the Year 2025, according to the Association of Bay Area Governments.

The total number of jobs in Solano County is expected to grow by 52 percent between 2000 and 2025. The unincorporated County is projected to have the highest rate of job growth, more than tripling the current job base by 2025. The number of jobs in the City of Suisun City is expected to double. Employment growth rates of 50 to 70 percent are forecast for the Cities of Dixon, Fairfield, and Rio Vista.

Solano County population is expected to grow by 45 percent between 2000 and 2025. The fastest rates of population growth are forecast in Rio Vista and the unincorporated County.

Aging Population

Solano County's population is projected to age significantly over the next twenty years. ABAG projects that the 40-54 age group (e.g., the Baby Boomers) will decline from nearly 23 percent of the total population in 2000 to less than 19 percent by 2025.



Significant increases in the proportion of the population in the 55-64 and 65+ age groups are expected. The 65+ age group will increase from 10 percent of the county population in 2000 to nearly 18 percent in 2025.

The "graying" of Solano County's population will likely be accompanied by changing transportation needs. A substantial increase in the demand for transit service for the elderly and disabled (paratransit)- for those who need transportation to health care and other human services - is likely given the current trends.

Decreasing Freeway Mobility

Congestion on Solano County freeways has increased markedly in the last few years, resulting in peak hour gridlock conditions at the junction of I-80, I-680 and State Route 12.

Short-term improvements for the I-80/I-680/SR 12 interchange will limit the impact of increased traffic, but are only projected to partially offset the increase in traffic that will occur upon completion of improvements to the Benicia-Martinez Bridge in 2004.

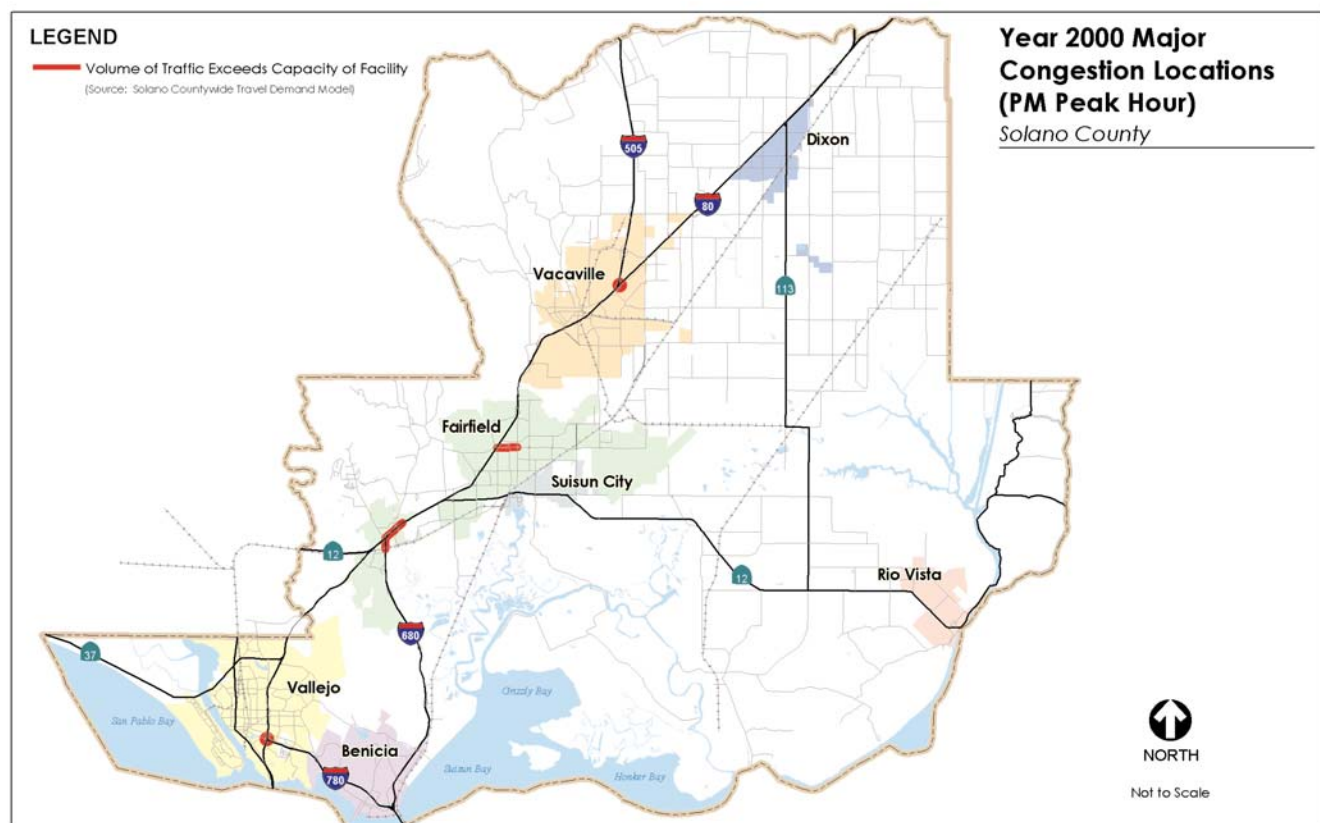
Segments of I-80, I-680, State Route 37, and State Route 12 are projected to reach and even exceed capacity by the year 2025. Arterials such as Peabody Road, Cordelia Road, and Rockville Road will also be significantly congested.

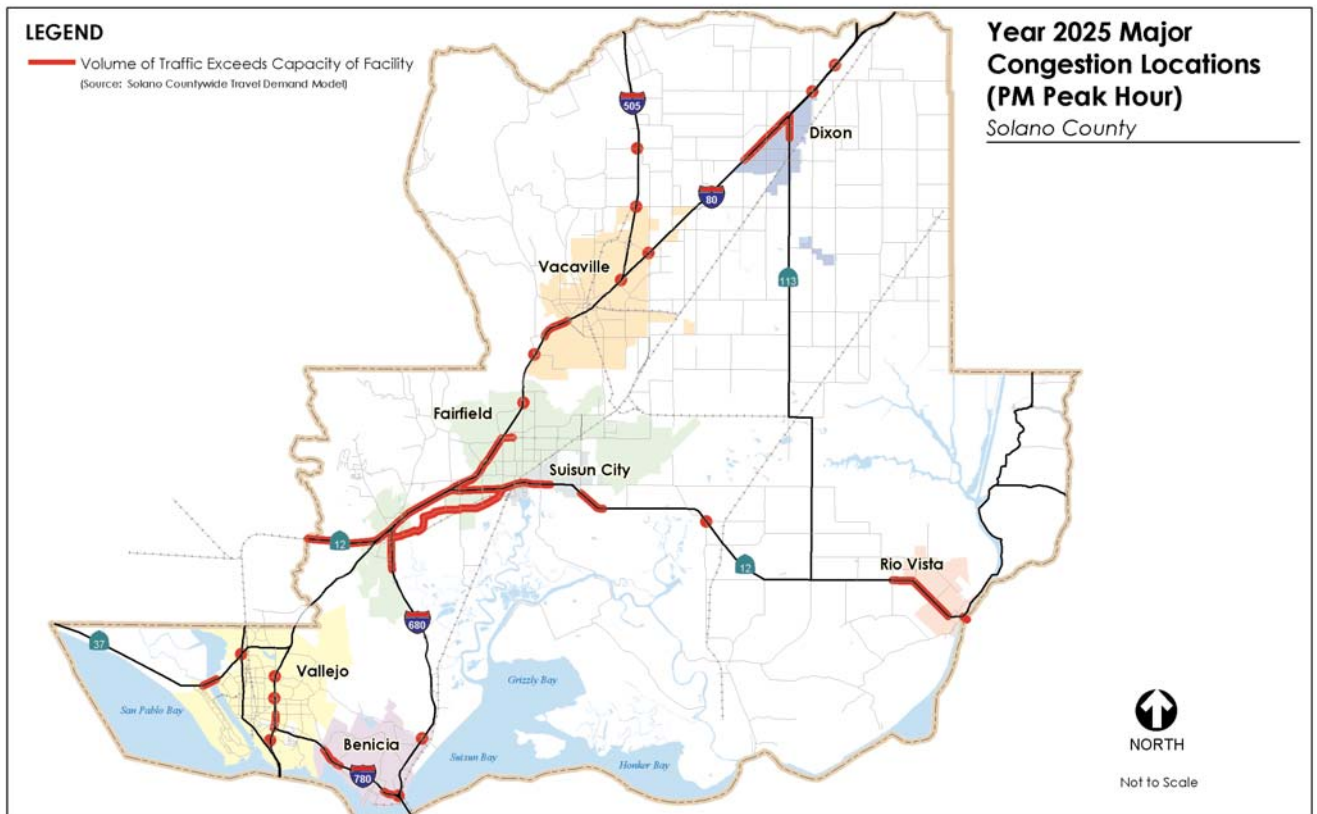
Traffic congestion means longer commutes, slower emergency vehicle response time and increased costs to transport goods.



Limited Intercity Roadway Network

Intercity travel between Solano County's cities, even those in close proximity to one another, is served almost exclusively today by the state highway system.





This means that the state highway system is being used for shorter-length trips that are typically made on arterial facilities. This is particularly evident in the adjacent communities of Suisun City, Fairfield and Vacaville as well as between Benicia and Vallejo.

Limited Parking at Transit Centers

There are currently ten formal park-and-ride lots in Solano County and a number of informal locations. Surveys conducted in 2000 indicated that the Green Valley lot in Fairfield; the Suisun/Fairfield Train Station lot in Suisun City; the Regional Transportation Center in Vacaville; and the Ferry Terminal and Curtola lot in Vallejo were full with some spillover parking on adjacent streets.

Typically, 20 to 30 cars are parked at each of the informal park-and-ride lots along I-80 at the Red Top Road and American Canyon Road interchanges.

Need to Meet Air Quality Standards

Solano County is located within two separate air basins. The Bay Area and Sacramento air quality conformity is monitored by the Bay Area Air Quality Management District for the southwestern section of Solano County and by the

Yolo/Solano Air Quality Management District for the northeastern portion of Solano County.

The northeastern portion of Solano County, representing approximately one-third of the county area, is located within the Sacramento Federal Nonattainment Area. The area has been designated a "severe" nonattainment area for ozone by the U.S. EPA.

The average annual number of days exceeding the federal 1-hour ozone standard was 18 during the 1980s, and decreased to 8 during the 1990s. Due to the implementation of emission controls, there has been an overall trend towards improved air quality.

The 1990 Federal Clean Air Act Amendments require that the region demonstrates how it will "attain" clean air standards by 2005. Failure to meet the federal standards could result in the loss of federal transportation funds that are allocated to the region.

Transportation Funding Shortfall

The primary source of transportation funding for regional projects in California has been the State Transportation Improvement Program, which falls far short of the current needs.

According to the Inventory of Ten-Year Funding Needs for California's Transportation Systems, prepared by the California Transportation Commission in 2000, California's ten-year funding shortfall for transportation totals \$117 billion.

The Traffic Congestion Relief Program, authorized as part of the FY 2001 state budget, provides some short-term relief but no long-term solution.

The estimated funding shortfall for transportation in Solano County over the next 20 years totals approximately \$2.3 billion.

Lack of Operating Funds for Transit

Funding for transit operations is severely limited due to reductions in federal transit programs over the past several decades and restrictions on how state and federal funds can be used.



Limited Local Funding for Regional Projects

Each of the STA member agencies collects traffic impact fees that are levied on development for constructing transportation improvements. A review of the fee programs indicates no contributions to any mainline improvements for the highway system.

A total of \$41 million is dedicated for interchange improvements in the seven jurisdictions. That represents less than 15% of the estimated \$350 million cost for the 22 interchanges needing improvement in Solano County.

Road Maintenance Backlog

STA member agencies (seven cities and County of Solano) provided input on their road maintenance backlog for the Inventory of Ten-Year Funding Needs for California's Transportation

Systems, prepared by the CTC in 2000. The road maintenance information is based on Pavement Management System reports developed by each agency through regular surveys of pavement conditions.

The deferred maintenance backlog for roadways in Solano County in 1999 totaled \$146 million. In 1998, agencies in Solano County spent an annual total of approximately \$9.9 million on pavement rehabilitation and maintenance. The total annual need for road maintenance is \$21.4 million, resulting in an annual shortfall of \$11.5 million.



Long Lead Times for Project Delivery

In its 2000 Annual Report to the California Legislature, the California Transportation Commission identified project delivery as one of the top two transportation issues. The CTC noted that "the system and resources for readying transportation projects for construction are as great an impediment to transportation investment as sufficient funding". The principle project delivery activities include project planning, environmental studies, project design and right-of-way acquisition. For major transportation projects, these activities typically take at least seven years, and often take more than 10 years, to complete. The largest block of time is typically needed to complete environmental studies and permitting activities by various regional, state and federal resource agencies.

The CTC notes that "the current environmental process has become so complex that reform presents a major challenge". The biggest challenge is the federal environmental and permitting process, which virtually all major projects must follow. Key obstacles include the lack of resource agency staff, the late involvement of many resource agencies in the process, and the

lack of clarity on agency objectives. Although there has been limited progress to date, the California Legislature and Caltrans continue to pursue initiatives to streamline environmental processes.

The CTC stated that the passage of Proposition 35 in the November 2000 elections, allowing the use of private consultants, provided another tool for readying transportation projects for construction.

Need for Enhanced Travel Forecasting Tools

The current travel demand model used by the Solano Transportation Authority to forecast future transportation needs in Solano County provides valuable information on the highway, freeway and major arterial system, but is not capable of addressing alternative modes (e.g., rail, bus, ferry, carpool, etc.).

In contrast, the travel model used by the Metropolitan Transportation Commission is multi-modal, but it covers nine counties and is most effective at providing forecasts on regional facilities. The MTC model is also more accurate at forecasting the use of facilities in the core of the nine-county Bay Area. The accuracy and applications of the MTC model are more limited in counties at the periphery of the region, such as Solano County.

The STA is in the process of developing an updated countywide model that will provide forecasts of both highway and transit use. To accomplish this, the model will incorporate an expanded transportation system and land use forecasts from adjacent counties in the Bay Area, Sacramento and Central Valley regions.

OPPORTUNITIES

The following opportunities provide a context for current and future transportation needs in Solano County.

Consensus on Priority Projects

The STA Board unanimously supported four priority projects for federal earmarks in the reauthorization of the Transportation Equity Act for the 21st Century (TEA-21) planned for the 2003/04 fiscal year. The priority projects include the I-80/I-680 Interchange Project, the Vallejo Baylink Ferry Project, the Jepson Parkway Project, and the Fairfield/Vacaville Intermodal Train Station.

The I-80/680 Interchange Project is identified by the STA and its member agencies as Solano County's number one highway priority project. Currently, 180,000 trips travel through the interchange on a daily basis. The STA forecasts a 33 percent traffic increase by 2005, when improvements to the Benicia-Martinez and Carquinez Bridges are completed.



The Vallejo Baylink Ferry Intermodal Center will support the Baylink Ferry system by providing 1,400 off-street parking spaces for ferry patrons. The project will also include upgrades to bus transfer facilities, roadway access improvements, bicycle improvements and improved pedestrian connections. The addition of a new third ferry planned for 2004 is forecast to increase ridership from 0.76 to 1.3 million annual riders.



The Jepson Parkway Project is an innovative, multi-modal corridor planned to connect I-80 in Vacaville to Highway 12 in Suisun City. The Parkway provides a 12-mile alternative for local traffic between the cities of Vacaville, Fairfield and Suisun City. The project is designed to serve Travis AFB, emerging job centers, and local destinations such as area schools.

The Fairfield/Vacaville location is the top priority for a new Capitol Corridor rail station in Solano County. The site is owned by the City of Fairfield. Planned Phase 1 improvements include a 200-stall parking lot.

Collaboration with Agency Partners

The STA has worked with Caltrans and its other partners - including the Metropolitan Transportation Commission, the Federal Highway Administration, the California Transportation Commission, the Bay Area Air Quality Management District, and the Yolo-Solano Air Quality Management District - to advance a number of regional projects.

The Carquinez Bridge Replacement project, which replaces the west side of the existing bridge with a new structure for seismic retrofit reasons, is under construction and set for completion in 2004.

The initial phases of construction have also begun on the Highway 37/29 interchange in Vallejo. The widening of Highway 37 from the Napa River Bridge to Highway 29 is designed to provide congestion relief along Highway 37, a heavily traveled North Bay corridor.

A second parallel Benicia-Martinez Bridge is scheduled for completion in 2005. The bridge will provide congestion relief in the I-680 corridor between Contra Costa and Solano Counties.

The STA is also working with its regional partners to plan and fund improvements to I-80/I-680/SR 12 interchange, SR 12 (Jameson Canyon) between Solano and Napa Counties, the I-80 High Occupancy Vehicle (HOV) Lane Project between I-680 and I-505, and other improvements to the highway system.

Collaboration with Private Sector

The STA has effectively collaborated with the Solano Economic Development Corporation

(SEDCORP) in recent years to prepare long-range plans, to advocate for state and federal funding, and to deliver funded projects.

The STA and SEDCORP jointly developed the Solano Transportation Plan in 1998. The multi-modal Plan included improvements to ferry, commuter rail, existing roadways, commuter express bus, dial-a-ride, carpool lanes, bicycle routes, and park-and-ride lots. The Plan was placed before Solano voters as Transportation Advisory Measure F was approved by 74 percent of the voters on November 3, 1998.

Collaboration with Other Counties

The STA has successfully worked with its neighboring counties to carry out joint planning, coordinate ongoing programs, advocate for funding, and facilitate the delivery of funded projects.

The STA and Contra Costa Transportation Authority have worked to coordinate planning activities and project delivery in the I-80 and I-680 corridor. This includes the Benicia-Martinez and Carquinez Bridge Improvements, the I-680 and I-80 HOV lanes in Contra Costa County, the I-80/I-680/SR 12 interchange in Solano County, and regional express bus service.

To coordinate numerous planning efforts, the STA also meets quarterly with representatives from the Napa County Transportation Planning Agency. Corridor planning studies in the initial stages include the State Route 12 (Jameson Canyon) EIS/EIR and the Napa/Solano Rail Study. The STA also administers the joint Solano-Napa Commuter Information service for commuters in both counties.

The STA and its member agencies have worked with Yolo County to provide transportation services linking the two counties. This includes ongoing express bus service linking Davis with Solano County communities, as well as the Dixon-Davis Bike Route. In 2001, the STA and the City of Dixon agreed to participate in a new commuter rail study examining the potential for service between Placer, Sacramento, Solano and Yolo Counties.

In 2000, the STA successfully obtained \$25 million in state Traffic Congestion Relief Plan funds for the I-80/I-680/SR 12 interchange (\$13 million), SR 12/Jameson Canyon (\$7 million), and the Vallejo Ferry Intermodal Project (\$5 million).

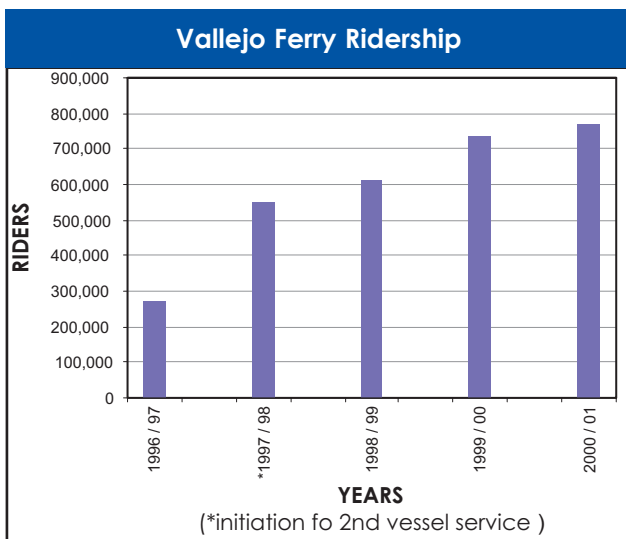
High Level of Carpool/Vanpool Use

Solano County has the highest carpooling and vanpooling rates of any county in the nine-county San Francisco Bay Area. According to surveys conducted by RIDES for Bay Area Commuters, 20 percent of all Solano County commuters travel by carpool and vanpool.

Successful Ferry Service

The Vallejo Baylink Ferry Service currently provides eleven round trips on weekdays between the Vallejo Ferry Terminal and the San Francisco

Ferry Building or Pier 41 at Fisherman's Wharf. Since a second ferry boat was put into service in 1997, ridership has nearly tripled.

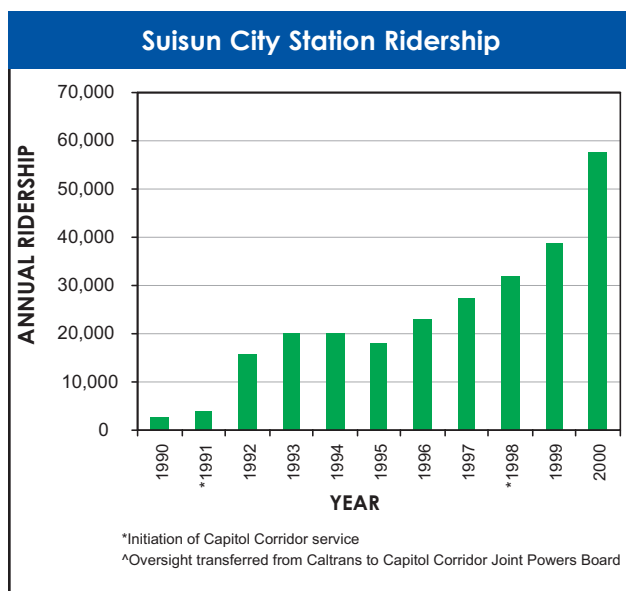


Because demand for the ferry service exceeds vessel capacity for peak period trips, the City of Vallejo initiated supplemental bus service in 1998. Currently, two morning and two afternoon bus trips are made. In 2001, the STA and the City of Vallejo obtained \$2 million in federal funds for the Vallejo Ferry Intermodal Terminal Project.

Fast Growing Rail Service

The Capitol Corridor Inter-city rail service, between the Bay Area and Sacramento, was introduced in December of 1991. Capitol Corridor frequencies have increased from three to nine daily round trips over the past decade.

Rail ridership at the Suisun station has grown from about 15,000 annual passengers in 1992 to almost 58,000 in 2000.



Inter-city and Express Bus Service

Benicia Transit, Fairfield-Suisun Transit and Vallejo Transit currently provide a total of nine inter-city bus routes. The Traffic Congestion Relief Plan approved by the Governor in 2000 provides additional funding for express bus service in the Bay Area. This funding will allow additional express bus service to be initiated in the next year.

Transit Service for Elderly & Disabled

Dedicated transit service for the elderly and disabled (paratransit) is provided in Solano County for both local and intercity destinations. Subsidized taxi service is also available for the elderly and disabled in Solano County and in the cities of Fairfield, Suisun City, Vacaville and Vallejo.

New Bike and Trails Plans



The STA adopted an updated Countywide Bicycle Plan in 2001 and is preparing the first Countywide Trails Plan scheduled for completion in 2003. The 2001 Bicycle Plan is an update of the original plan developed in 1995 and a subsequent update in 1997.

The Bicycle Plan recommends the development of a comprehensive bikeway and pedestrian system in Solano County with a total of 416 miles of paths, lanes and routes. The plan calls for the investment of \$53 million over the next 20 years to accomplish this goal.

The Draft Trails Plan calls for the development of a countywide, inter-connected trail system in Solano County. Trails are rural and urban routes for pedestrians, usually bikes, and sometimes horses. Trails emphasize access to parks and open space.

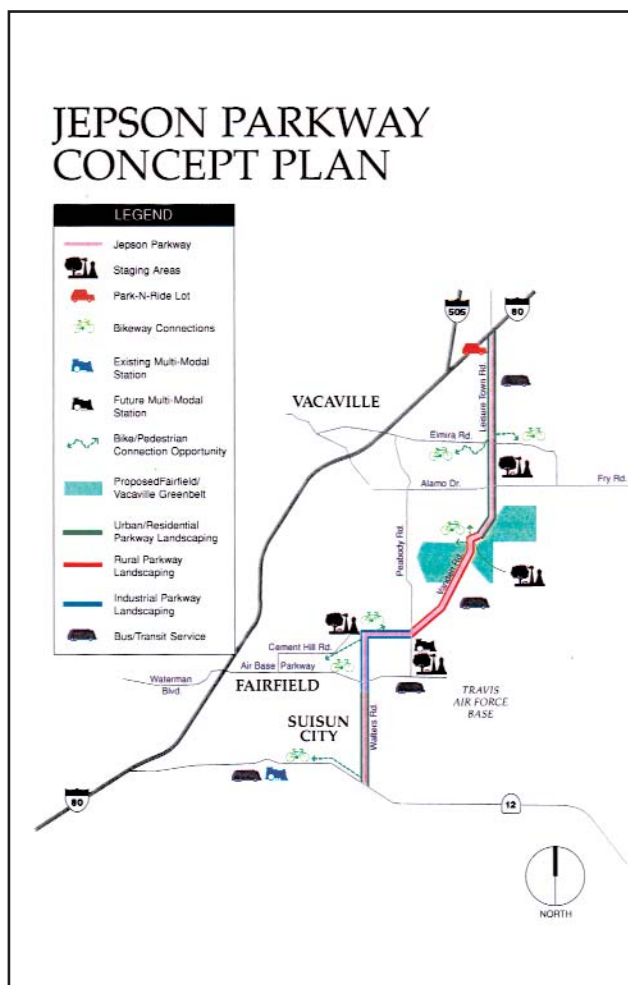
Livable Community & Enhancement Project

The STA actively supports the efforts of its member agencies to build livable communities. To date, the STA has assisted agencies in Solano County in obtaining more than \$3 million in Transportation for Livable Community and transportation enhancement grants allocated by the Metropolitan Transportation Commission.

One of the earliest planning efforts that was partially funded by a TLC grant was the Jepson Parkway Concept Plan. The Concept Plan was prepared by the STA working in coordination with the City of Fairfield, the City of Suisun City, the City of Vacaville, and the County of Solano. The Concept Plan includes A Guide to Transit Compatible Land Use and Design, a section that provides guidance on how to link transportation improvements planned for the Jepson Parkway with future land use and design decisions made by individual agencies along the corridor.



TLC projects have also been funded in Dixon, Rio Vista and Suisun City.



III. OVERALL CTP GOALS

Building on the information generated during the public input process, the STA Board developed working goals and objectives for the CTP. The following goals apply to all elements of the CTP. Focused goals are also provided for each of the three elements of the CTP described in the following sections. A complete list of goals and objectives for the CTP is provided in Attachment A.

GOAL 1: Intermodal Systems

Develop a balanced transportation system that reduces congestion and improves access and travel choices through enhancement of roads, public transit, bicycle and pedestrian systems, intermodal facilities, and management techniques.

GOAL 2: Quality of Life

Maintain and improve the Quality Of Life and reduce congestion in Solano County.

GOAL 3: Existing Facilities

Preserve the physical and operational condition of existing transportation facilities as a means of protecting past transportation investments.



GOAL 4: Safety

Provide the safest possible transportation system for all users.

GOAL 5: Environment/Air Quality

Invest in transportation facilities or services that yield environmental and air quality benefits whenever feasible.

GOAL 6: Funding

Develop a consensus and advocate for sufficient and stable funding sources to construct, maintain and operate all needed transportation programs and projects for Solano County over the next 25 years.

GOAL 7: Project Delivery

Meet the transportation needs of residents, employees, businesses and visitors of all incomes, ages, and physical conditions through the timely delivery of transportation investments.

GOAL 8: Environmental Impacts

Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.



IV. TRANSIT ELEMENT

The following element identifies the Transit Goals as well as the current and future transit needs of Solano County. The transit element includes sections on the bus system, the ferry system, the rail system, intercity paratransit, and transit hubs. A complete list of goals and objectives for the CTP is provided in Attachment A.

GOAL

Develop a Comprehensive Transit System for Buses, Rail and Ferries to meet future demand.

- A. Provide intercity public transit services with convenient access to developed areas of the county.
- B. Provide improved and new services to maximize usage and minimize traffic congestion.
- C. Provide efficient intercity transit services to maximize ridership and cost effectiveness.
- D. Integrate intercity services with local transit and other modes to provide a seamless multi-modal transportation system.
- E. Address Environmental Justice issues as part of the transit programs.

NEEDS BY JURISDICTION

An early step in the CTP 2025 process was the distribution of a Transportation Needs Survey to all STA member agencies.

The surveys identified the long-range transportation needs of each agency by identifying specific transit projects. Individual agencies also provided their respective priorities for the transit projects.

Major new transit facilities that were identified include the Benicia Multi-modal Rail Station, the Dixon Multi-modal Rail Station, the Fairfield/Vacaville Multi-modal Rail Station, the North Texas Bus Transfer Facility in Fairfield, a ferry dock facility in Rio Vista, improved express and feeder bus service to the Suisun/Fairfield Rail Station, Vacaville Bus Terminal and Transfer Facility, improvements to the Vallejo Ferry Terminal, new ferries for the Vallejo Baylink, and implementation of the Vallejo Short Range Transit Plan.

TRANSIT NEEDS BY JURISDICTION

Benicia:

- Benicia Multi-modal Rail Station
- Improve bus shelters
- Construct transfer facilities
- Improve schedules
- More joint bus operations
- Increased marketing
- Increase service and routes
- Ferry service

Dixon:

- Dixon Multi-modal Rail Station
- Increased operating hours
- Additional intercity express bus routes
- Transition to fixed route system

Fairfield:

- Fairfield/Vacaville Multi-modal Rail Station
- Commuter Information Systems (GPS)
- ADA Access at bus facilities
- Expand local bus service
- Expand express bus service
- Construct N. Texas Bus Transfer Facility

Rio Vista:

- Construct Ferry Dock
- Fixed intercity routes to BART and Rail

Solano County:

- Solano Paratransit support
- More joint bus operations
- Increased marketing
- Subsidized paratransit taxi service
- Fixed routes in unincorporated areas

Suisun City:

- Improve bus shelters
- Expanded express bus service to rail station
- Additional bus connections to rail station

Vacaville:

- Vacaville Bus Terminal and Transfer Facility
- New Transit Yard
- More joint bus operations
- Expand local bus service
- Additional transit vehicles

Vallejo:

- Vallejo Ferry Terminal Intermodal Terminal
- Vallejo Ferry Terminal Parking Structure
- New ferries (3rd and 4th vessels)
- Upgrade/expand maintenance facilities
- Vallejo SRTP transit capital program
- Vallejo SRTP operating revenues
- Expand regional and local bus service
- Expand paratransit
- Improve Mare Island maintenance facilities
- Upgrade Sereno Bus Transfer Facility
- Upgrade York & Marin Bus Transfer Facility
- Provide evening and weekend bus service
- Expand Capitol Corridor rail service
- Napa Valley rail service to Ferry Terminal
- Vallejo-Fairfield rail service

BUS SYSTEM

Local bus service in Solano County is provided by six transit providers including Benicia Transit, Dixon Read Ride, Fairfield-Suisun Transit, Rio Vista Transit, Vacaville City Coach, and Vallejo Transit. Local fixed route service is provided in Benicia, Fairfield, Suisun City, Vacaville and Vallejo.

Intercity bus service is operated by Benicia Transit, Fairfield-Suisun Transit and Vallejo Transit. These operators provide a total of nine intercity bus routes. Fairfield-Suisun Transit manages three inter-city routes (20, 30 and 40) that are jointly funded by the Yolo-Solano Air Quality Management District as well as the cities of Dixon, Fairfield, Suisun City, Vacaville, Solano County, and STA. These three routes provide service along the I-80 corridor between the participating agencies.

Benicia Transit operates two intercity bus routes that provide connections to the Pleasant Hill BART station, the Vallejo Ferry Terminal, and Downtown Vallejo's Transit Center. Vallejo Transit operates four intercity bus routes with service to the El Cerrito del Norte BART station, Fairfield, Suisun City, Solano College, and Vacaville.

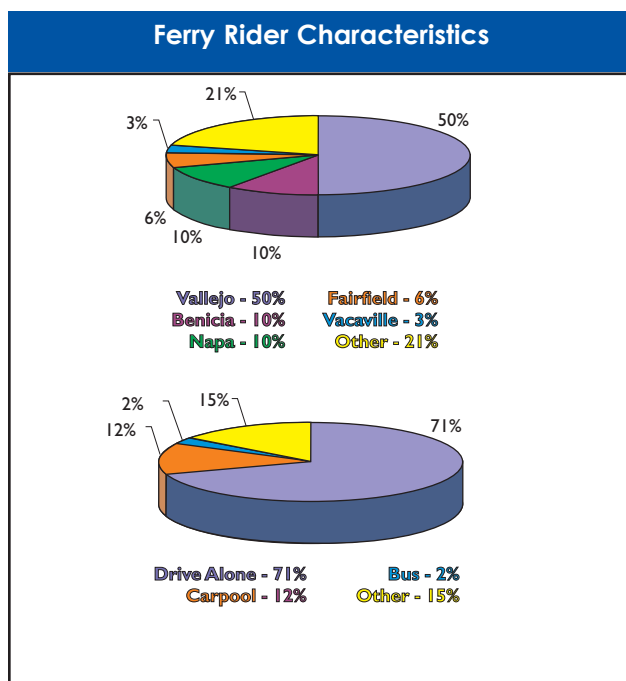
The fiscally unconstrained vision for intercity bus service in Solano County is to develop a "100 Bus System" by 2025. The 100 Bus System would provide more frequent service, longer hours of service, and focused service on Sundays. The System would provide new service to Sacramento and along SR 12, enhanced service to BART, and feeder service to train and ferry terminals. These intercity routes would be funded by TDA revenues, increased bridge tolls, and a new local sales tax program.

FERRY SYSTEM

The Vallejo Baylink Ferry Service currently provides eleven round trips on weekdays between the Vallejo Ferry Terminal and the San Francisco Ferry Building or Pier 41 at Fisherman's Wharf. Ferry trips are made every hour during peak periods and every other hour off-peak.

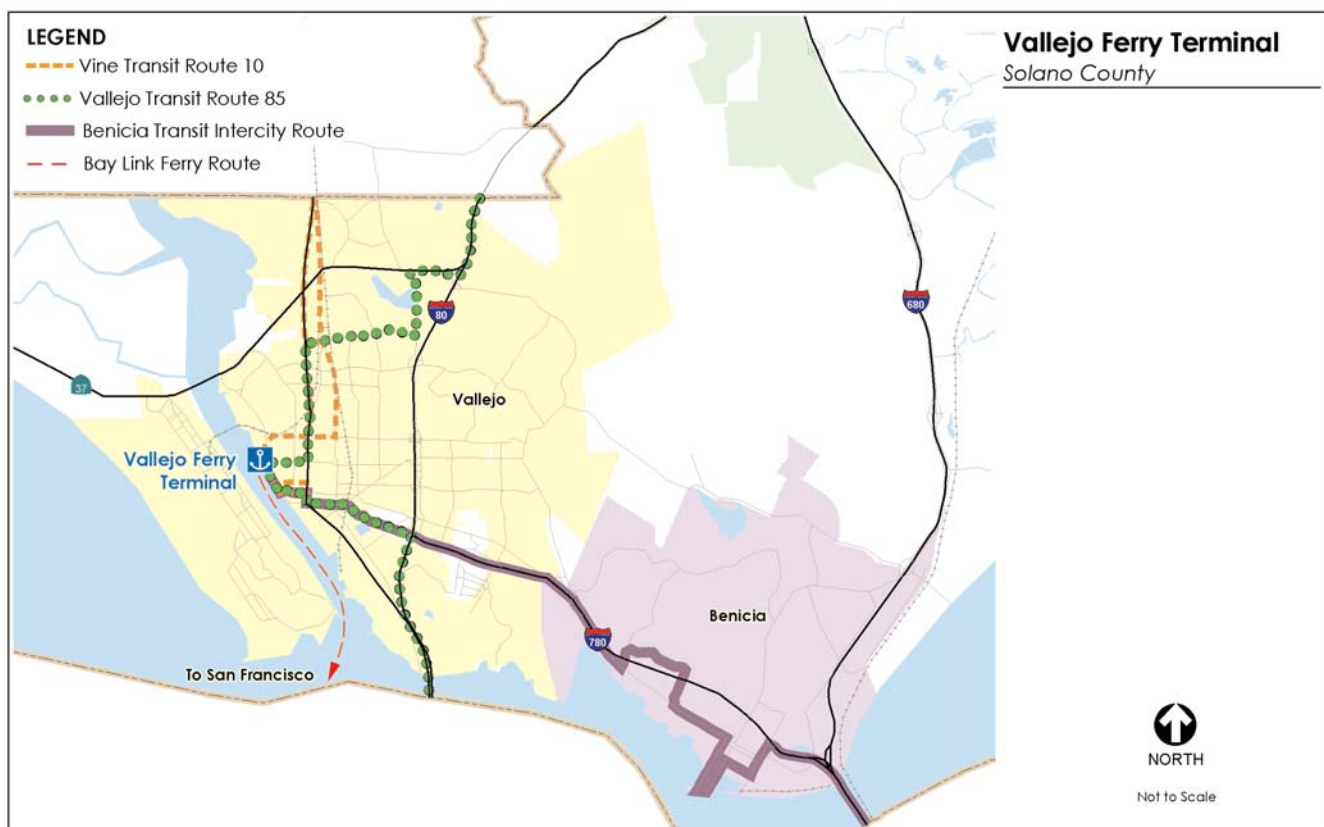
Because demand for the ferry service exceeds vessel capacity during peak commute times, the City of Vallejo initiated supplemental bus service in 1998. Currently, two morning and two afternoon bus trips are made.

When a third vessel is placed in service (expected in the winter of 2003), the current 11 weekday round trips will expand to 18. Commute capacity



will expand from 900 to 1,500 seats, a 66% increase, with five morning and afternoon commuter trips.

The recommended ferry service would serve 5,000 daily trips by 2025. At least five ferry vessels would be required to provide this level of



LEGEND

- Route 12 Rio Vista to Napa, Lodi, Antioch
- Route 40 Vacaville to Walnut Creek
- Route 80 Vallejo to El Cerrito del Norte
- Route 80 Napa Extension
- Route 85 Fairfield to Vallejo Ferry
- Route 85 Davis Extension
- Route 90 Vacaville to El Cerrito del Norte
- Route 180 Sacramento to San Rafael
- Route 780 Vallejo Ferry to Walnut Creek
- Route 785 Fairfield to Vallejo

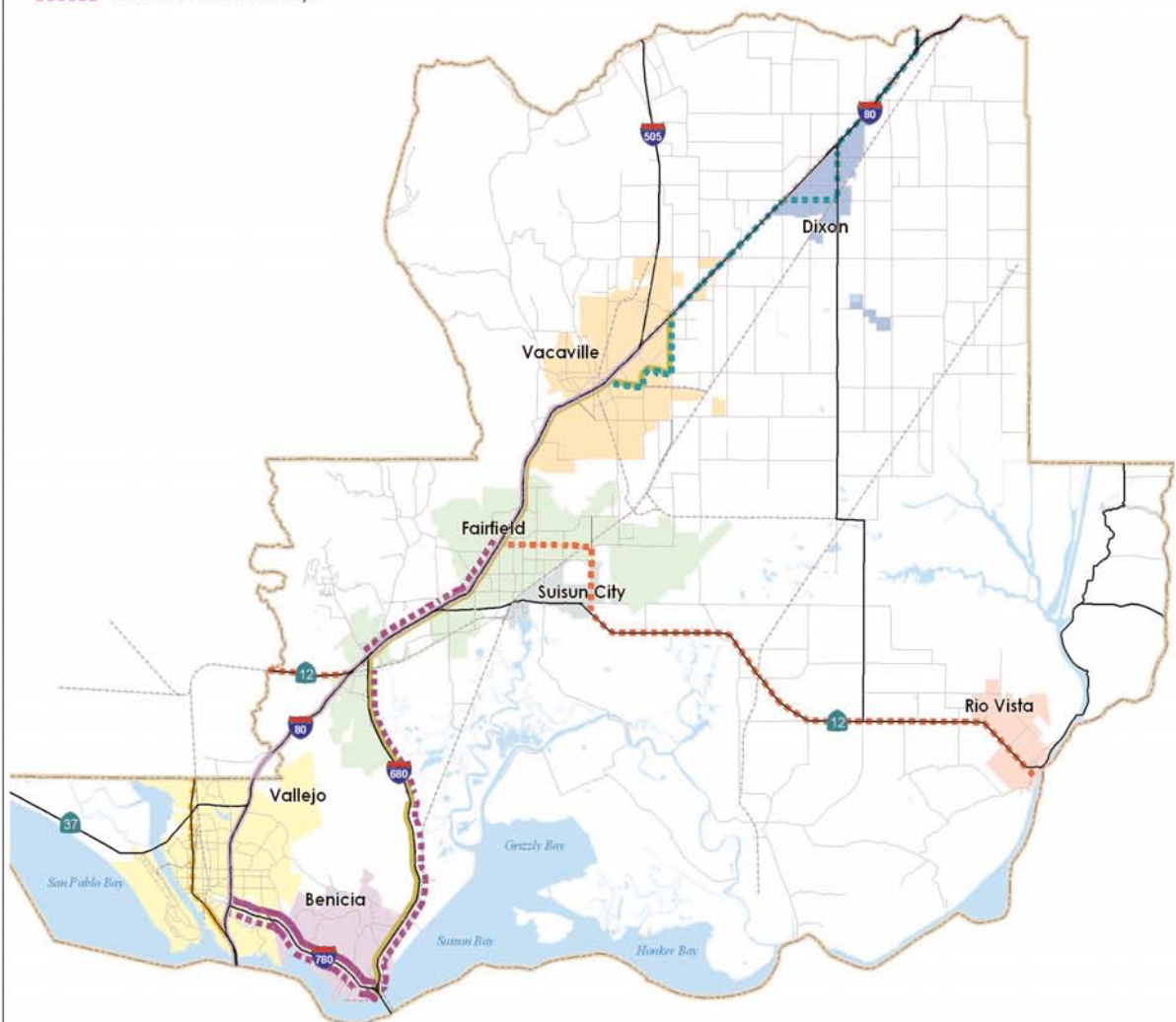
Intercity Bus Routes

Solano County



NORTH

Not to Scale



service. The recommended service would require a capital investment of at least \$33 million and an annual operating subsidy of \$1.5-2.5 million.

The City of Benicia has indicated an interest in new ferry service to the Downtown waterfront. The Water Transit Authority is currently investigating the potential for ferry service and the cost of necessary improvements.

RAIL SYSTEM

Rail passenger service in Solano County is provided today by the Capitol Corridor service, which is administered by the Capitol Corridor Joint Powers Authority. The Capitol Corridor inter-city rail service, between the Bay Area and Sacramento, was introduced in December of 1991. Capitol Corridor frequencies have increased from three to nine daily round trips over the past decade.

The Suisun City train station provides the only access to the Capitol Corridor service in Solano County. Prior to 1991, Amtrak's California Zephyr was the only train serving the Suisun/Fairfield station. The Zephyr is a long distance train operating between Chicago and the Bay Area with one daily round trip. The Zephyr service discontinued service to the Suisun City station in October 1998. Rail ridership (boardings and alightings) at the Suisun City station has grown from about 15,000 annual passengers in 1992 to almost 58,000 in 2000.

The CCJPA plans to initiate the 10th and 11th Capitol Corridor trains by 2004. A total of 16 trains are planned by 2020 and approved by the Union Pacific Railroad. Rail traffic improvement plans that are programmed by the CCJPA include the re-installation of a second track on the Yolo Causeway section, construction of some third track segments between Benicia and Davis, and an upgrade of the Bahia Viaduct. These improvements are designed to improve travel time and increase the potential for additional trains and stations. Long-term improvements include the Suisun Bay Bridge Replacement.

Three new Solano County stations are proposed for development to provide greater access to the Capitol Corridor passenger rail service and possible future commuter service. This includes a new Fairfield/Vacaville station, a new Benicia station and a new Dixon station.

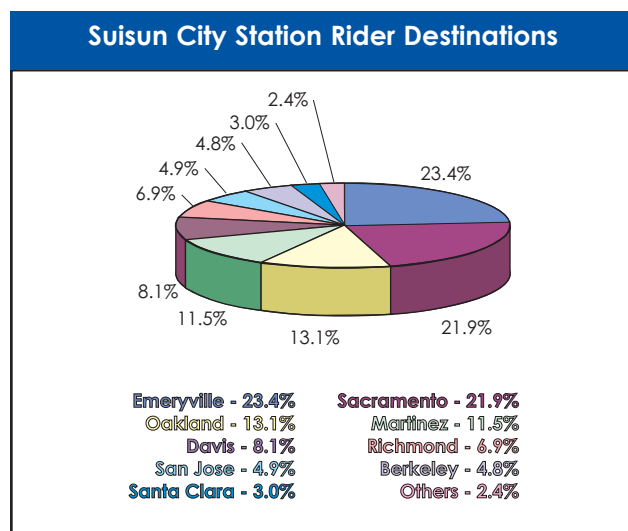


The STA is working with BART, Contra Costa Transportation Authority, Sacramento Regional Transit, and partners along the corridor to study the feasibility of establishing commuter rail services overlayed on the Capitol Corridor services. The new service would link destinations in Solano, Contra Costa, Yolo, Sacramento and Placer Counties.

The STA and the Napa County Transportation Planning Agency are embarking on a feasibility study for passenger rail service from Calistoga/Napa to Vallejo and from Napa to Suisun City.

INTERCITY TRANSIT SERVICE FOR ELDERLY AND DISABLED (PARATRANSIT)

Intercity paratransit service is provided by Solano Paratransit in the North County area and by Vallejo Transit in the South County. Subsidized taxi service is also available for the elderly and disabled in the unincorporated county and the cities of Fairfield, Suisun City, Vacaville and Vallejo.





The vision for intercity transit service for elderly and disabled persons is to increase service areas and hours. This would involve increasing the existing fleet from 8 to 26 buses.

TRANSIT HUBS

Major transit hubs in Solano County include the Fairfield Transportation Center, the Suisun City Train Station, the Vacaville Regional Transportation Center, the Curtola Park-and-Ride Lot in Vallejo, and the Vallejo Ferry Terminal.

The Fairfield Transportation Center is located immediately adjacent to the I-80/West Texas Street interchange. The Center currently provides 400 parking spaces for transit and car-pool/vanpool riders, 10 bus bays, and a transit information center. Plans are under way to construct an additional 200 parking spaces at this location in 2002/03.

Intercity Paratransit Ridership

Elderly/Disabled (Paratransit) Provider Annual Ridership

Solano Paratransit	11,000
Vallejo Transit	30,000

The Suisun City Train Station is located immediately adjacent to the SR 12/Civic Center Boulevard interchange. The Center currently provides 94 parking spaces for rail riders, four bus bays, and a rail/transit information facility. Plans are under way to construct an additional 160 parking spaces at this facility in 2002/03.

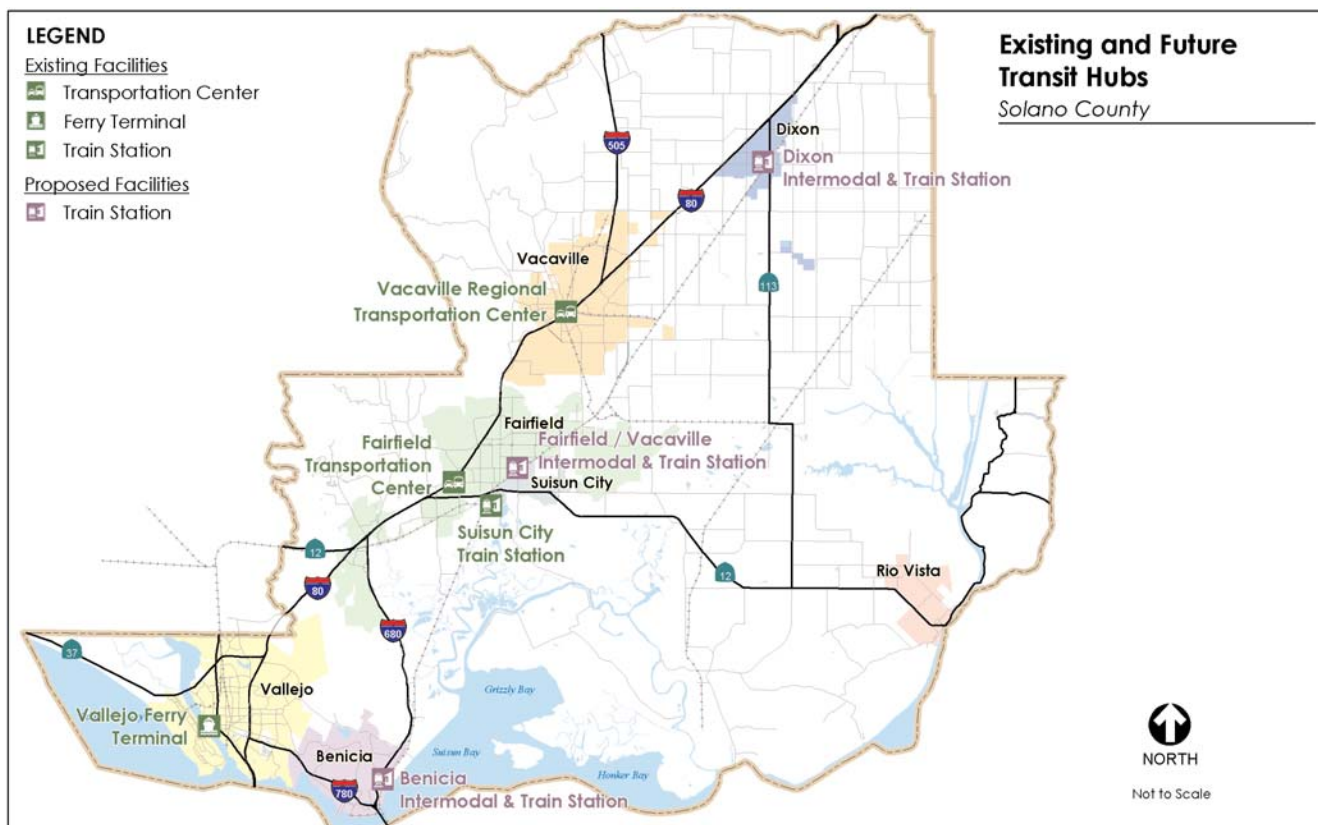
The Vacaville Regional Transportation Center is located immediately adjacent to the I-80/Davis Street interchange. The Center currently provides 248 parking spaces for transit and car-pool/vanpool riders as well as two bus bays. The proposed Bella Vista park-and-ride lot project would serve future demands.

The Vallejo Ferry Terminal is located on Mare Island Way and is accessible via the I-80/Curtola Parkway interchange. The 10,000 square foot Vallejo ferry terminal building was completed in 1988. It includes a waiting room, ticket office, restrooms, and concession areas. The terminal also has a high capacity loading dock. The Terminal provides a 700-space parking lot.

Vallejo plans to construct a \$35 million Intermodal Transportation Facility at the Ferry Terminal that includes a parking structure with 1,400 spaces, upgraded bus transfer facilities, pedestrian amenities, and road improvements.

Suggested improvements to the Curtola Park-and-Ride Lot include the construction of a 1,000 space parking garage on the current site or the construction of a garage between Lemon Street and the freeway for transit users. Under the latter proposal, the current lot would be designated for rideshare commuters.

Vallejo also plans to construct a park-and-ride lot at the Sereno Transit Center.



The development of three new rail stations in Solano County - a new Fairfield/Vacaville station, a new Benicia station and a new Dixon station - will provide major new transit hubs in these communities.

Seven proposed intercity bus stops are proposed for development.

- I-80 & N. First Street - Dixon
- I-80 & I-505 - Vacaville
- I-80 & W. Texas - Fairfield
- I-80 & I-680 - Cordelia
- I-80 & I-780/Curtola - Vallejo
- I-680 & Lake Herman Rd - Benicia
- I-80 & Davis Street - Vacaville



V. ARTERIALS, HIGHWAYS & FREEWAYS ELEMENT

The following element identifies Goals as well as the current and future needs of Solano County for Arterials, Highways and Freeways. The element includes sections on the routes of regional significance, the needs by jurisdiction, travel patterns, the highway system, the carpool lane (HOV) system, road maintenance, the traffic management program, and the travel safety program. A complete list of goals and objectives for the CTP is provided in Attachment A.

GOALS

GOAL 1: Preserve System

Preserve the physical and operational condition of existing roadway facilities as a means of protecting past transportation investments and maintaining an efficient system.

GOAL 2: Serve Highway Needs

Develop a plan and implementation program for the highway system that serves future needs.

GOAL 3: HOV Lanes

Develop a plan and implementation program for a High Occupancy Vehicle (HOV) system, rail and other alternatives that serves future transit, carpool and vanpool users.

GOAL 4: Regional & Local Interchanges

Develop a plan and implementation program for regional and local interchanges that provide linkages to the roadways of countywide significance.

GOAL 5: Traffic Management System

Develop a plan and implementation program for a traffic management system that serves future needs.

GOAL 6: Travel Forecasting Tools

Develop the travel forecasting tools to evaluate the effectiveness of future transportation improvement options.

GOAL 7: Right-of-way Preservation

Identify right-of-way preservation measures necessary to meet long-term demand.

ROUTES OF REGIONAL SIGNIFICANCE

The STA has developed Routes of Regional Significance in Solano County that include the State highway system plus local arterials that provide major points of access to the State highway system or provide regional connections between communities and key transportation facilities.

Six different functional classifications describe how these regional routes are used now and in the future.

- [Urban Interstate Freeway](#) - limited access interregional roadway
- [Urban Freeway](#) - limited access regional roadway
- [Urban Major Arterial](#) - access controlled roadway emphasizing mobility between communities and connections to freeways
- [Urban Minor Arterial](#) - roadway emphasizing mobility within urbanized communities and connections to freeways
- [Rural Major Arterial](#) - roadway emphasizing mobility between urbanized and rural communities and connections to freeways

- [Major Collector](#) - roadway emphasizing access to major employment, shopping, or freeways

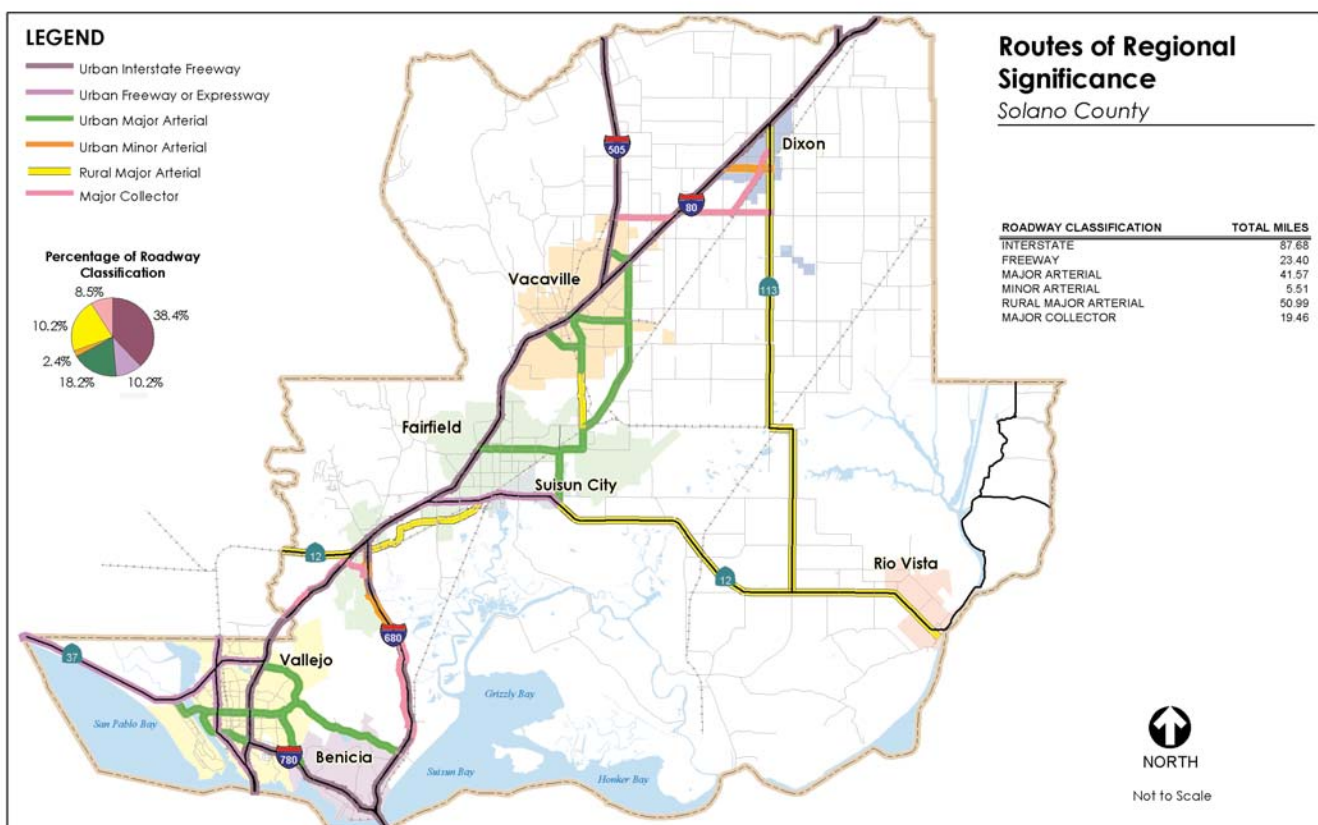
NEEDS BY JURISDICTION

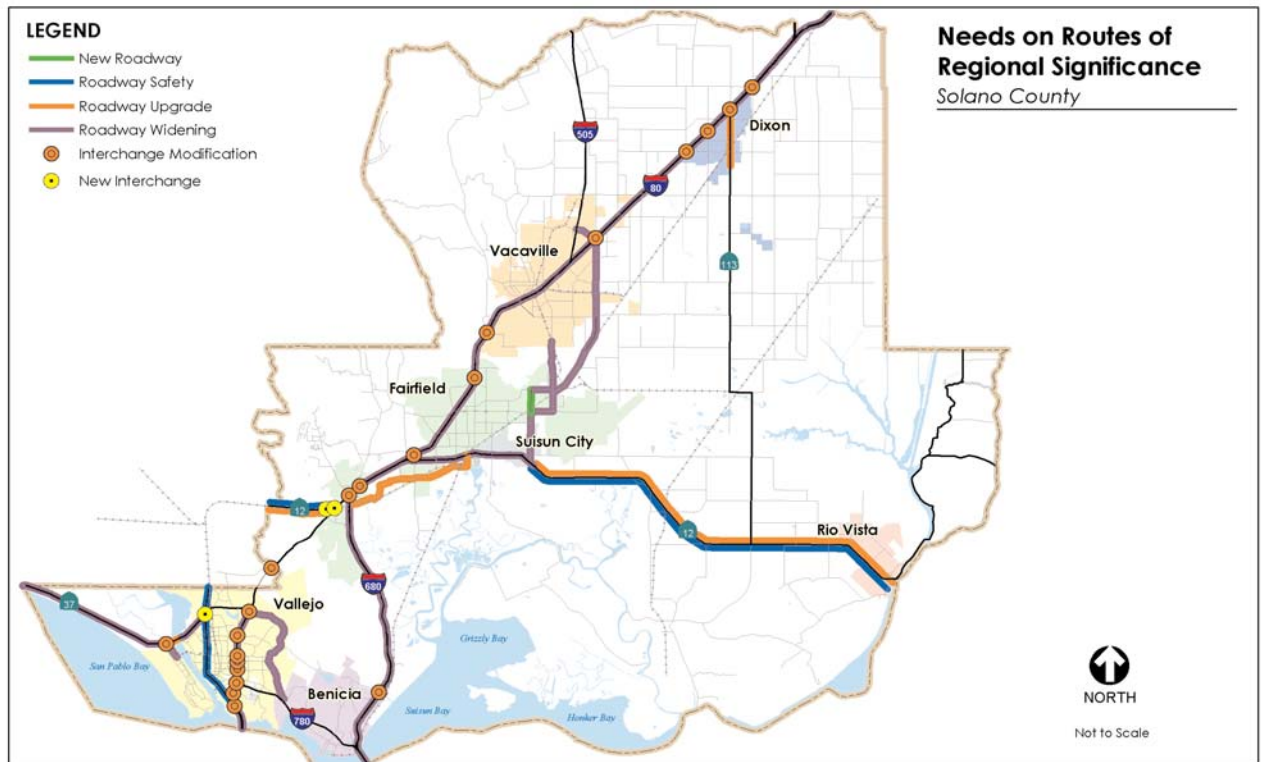
An early step in the CTP 2025 process was the distribution of a Transportation Needs Survey to all STA member agencies (seven cities and County of Solano).

The surveys identified the long-range transportation needs of each agency by identifying specific arterial, highway and freeway projects. Individual agencies also provided their respective priorities for the projects.

Transportation needs were identified for virtually all the major freeway corridors in Solano County including I-80, I-505, I-680, the SR 12 Bridge across the Sacramento River, SR 12 East, SR 12 West, SR 29, SR 37, and SR 113.

Major arterials needing improvement include the Jepson Parkway, Air Base Parkway in Fairfield, Peabody Road in the unincorporated area, Vaca Valley Parkway in Vacaville, and Columbus Parkway in Vallejo.





NEEDS ON ROUTES OF REGIONAL SIGNIFICANCE BY JURISDICTION

Benicia:

- Improve I-80/I-680 Interchange
- Widen I-680 from Benicia Bridge to I-80
- Construct HOV System on I-80 and I-680
- Improve I-680/Lake Herman Road Interchange

Dixon:

- Widen I-80 from Leisure Town Rd to Kidwell Rd.
- Improve I-80/Pedrick Rd Interchange
- Improve I-80/SR 113 Interchange
- Improve I-80/Pitt School Rd Interchange
- Improve I-80/West A St Interchange
- Conduct MIS for SR 113 from I-80 to SR 12
- Overlay SR 113 from H Street South to City Limit

Fairfield:

- Improve I-80/I-680 Interchange
- Improve I-80/Green Valley Rd Interchange
- Improve I-80 from Red Top Rd to I-505
- Construct Auxiliary Lanes on I-80 from Travis Blvd to Air Base Parkway
- Improve I-80/N. Texas St Interchange
- Construct HOV Lanes on I-80 from I-680 to Cherry Glen Rd
- Improve I-80/Suisun Valley Rd Interchange
- Relocate Truck Scales on I-80 at SR 12
- Improve SR 12 West from I-80 to SR 29
- Improve SR 12 East from I-80 to Rio Vista
- Construct Jepson Parkway
- Widen Air Base Parkway at Intersections
- Widen Cement Hill Road from Clay Bank Rd to Peabody Rd

Rio Vista:

- Improve SR 12 East from I-80 to Rio Vista
- Increase SR 12 Bridge Capacity across Sacramento River

Solano County:

- Widen I-80 from Leisure Town Rd to Kidwell Rd
- Widen I-80 from Vallejo to SR 37
- Improve I-80/I-680 Interchange
- Improve SR 12 West from I-80 to SR 29
- Improve SR 12 East from I-80 to Rio Vista
- Construct Jepson Parkway
- Widen Peabody Rd from Markley Ln to Vacaville City Limit

Suisun City:

- Improve I-80/I-680 Interchange
- Improve SR 12 West from I-80 to SR 29
- Improve SR 12 East from I-80 to Rio Vista
- Widen SR 12 from I-80 to Walters Rd
- Improve median on SR 12 from Marina Blvd to Walters Rd
- Construct Jepson Parkway
- Improve Cordelia Rd from I-680 to SR 12

Vacaville:

- Construct HOV Lanes on I-80 from Fairfield to Vacaville
- Widen I-80
- Improve I-80/Leisure Town Rd Interchange
- Improve I-80/Cherry Glen Rd Interchange
- Weave Correction at I-80/I-505 Interchange
- Improve I-505/Vaca Valley Pkwy Interchange
- Widen and Extend Vaca Valley Pkwy from Leisure Town Rd to Browns Valley Rd
- Widen Elmira Rd from Allison Dr to Peabody Rd
- Construct Jepson Parkway

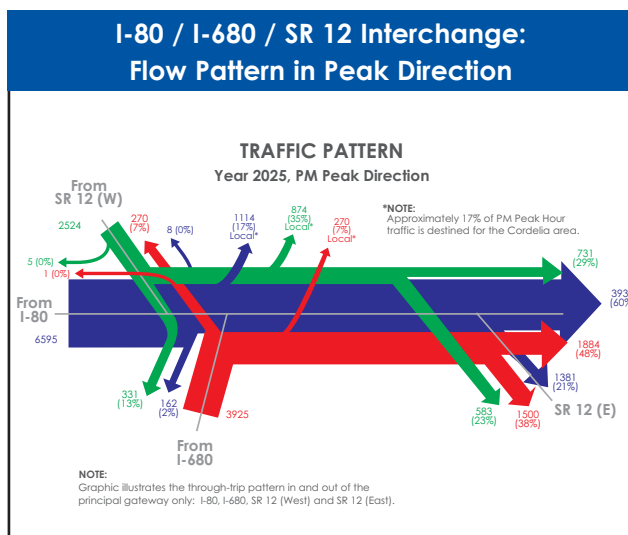
Vallejo:

- Construct HOV Lanes and Improve Interchanges on I-80 from Carquinez Bridge to SR 37
- Improve I-80/American Canyon Rd Interchange
- Widen SR 37 from Napa River Bridge to SR 121
- Improve SR 37/Mare Island Interchange and On-Island Roadways
- Improve SR 29 through Vallejo
- Widen Columbus Pkwy from Benicia Rd to SR 37

TRAVEL PATTERNS

According to travel forecasts prepared for the CTP 2025, approximately 76 percent of existing daily vehicle trips in Solano County have origins and destinations within the county, while the remaining 24 percent have at least one origin or destination outside the county. This traffic mix is not projected to change although overall travel demand will increase substantially.

The overall daily vehicle travel demand is forecast to increase by approximately 33 percent between 2000 and 2025. The number of roadway lane-miles, an indication of the capacity of the roadway system, will increase by three percent based on roadway improvements that have committed funding. This mismatch in demand versus capacity will result in substantial increases in travel delays and a corresponding degradation in traffic conditions.



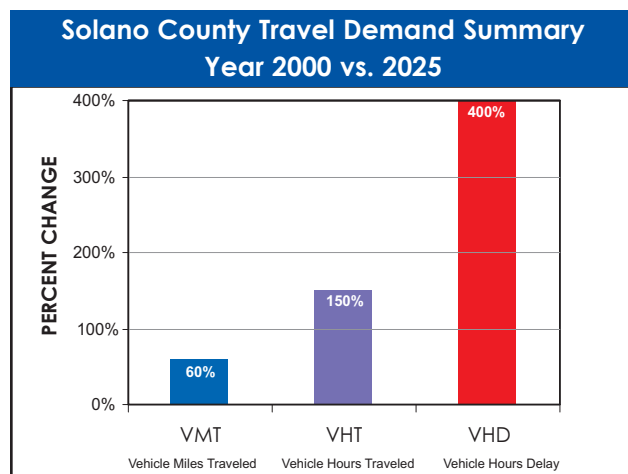
According to surveys conducted by RIDES for Bay Area Commuters, commuters in Solano County travel an average of 25 miles one-way to reach their jobs. This is the longest average commute length for any county in the Bay Area. The average travel time for commuters has increased from 31 minutes in 1993 to 41 minutes today.

HIGHWAY SYSTEM

Interstate 80 is the major freeway facility in Solano County, carrying both a significant amount of locally-generated traffic as well as through traffic between the Bay Area and the Sacramento Valley. This six- to eight-lane facility is heavily congested during peak travel periods at the I-80/I-680/SR 12 Interchange.

Other interstate or state highways that connect to I-80 include I-505, I-680, I-780, SR 12 East, SR 12 West, SR 29, SR 37, and SR 113. I-80, I-505, I-680 and I-780 are entirely grade-separated within Solano County. The remaining state highways have segments that function as grade-separated highways and/or as local at-grade arterials.

The initial phase of construction is currently underway for converting State Route 37 to a full freeway from the Napa River Bridge to just west of Fairgrounds Drive. Funds have been programmed for Phase 1 improvements to the I-80/I-680 interchange as well as safety improvements to SR 12 between Suisun City and Rio Vista. A Major Investment Study for SR 12, between I-80 and Rio Vista, was completed in 2001.



The Regional Transportation Plan (RTP) developed by the Metropolitan Transportation Commission (MTC) calls for Track 1 funding to

Comparison of Existing HOV Counts and the Caltrans Minimum HOV Volume Threshold

Location	Caltrans HOV Threshold (veh./hr.)	Existing County (HOVs/hr.)			
		March 27, 2001			
		AM Peak Hour		PM Peak Hour	
		WB/SB	EB/NB	WB/SB	EB/NB
I-80 (at the Meridian Road/Weber Road overpass)	800	432	547	899	959
I-80 (at the Suisun Valley /Pittman Road overpass)	800	1,083	832	1,329	1,743
I-80 (at the Magazine Street overpass)	800	998	580	869	1,680
I-680 (at the Lake Herman Road overpass)	800	330	223	485	427
I-780 (at the Rollingwood Drive overpass)	800	517	320	410	451
SR 12 (at the Beck Avenue overpass)	800	298	196	211	471

Notes: Shading denotes that existing HOV volume exceeds the Caltrans HOV threshold.

support improvements to the I-80/I-680 interchange, the I-80 widening between Vacaville and Dixon, and the SR 12 widening (Jameson Canyon) from I-80 to SR 29.

Further studies need to be conducted to determine the scope and prioritization of future improvements on I-80, I-680, I-780 and SR 113 beyond those described above.

CARPOOL (HOV) LANE SYSTEM

While there are currently no carpool lanes in Solano County, the toll plaza facilities at both the Carquinez Bridge on I-80 and the Benicia-Martinez Bridge on I-680 have booths designated specifically for high occupancy vehicles (HOV). As noted earlier, Solano County has the highest carpooling and vanpooling rates of any county in the Bay Area.

HOV traffic counts collected in the spring of 2001 confirm high levels of carpooling and vanpooling. The counts indicate that HOV levels exceed the Caltrans HOV volume thresholds necessary for establishing a carpool lane on

several segments of I-80. Currently, I-680 does not meet this threshold, but traffic projections indicated it may after 2010.

The Regional Transportation Plan (RTP) calls for construction of a HOV lane on I-80 between I-680 in Fairfield and I-505 in Vacaville at some time over the next twenty years. To date, no funds have been programmed for this project. Several key policy issues need to be resolved prior to implementation of any HOV lanes in Solano County. This includes whether the facility would match the 3+ occupancy requirement on I-80 in Contra Costa County or the 2+ occupancy requirement that is planned for I-680 in Contra Costa County.

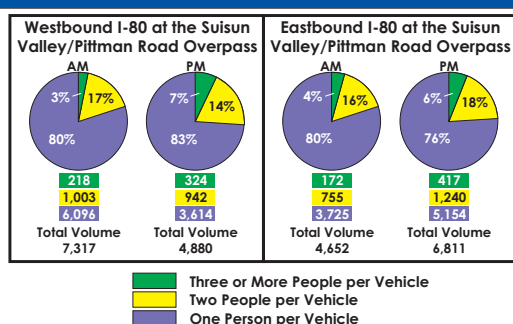
Further studies need to be conducted to determine whether implementation of HOV lanes on other segments of I-80 or along I-680 is feasible. These studies require the development of an updated travel model to provide a more accurate tool for forecasting HOV demand.

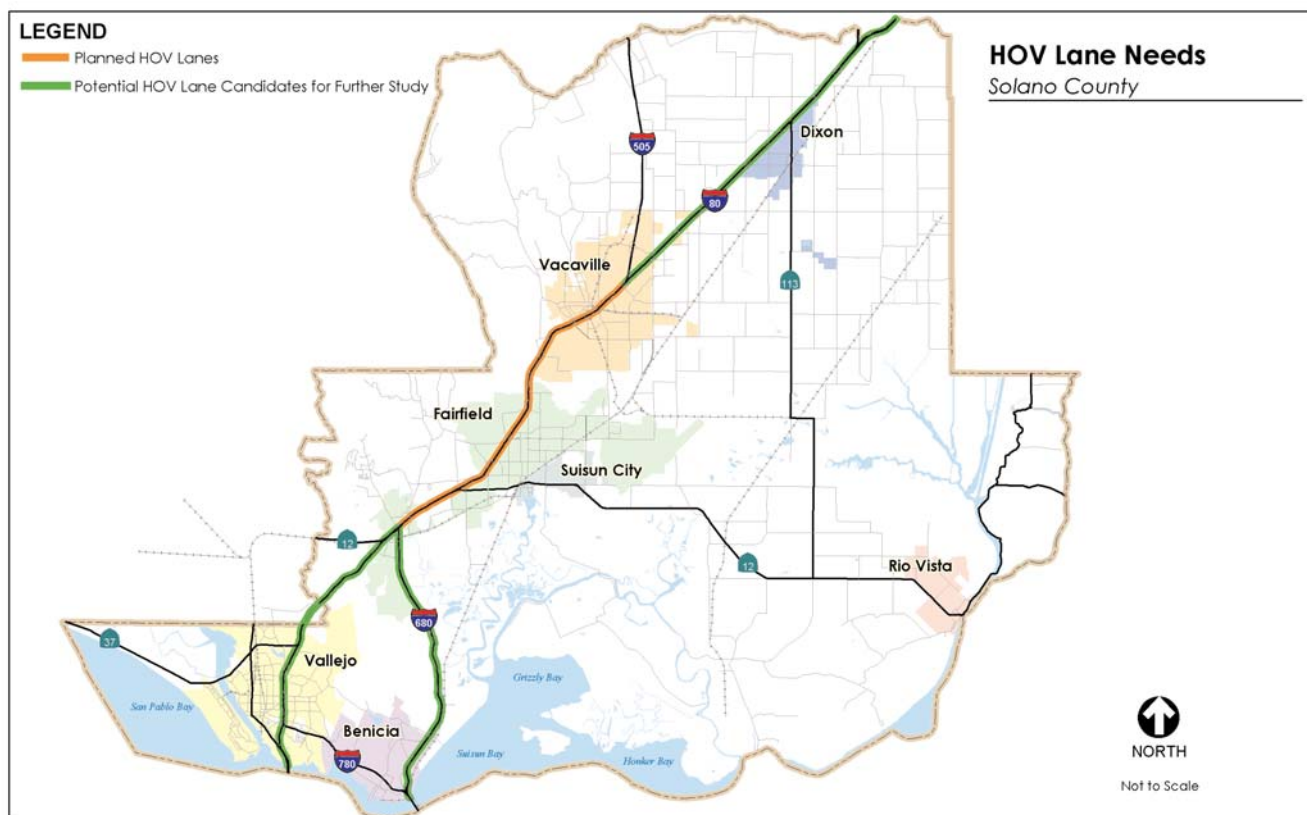
ROAD MAINTENANCE

STA member agencies currently maintain a total of 3,415 lane-miles of local roadway in Solano County. Ongoing work on the county's roadway system includes routine maintenance (i.e., to fill potholes) as well as more intensive rehabilitation work that includes overlays and street reconstruction.

The current road maintenance backlog for all STA member agencies is approximately \$112 million. This backlog is determined based on surveys of pavement condition that are collected on a regular basis by each jurisdiction.

Existing Carpool Volumes





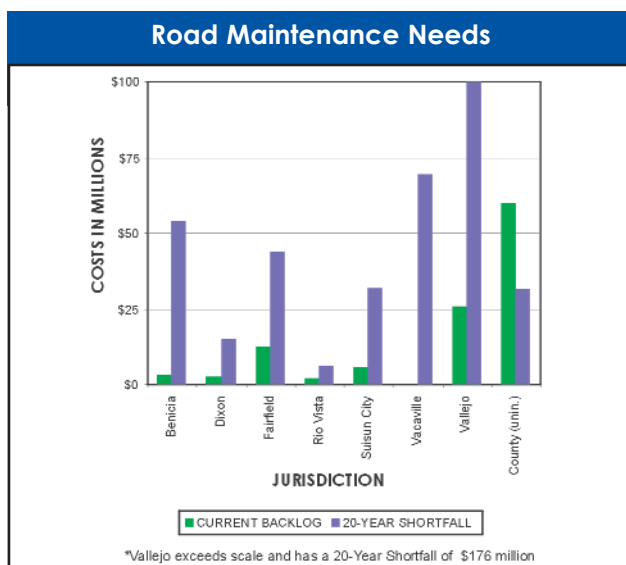
Given the current levels of funding, the road maintenance backlog will continue to grow as all of the eight STA member agencies will experience an ongoing annual shortfall in maintenance funds. Over the next 20-years, the deferred maintenance backlog is projected to grow from \$112 to \$421 million.

Most road maintenance work is funded through a road maintenance program in the 2000 Traffic Congestion Relief Plan, Transportation development Act funds, the state gas tax subvention pro-

gram, and/or federal transportation funds. The TCRP is a six-year state plan that includes a program that grants road maintenance funds, through the 2005/06 fiscal year, directly to local agencies. Any jurisdiction that does not use all of its TDA revenues (derived from a ¼ cent state-wide sales tax) to provide transit service may use the funds for street and road improvements. The state also grants 6.46 cents of the 18-cent per gallon state fuel tax directly to local agencies for construction, improvement, and/or maintenance of public streets and roads. Local agencies in Solano County have also used federal transportation funds for road maintenance, through Surface Transportation Program grants that are allocated every two to three years by the STA Board.

On March 5, 2002 voters passed Proposition 42 that is projected to provide \$250 million dollars to STA member agencies including funds for road maintenance.

The revenue from these programs is not sufficient to meet ongoing road maintenance needs. Other counties have addressed their backlogs through the adoption of special transportation sales tax programs that dedicate funds to road maintenance.



TRAFFIC MANAGEMENT PROGRAM

Traffic management programs are designed to provide for the efficient and appropriate use of the existing transportation system. The programs may include the application of traditional traffic engineering devices, traffic calming measures, and/or advanced systems.

Advanced Traffic Management Systems are designed to use modern technology to provide drivers with real-time information about congestion and incidents. This information can be used to facilitate the choice of a less congested route, to use an alternative mode, or to travel during a different time period. Information is typically gathered through the use of closed circuit television cameras on major routes, vehicle detectors, and global positioning technology on transit vehicles. Information is then distributed through such media as variable message signs, broadcast stations, the internet, and information monitors at transit stops.

The City of Fairfield, in partnership with the STA, the City of Suisun City and the City of Vacaville, has initiated planning efforts to develop a Suisun City-Fairfield-Vacaville Smart Corridor Intelligent Transportation Systems Concept of Operations Plan. The Plan will focus on the I-80 corridor in Solano County and on various alternative routes. The Plan will explore various traffic management elements including coordinated traffic signals across jurisdictions, changeable message signs, highway advisory radio, traffic monitoring cameras, and inter-jurisdictional communication systems.

The Jepson Parkway Concept Plan includes a roadway phasing and management element. The traffic management element offers cooperative management strategies including policies for driveway placement, traffic signal location, truck traffic limitations, and long-term maintenance.

The STA plans to prepare Concept Plans for the North Connector and South Connector elements of the I-80/I-680/SR 12 Interchange Project that will include traffic management strategies such as those described in the Jepson Parkway Concept Plan.

The CTP 2025 calls for the development of a Countywide Traffic Management Plan for the roadways of countywide significance.

TRAVEL SAFETY PROGRAM

The STA prepared a Travel Safety Plan in 1998 to address roadway safety issues on a countywide basis. The Plan identified the 40 local intersections with the highest accident rates. Accident data on 13 freeway segments in the County were also identified. Working with its member agencies, the STA identified candidate improvements to address safety issues at these locations.

To date, safety improvements have been funded and/or completed for 29 of the 40 intersections and for 9 of the 13 freeway segments. A total of \$4.5 million has been programmed for the intersection projects identified in the Plan.

The CTP 2025 calls for an update of the Travel Safety Plan, as well as a continuation of the policy of prioritizing funding for safety improvements.

LEGEND

- Intersections Funded for Improvements
- Intersections Not Funded for Improvements

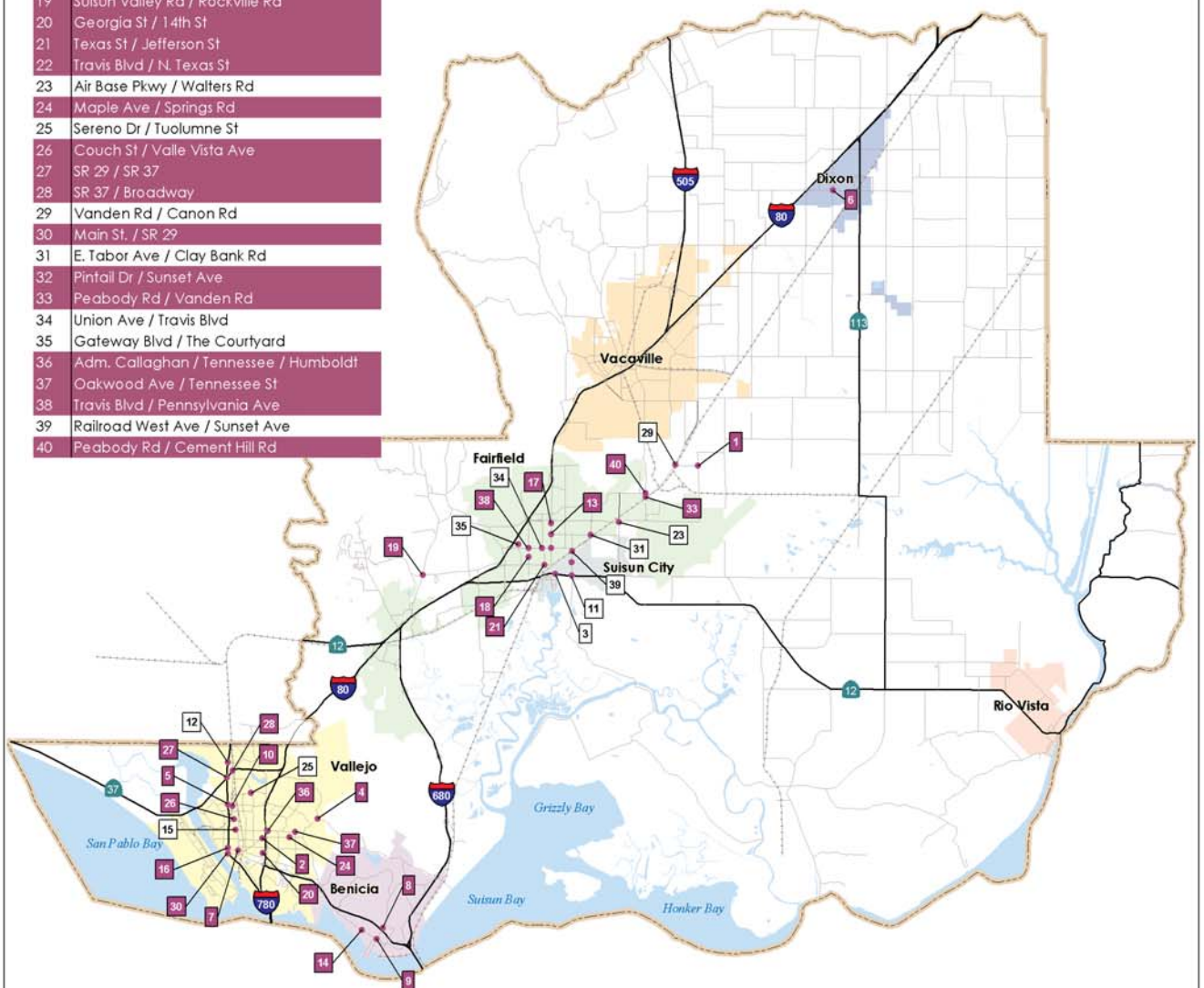
No.	LOCATION
1	Northgate Rd / Canon Rd
2	Solano Ave / Mariposa St
3	SR 12 / Marina Blvd
4	Columbus Pkwy / Lake Herman Rd
5	Redwood St / SR 29 (Sonoma Blvd)
6	Pitt School Rd / West A St
7	Alameda St / Georgia St
8	East 2nd St / I-780
9	E. 2nd St / Military East
10	Couch St / Redwood Dr
11	SR 12 / Sunset Ave
12	Meadows Dr / SR 29
13	N. Texas St / E. Tabor Ave
14	Military West / W. 7th St
15	Broadway / Tennessee St
16	Georgia / SR 19
17	Pacific Ave / N. Texas St
18	Pennsylvania Ave / Utah St
19	Suisun Valley Rd / Rockville Rd
20	Georgia St / 14th St
21	Texas St / Jefferson St
22	Travis Blvd / N. Texas St
23	Air Base Pkwy / Walters Rd
24	Maple Ave / Springs Rd
25	Sereno Dr / Tuolumne St
26	Couch St / Valle Vista Ave
27	SR 29 / SR 37
28	SR 37 / Broadway
29	Vanden Rd / Canon Rd
30	Main St. / SR 29
31	E. Tabor Ave / Clay Bank Rd
32	Pintail Dr / Sunset Ave
33	Peabody Rd / Vanden Rd
34	Union Ave / Travis Blvd
35	Gateway Blvd / The Courtyard
36	Adm. Callaghan / Tennessee / Humboldt
37	Oakwood Ave / Tennessee St
38	Travis Blvd / Pennsylvania Ave
39	Railroad West Ave / Sunset Ave
40	Peabody Rd / Cement Hill Rd

Travel Safety Projects

Solano County



Not to Scale



VI. ALTERNATIVE MODES ELEMENT

The following element identifies the Goals as well as the current and future needs of Solano County for Alternative Modes. The element includes sections on the bicycle system, the trails system, the park-and-ride lot program, the ridesharing program, the air quality & alternative fuels program, the Transportation for Livable Communities and Enhancements Program, and the transportation-land use linkage. A complete list of goals and objectives for the CTP is provided in Attachment A.

GOAL

Emphasize Alternative Transportation Modes as an integral part of travel and commuting in Solano County, by implementing and maintaining a transportation system that provides for transit integration and makes the use of alternative modes that are convenient, safe, efficient, and cost effective.

- A. Implement Short and Long Range Bicycle and Pedestrian Trail Systems
- B. Maximize Multi-modal connections.
- C. Develop a Solano County TLC/Enhancements Program.
- D. Provide incentives to expand ridesharing modes:
- E. Advance the understanding of both the environmental and economic benefits and costs of using clean technologies and alternative fuel vehicles.
- F. Improve and increase available alternative fuel infrastructure and support services and funding.

NEEDS BY JURISDICTION

An early step in the CTP 2025 process was the distribution of a Transportation Needs Survey to all STA member agencies.

The surveys identified the long-range transportation needs of each agency by identifying specific Alternative Mode projects. Individual agencies also provided their respective priorities for the projects.

New programs and/or projects that were identified include the Park Road Bike Path in Benicia, the Downtown Streetscape Project in Dixon, the McGary Road Bike Path in Fairfield, Waterfront Bikeways in Rio Vista, Dixon-Davis Bikeway in Solano County, the Blossom/UPRR Pedestrian Grade Separation between Suisun City and Fairfield, a CNG fleet replacement program in Vacaville, and completion of the Bay Trail in Vallejo.

ALTERNATIVE MODE NEEDS BY JURISDICTION

Benicia:

- State Park Road Bike/Pedestrian Bridge
- Park Road Bike Path
- Benicia-Martinez Bridge Bike Path
- Bicycle signage and markings
- I-780/Columbus Park-and-ride lot
- I-680/Future Train Station Park-and-ride lot
- First Street Streetscape Project
- Traffic calming measures

Dixon:

- City Bikeway Plan
- Intercity Bike Routes (to Davis, Vacaville)
- Downtown Streetscape Project (Phase 2)
- Alternative vehicle partnerships
- Air quality projects

Fairfield:

- McGary Road Bike Path
- Blossom/UPRR Pedestrian Grade Separation
- Linear Park Path
- Jepson Parkway Bike Path
- Laurel & Ledge Creek Bike Paths
- Union Creek Pedestrian/Bike Path
- I-80/Red Top Park-and-ride lot
- I-680/Industrial Way Park-and-ride lot
- I-680 Gold Hill Park-and-ride lot
- Downtown Multimodal Project
- City Gateway Projects: I-80/N. Texas, I-80/W. Texas, SR 12/Pennsylvania, SR 12/Beck, I-80/ Red Top

Rio Vista:

- Waterfront Bikeways
- General Plan Pedestrian/Bike System
- SR 12 Pedestrian Underpass
- Riverfront Access Signage Project
- SR 12/Church Park-and-ride lot
- SR 12/Waterfront Streetscape Project
- Community Design Program

Solano County:

- Dixon-Davis Bikeway
- Pleasants Valley Road Bike Route
- County Class 2 bike routes
- Pedestrian Improvements
- Guaranteed ride home employee program
- Jepson Parkway Landscaping Project
- Green Valley Corridor Landscaping Project
- Old Cordelia Path and Landscaping

Suisun City:

- SR 12 Pedestrian/Bike Path (north side)
- Jepson Parkway Pedestrian/Bike Path
- Petersen Road Bike Path
- Blossom/UPRR Pedestrian Grade Separation
- SR 12 Pedestrian Path (south side)
- Suisun Marsh Pedestrian/Bike Path
- Park-and-ride lot Landscape Project
- Rail Station Park-and-ride lot (north)
- Eastern Suisun City Park-and-ride lot
- Rail Station Park-and-ride lot (south)
- Main Street Improvements
- Rail Station Improvements
- Union Pacific Railroad Sound Walls
- Kellogg Street Waterfront Improvements

Vacaville:

- Ulati Creek and Alamo Creek Bike Routes
- Centennial Park Bike Route
- Bicycle signage and markings
- Bicycle route landscaping
- Bella Vista/Davis Park-and-ride lot
- Leisure Town Park-and-ride lot
- Downtown Multi-Family Housing Program
- Electric Vehicle Subsidy Program
- Electric Vehicle Charging Station Program
- Fleet replacement with alternative fuels
- Davis Streetscape Project

Vallejo:

- Bay Trail Completion
- I-80/Turner Overcrossing Bike Lanes
- Blue Rock Springs Pedestrian/Bike Path
- Columbus Parkway Pedestrian/Bike Path
- I-780 Pedestrian/Bike Grade Separation
- Fairgrounds Drive Pedestrian/Bike Path
- Broadway Pedestrian/Bike Path
- Mare Island Pedestrian & Bike System
- Curtola Park-and-ride lot expansion
- Ferry transit-oriented development
- Investigate water taxi stops at Mare Island
- Downtown Traffic Calming

RIDESHARING PROGRAM

Ridesharing is the term used to define two or more persons traveling together to work in a carpool or vanpool. Solano County has the highest carpooling and vanpooling rate in the nine-county Bay Area, with 24% of commuters traveling by this mode.



The CTP 2025 calls for maintaining the rideshare mode split as Solano County grows through the continued support of incentives, marketing and educational programs.

PARK-AND-RIDE LOT PROGRAM

There are currently ten formal park-and-ride locations in Solano County and a number of informal locations. Formal park-and-ride lots are located in Benicia, Cordelia, Dixon, Fairfield, Suisun City, Vacaville and Vallejo. These park-and-ride lots provide a total of 2,316 parking spaces. Transit connections are provided at 11 of the 14 park-and-ride lots.

Surveys conducted in 2000 indicated that the Green Valley lot in Fairfield; the Suisun City Train Station lot in Suisun City; the Regional Transportation Center in Vacaville; and the Ferry Terminal and Curtola lot in Vallejo were full with spillover parking on adjacent streets. The primary regional destinations for park-and-ride lot users were San Francisco (55%), Oakland (14%), Berkeley (7%) and Sacramento (5%).

Typically, 20 to 30 cars are parked at each of the informal park-and-ride lots along I-80 at the Red Top Road and American Canyon Road interchanges.

New or expanded park-and-ride lots are planned as components of future transportation projects in Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo. The ten park-and-ride lot improvement projects would provide a total of 4,941 new parking spaces.

BICYCLE SYSTEM

The purpose of the Solano Countywide Bicycle Plan is to encourage the development of a unified bicycle system throughout Solano County with connections to other regional bike and pedestrian systems.

Solano County currently provides approximately 13 miles of off-street bike paths, 31 miles of bike lanes, and 1.1 miles of bike routes. The first phase of the Solano Bikeway, a regional route linking Vallejo and Fairfield, was recently completed.

The 1990 Census indicated that 0.3 percent of all commute trips in Solano County are made by bicycle. It is estimated that over 5,000 students commute to school by bicycle every day.

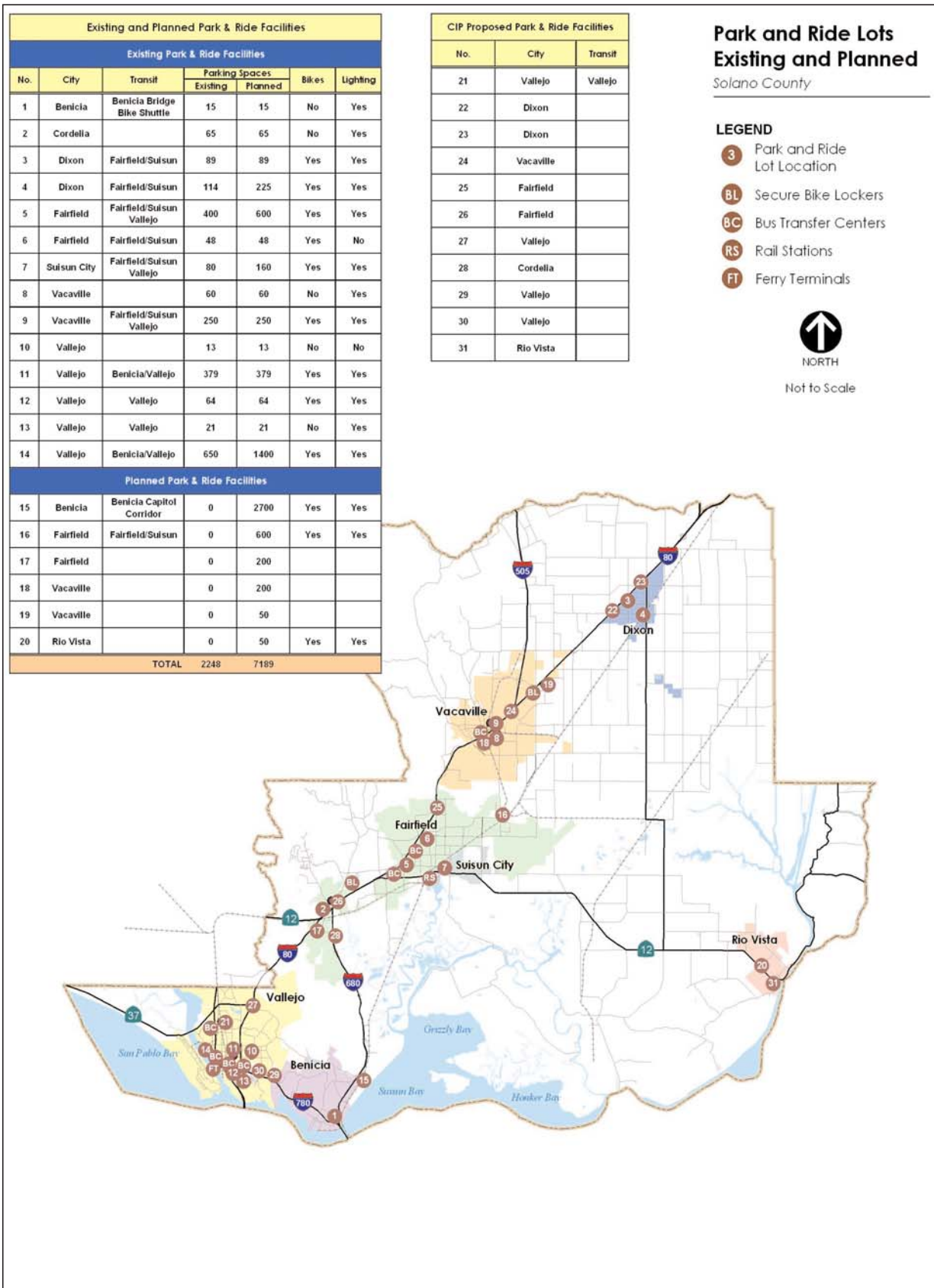
The Bicycle Plan recommends the development of a comprehensive bikeway and pedestrian system in Solano County with a total of 138 miles of paths, lanes and routes. The plan calls for the investment of \$53 million over the next 20 years to accomplish this goal.

Short-term projects include the following improvements.

- Solano Bikeway (Vallejo-Fairfield)
- Jepson Parkway Bike Route
- Central County Bikeway (SR 12)
- Dixon to Davis Bike Route
- Highway 37 Bike Route
- Bay and Ridge Trails



Other planned programs include a Countywide Signing Program using new "Solano Bike Route" signs, an enhanced bicycle education program for students and adults, and improved bicycle parking and transit standards.



LEGEND

PROPOSED SYSTEM

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route

EXISTING SYSTEM

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route

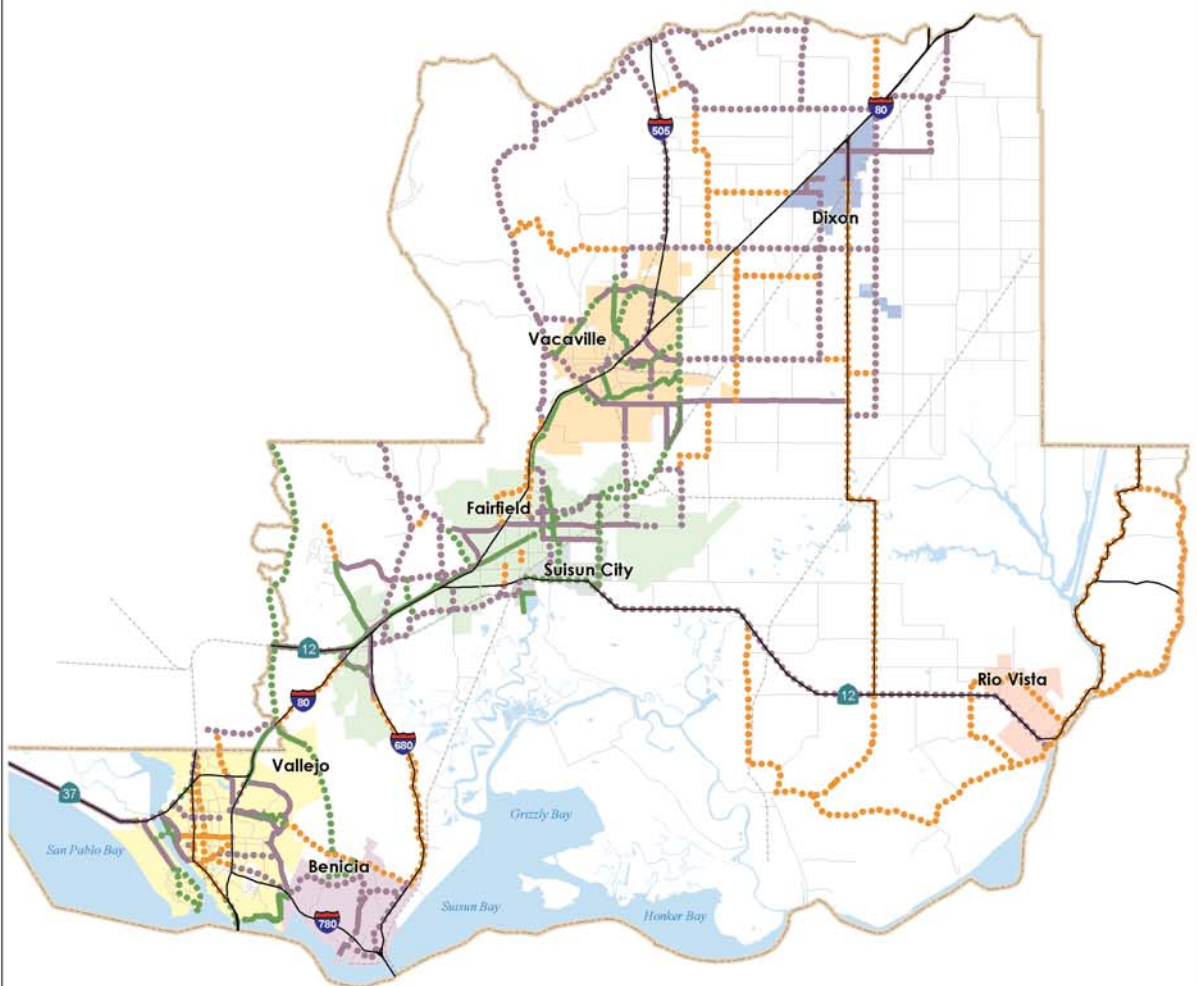
Bicycle System Needs

Solano County



NORTH

Not to Scale





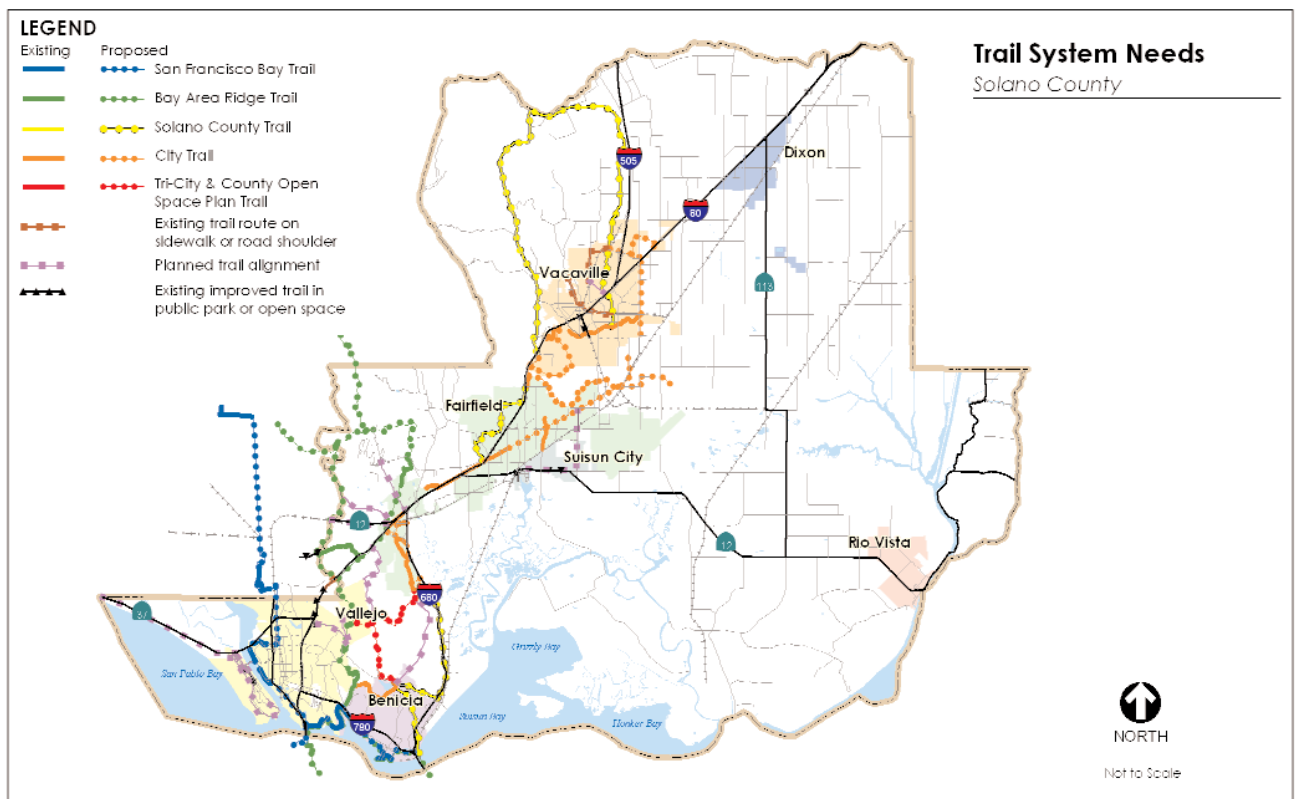
TRAIL SYSTEM

The purpose of the Countywide Trails Plan is to facilitate development of a comprehensive regional system of trails and pathways between communities; to major parks, open space and resource areas; and to pedestrian-oriented zones and destinations such as downtowns and community centers. Many trails and paths are also part of the bicycle system. Beyond getting

from place to place, the goal of the trails system is to provide the opportunity to travel in or to a park or open space setting, separated from roadways if possible. This is beneficial for the safety of users, especially children; the recreational opportunities offered, and for the environmental benefits of having access to nature close to home.

Phase 1 of the Countywide Trails Plan entailed work with the Trails Advisory Committee and STA member agencies to create a status report on existing and planned regional trails in the County. The Phase 1 work has been incorporated into the Comprehensive Transportation Plan. Phase 2, initiated concurrently with Phase 1, entails preliminary engineering, environmental studies, and Caltrans permitting for the Vallejo Bay Trail Connector, a key regional trail connecting existing trails on the bluffs east of the Carquinez Bridge in the Glen Cove area to Sonoma Boulevard in central Vallejo.

Phase 3 of the Countywide Trails Plan, anticipated to be completed during 2003, entails further work with the Trails Advisory Committee, STA member agencies, and the public to plan new and extended trails to create a comprehensive trails and pathways system throughout Solano County.



AIR QUALITY & ALTERNATIVE FUELS PROGRAM

New transportation technologies have the potential to reduce dependence on fossil fuels and offer significant air quality, economic, and environmental advantages. STA's role in this arena is to provide guidance, funding and assistance on transportation plans and strategies related to State and Federal air quality standards.

The CTP calls for the STA to assist in the planning, development and funding of alternative fueling stations.

TRANSPORTATION FOR LIVABLE COMMUNITIES & TRANSPORTATION ENHANCEMENTS PROGRAM

The Bay Area Regional Transportation for Livable Communities Program was developed by the Metropolitan Transportation Commission in 1998 to help develop and plan community-oriented transportation projects. The program supports projects that encourage the use of alternative modes; provide for compact development; and enhance a community's mobility, identity and quality of life.

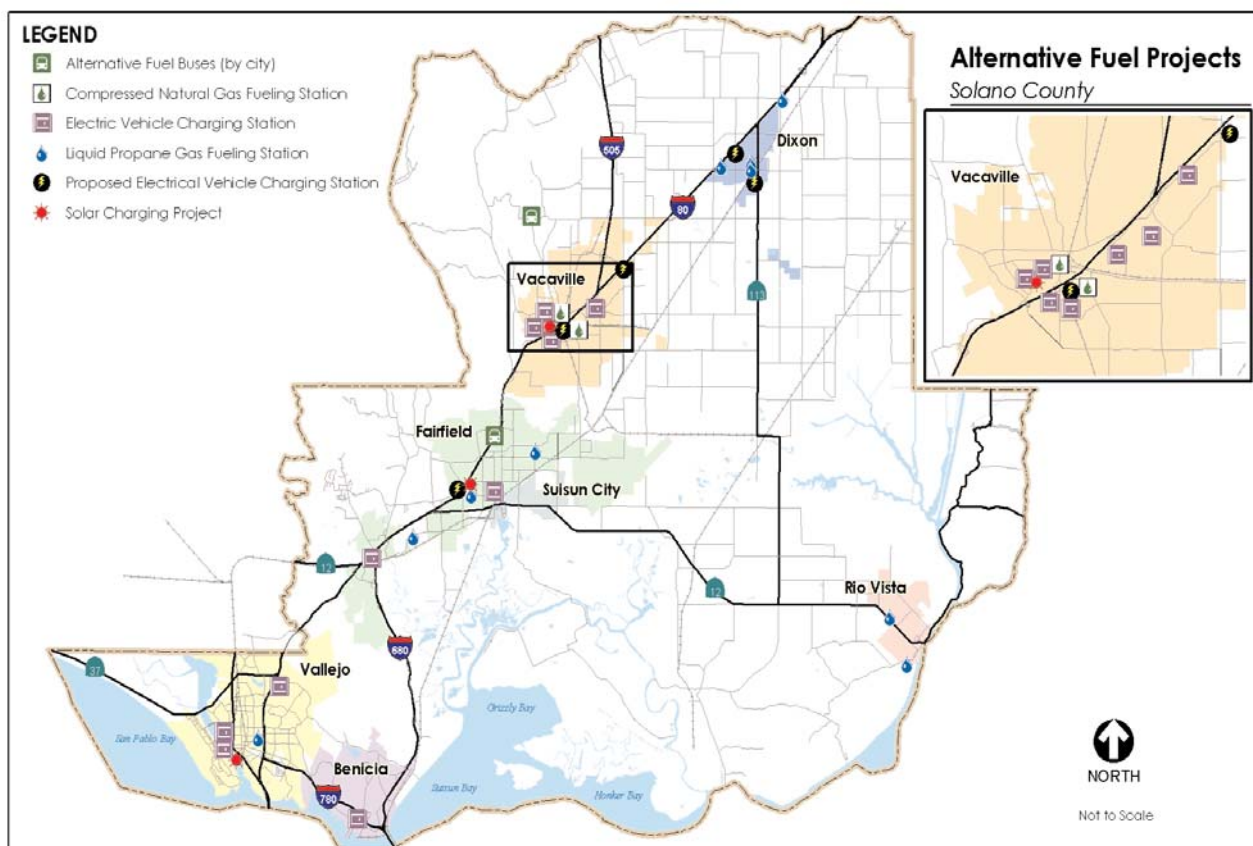
To date, the STA has assisted agencies in Solano County in obtaining more than \$3 million in Transportation for Livable Community and enhancement grants allocated by the MTC.

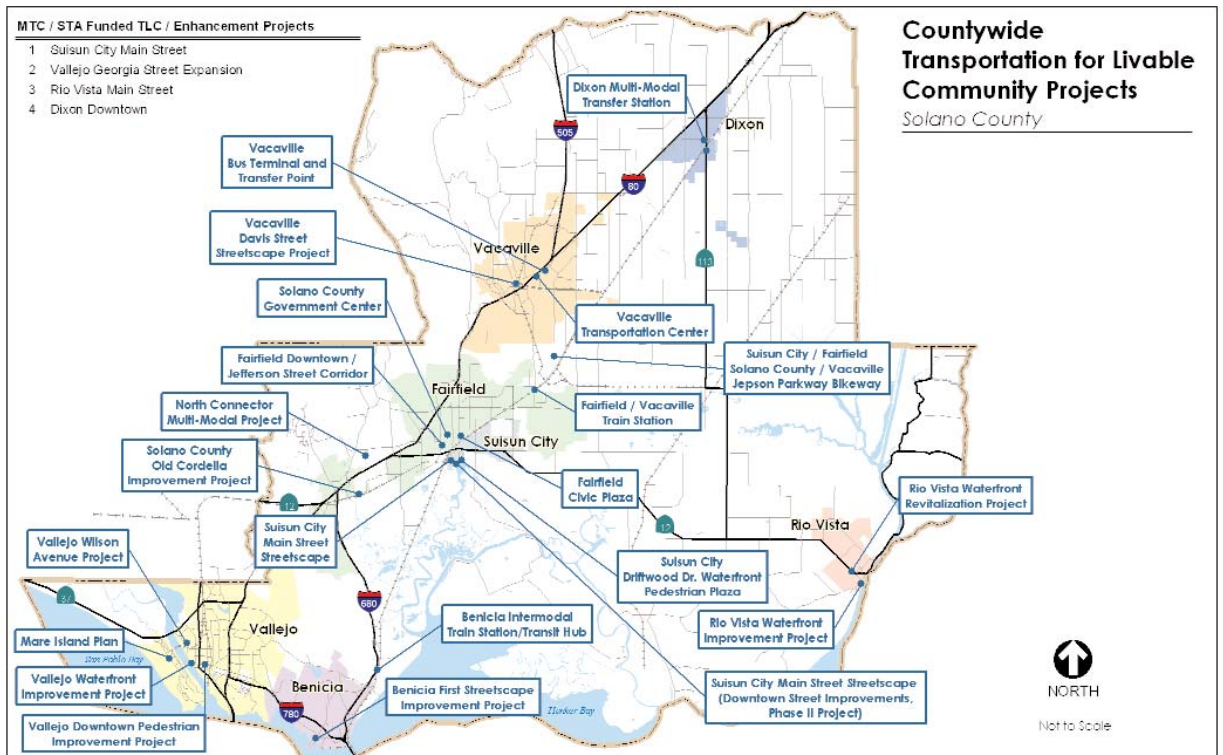
The STA plans to further support TLC and enhancement projects by implementing a Solano TLC Program utilizing discretionary federal funds. The program will be modeled after the MTC program and a similar program in San Mateo County.

TRANSPORTATION-LAND USE LINKAGE

The STA has actively supported the efforts of its member agencies to build livable communities through such projects as the Jepson Parkway Concept Plan. The STA will support these ongoing efforts through its transportation investment strategies including the planned Solano TLC program described above.

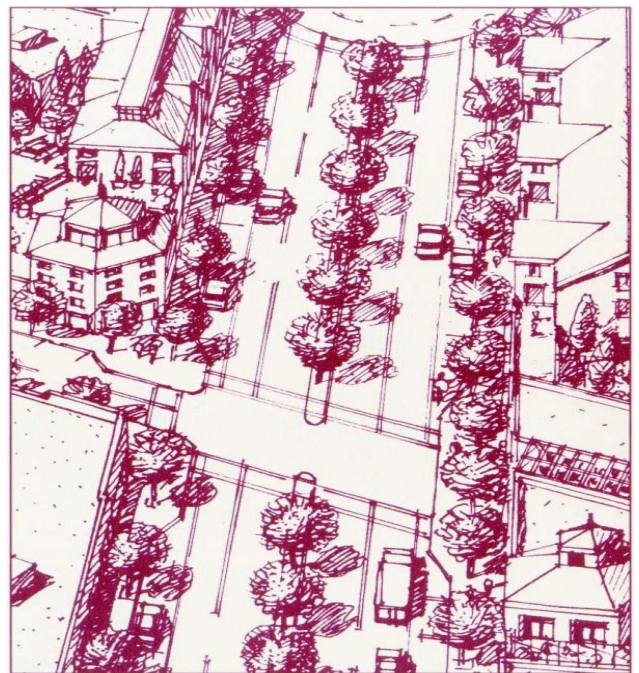
The MTC Regional TLC program was developed based on the recognition that transportation investments can provide a significant benefit to projects that link transportation and land uses.





The U.S. Environmental Protection Agency recently launched a public education campaign focusing on the transportation-land use linkage. The EPA identifies 10 principles including mixed land uses, compact building design, walkable neighborhoods, open space preservation, and a variety of transportation choices.

The CTP calls for the STA and its member agencies to develop a "Best Practices" program. Through the program, the STA would work with member agencies to define and implement strategies that will result in land use and development that are consistently supportive of alternative modes and efficient auto use.



VII. FUNDING ELEMENT

The following funding element identifies funding that is committed to programs, long-term transportation needs, long-term revenues, the funding shortfall, and potential new revenue options for Solano County.

LONG-TERM TRANSPORTATION NEEDS

The long-term transportation needs of Solano County include those identified in the RTP and those identified by jurisdictions in the STA Transportation Needs Survey conducted for the CTP 2025.

MTC's Regional Transportation Plan serves as the baseline in identifying the long-term needs. The programs and projects identified in the RTP would cost approximately \$2.86 billion to implement.

Additional transportation needs identified in the STA Survey by each of the member agencies, total an additional \$1.1 billion.

The total transportation need identified for Solano County through the year 2025 is therefore approximately \$4.0 billion based on the following revised list entitled "CTP 2025 Funding Needs."

LONG-TERM REVENUES

MTC forecasts that Solano County will receive approximately \$870 million in transportation revenues over the next 20 years from currently available funding programs. An additional \$30 million in local traffic impact fees is currently programmed for the \$340 million in local transportation needs identified by member agencies.

FUNDING SHORTFALL

Solano County has an estimated funding shortfall of approximately \$3.1 billion over the next 20 years, based on currently available information on transportation needs.

Several planning efforts are underway to determine the scope and budget of additional improvements that may be required on the state highway system.

Comprehensive Transportation Plan 2025 Funding Needs

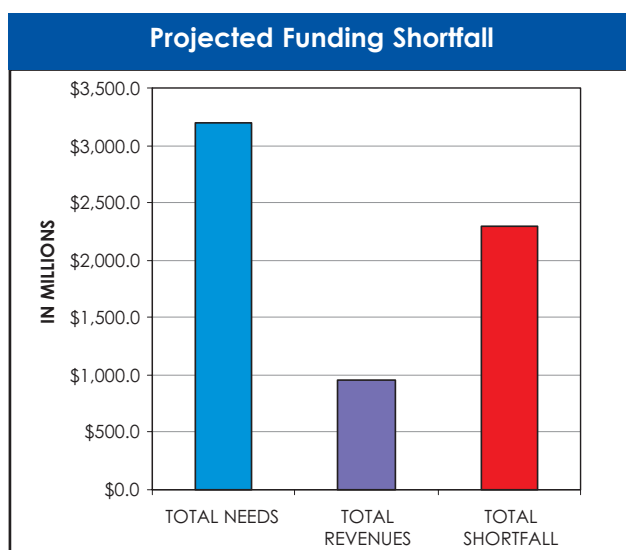
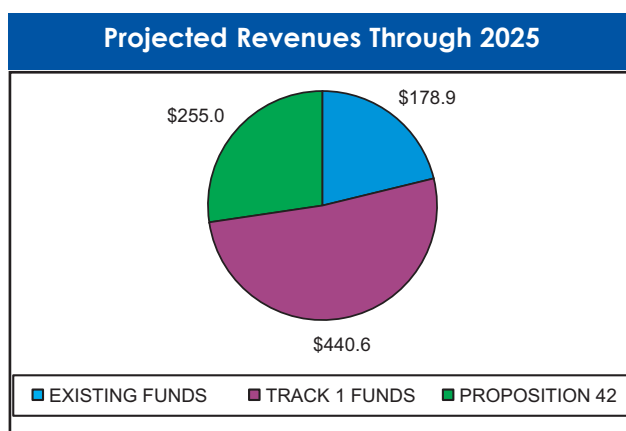
(All costs in millions of 2001 dollars)

PROJECT/PROGRAM	TOTAL COSTS	EXISTING FUNDING	TRACK 1 ¹ FUNDS	SHORT-FALL	TRACK 2 FUNDS	NET AFTER TRACK 2
TRANSIT ELEMENT						
Bus, Ferry & Paratransit Operating Shortfall	75.0	-	-	75.0	75.0	-
Vallejo Transit Capital Replacement	40.1	-	40.1	-	-	-
Intercity Transit Hubs	49.0	-	5.0	44.0	7.0	37.0
Intercity Bus Transit Plan (Phase 3)	177.0	-	-	177.0	-	177.0
I-80 Express Bus Capital Improvements	20.4	-	3.5	16.9	16.9	-
I-680 Express Bus Capital Improvements	4.1	-	2.1	2.0	2.0	-
Vallejo Ferry Terminal Improvements	93	14.6	10.4	68.0	5.0	63.0
Paratransit Capital Improvements	14.0	-	-	14.0	-	14.0
Paratransit Service Expansion	40.0	-	-	40.0	-	40.0
Subtotal	747.6	14.6	71.1	661.9	125.5	536.4
ARTERIALS, HIGHWAYS & FREEWAYS ELEMENT						
I-80/I-680/SR 12 Interchange	740.0	38.0	135.0	567.0	227.0	340.0
Jepson Parkway Project	141.0	52.5	43.0	45.5	-	45.5
SR 12 (Jameson Canyon ²)	62.4	4.2	58.2	-	-	-
I-80 Widening (Vacaville to Dixon)	60.0	8.0	12.5	39.5	22.5	17.0
I-80 Corridor Improvements (Segments 4,6, & 7) ³	150.0	-	-	150.0	-	150.0
Local Interchange Improvements	350.0	-	10.0	340.0	290.0	50.0
STP Planning Funds for County	3.2	-	3.2	-	-	-
Widen SR 37 to 4 lanes with mitigation	154.5	-	-	154.5	154.5	-
SR 12 Improvements (I-80 to Sac. River)	109.0	-	-	109.0	109.0	-
SR 113 (I-80 to SR12) ³	50.0	-	-	50.0	-	50.0
I-80 HOV Lanes (I-680 to I-505)	150.0	-	52.4	97.6	97.6	-
I-80 and/or I-680 HOV Lane Projects ³	100.0	-	-	100.0	100.0	-
Road Maintenance (all local roads)	554.2	-	165.5	388.7	-	388.7
SR 12 Safety Project (I-80 to Sac. River)	34.0	32.0	2.0	-	-	-
Safety Projects	28.0	-	3.0	25.0	25.0	-
Local Arterial Improvements	339.41	29.55	-	309.86	-	309.86
Subtotal	3025.71	164.25	484.8	2376.66	1025.6	1351.06
ALTERNATIVE MODES ELEMENT						
Bicycle/Pedestrian Improvements	53.0	-	5.0	48.0	33.0	15.0
Trail Improvements	9.2	-	-	9.2	-	9.2
Park-and-Ride Lots	28.0	-	3.0	25.0	25.0	-
Ridesharing Program	16.1	-	-	16.1	-	16.1
County TLC/Enhancement Program	100.0	-	9.7	90.3	6.4	90.3
Subtotal	206.3	-	17.7	188.6	58.0	130.6
Prop. 42 Capital Funds (RTIP)	-	-	148.0	<148.0>	-	<148.0>
TOTAL	3,979.61	178.85	721.16	3079.16	1209.1	1870.06

¹ Track 1 funds come from federal, state, and local programs that are currently available. Track 1 funds include revenues from Proposition 42 passed in March 2002. Track 2 funds would come from new revenue sources such as a local sales tax and increased funding through new programs.

² The total cost noted for the Route 12 (Jameson Canyon) Project is for the portion within Solano County only, and does not include the portion in Napa County.

³ Preliminary estimate pending completion of Major Investment Studies.



RTP TRACK 1 ELEMENT

The Regional Transportation Plan (RTP) prepared by the Metropolitan Transportation Commission is a long-range transportation plan for the nine-county San Francisco Bay Area. The RTP includes a funding element for each of the nine counties, including Solano County. The funding element identifies projects that are planned for funding through the year 2025.

Federal law requires that the RTP be financially constrained. The MTC has interpreted this as meaning that only those federal, state and local revenues that are currently available are identified as revenues. No new revenue sources are assumed to be available.

The 2001 RTP projects a total of \$87 billion in transportation revenues (2001 dollars) will be available over the next 20 years. About 90 percent, or nearly \$79 billion of this revenue is already committed by previous actions. This committed funding is used to maintain and

expand Bay Area transit systems (82%), maintain local roads (14%), expand highways (2%), and other programs (2%).

The MTC defines uncommitted, discretionary funding that is available for new projects and programs as "Track 1" funds. The Track 1 funds consist of federal discretionary and flexible funds, certain state funds allocated through the State Transportation Improvement Program (STIP) and a small amount in regional toll funds for transit expansion projects. Approximately \$7.7 billion in Track 1 funds are available to all of the Bay Area counties in the 2001 RTP. Solano County's share of these new Track 1 funds is about \$440 million.

The RTP assumes that the following projects will receive highest level of Track 1 funds forecast for Solano County over the next 20 years.

1. I-80/I-680 Interchange - \$135.0 million
2. Route 12 Widening from I-80 to SR 29 - \$58.2 million
3. I-80 HOV Lanes from I-680 to I-505 - \$52.4 million
4. Jepson Parkway - \$43.0 million
5. Vallejo Transit Capital Replacement - \$40.1 million
6. Road Maintenance (MTS system & local) - \$31.5 million
7. I-80 Widening from Vacaville to Dixon - \$12.5 million
8. Vallejo Ferry Terminal - \$10.0 million
9. Capital Corridor Station Improvements - \$10.0 million
10. Local Interchanges - \$10.0 million

RTP TRACK 2 (BLUEPRINT) ELEMENT

The MTC has established a Track 2 element that identifies programs and projects that would be funded if new revenue sources become available in the future. Potential new revenue sources for Solano County include mechanisms such as a local sales tax program and a regional gas tax. Increased state revenues have already been secured with the passage of Proposition 42. The MTC estimates that Solano County would receive an additional \$1.2 billion with these new revenue mechanisms.

Key projects that would be funded with these new revenue sources are summarized as follows.

- I-80/I-680 Interchange
- Road Maintenance Shortfall

- I-80 HOV Lanes
- I-680 HOV Lanes
- Widening SR 12 West (Jameson Canyon)
- Widening SR 12 East (Suisun City)
- Local Interchange Improvements
- Expanded Ferry/Bus Service
- New Capitol Corridor Rail Stations
- Additional Bicycle Improvements
- Additional Park & Ride Lots

NEW REVENUE OPTIONS

Generating new transportation revenues for Solano County will be challenging given current voting thresholds. A local sales program, which is the most widespread mechanism for generating local transportation revenue, currently requires a 2/3 voter threshold be reached for passage.

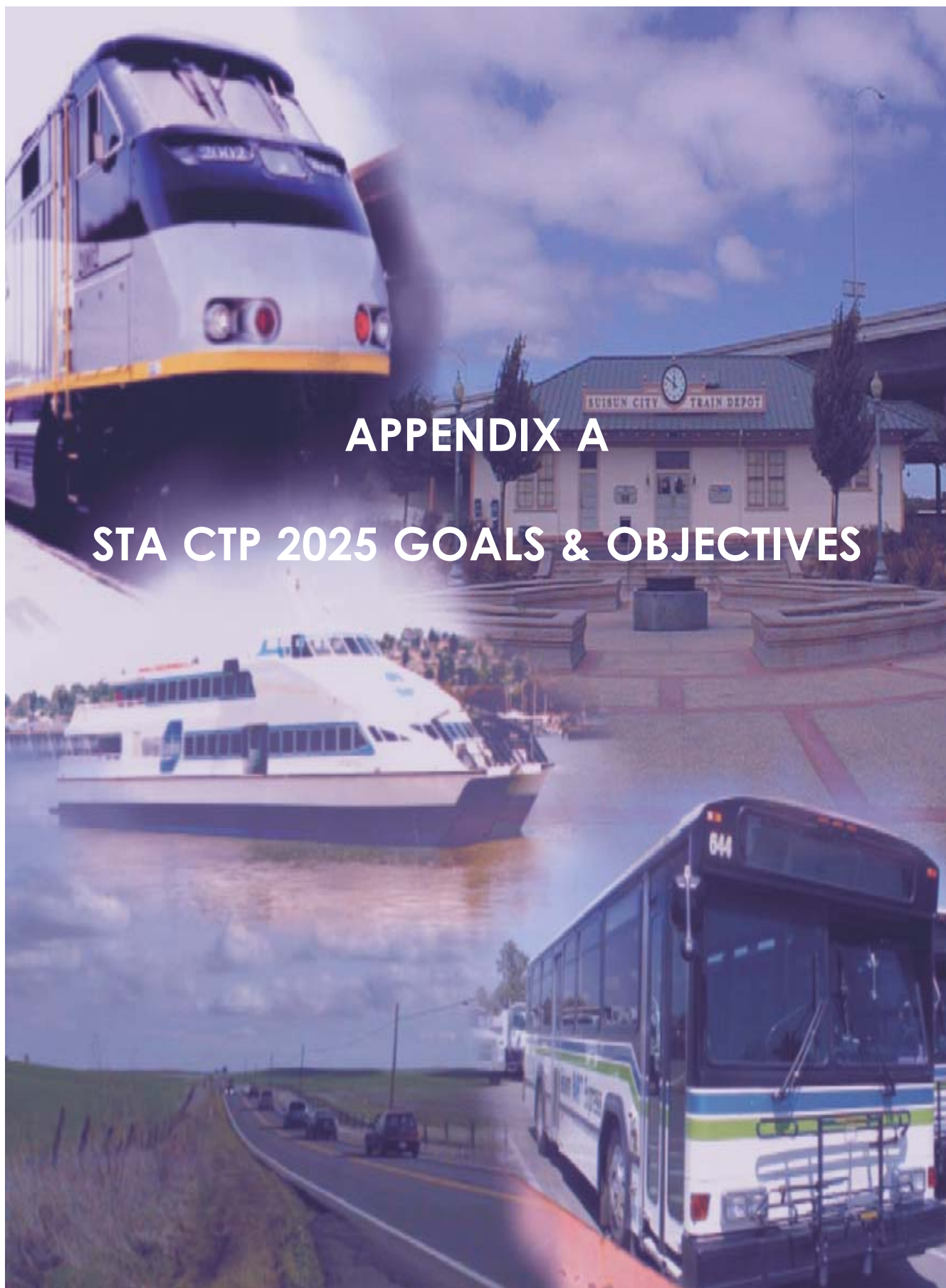
A transportation sales tax measure in Solano County would generate approximately \$1 billion over 20 years. The STA developed a preliminary list of projects that could comprise the expenditure plan for a sales tax measure in the 1998 Solano Transportation Plan. These projects were placed before the voters in Measure F in November 1998. The list of programs and projects included in the advisory measure was approved by 74% of the voters. The programs included road safety improvements, road maintenance, rail service to BART, expanded ferry service, synchronized traffic signals, increased commuter buses, the Jepson Parkway, upgrades to local roads and interchanges, improved transit for senior and disabled persons, and expanded bicycle routes.

Local traffic impact fees are levied on new development by each of the STA member agencies for use in constructing new local interchanges and roadways. To date, with the exception of contributions for widening SR 12 in Suisun City, local traffic impact fees have not been used in Solano County to make mainline improvements on the state highway system. The need for increased funding for transportation improvements has seen many jurisdictions pursue multi-jurisdictional fee programs for regional transportation improvements such as HOV lanes, freeway improvements, and major regional interchanges.

Orange County established a regional fee program in 1984 that has been collected by the Transportation Corridor Agencies to provide funding for the Route 91 project. The Orange County fee program is projected to generate approximately \$950 million through 2020. The East Contra Costa Regional Fee & Financing Authority was established in 1994 to collect regional transportation fees from four jurisdictions to supplement state and federal funding for improvements to State Route 4, the State Route 4 Bypass, and the Buchanan Road Bypass. The regional fee is projected to generate approximately \$189 million in revenues through the year 2020. These two regional fee programs, which are distinct from local traffic fee programs, have fees that range from \$2,000 to \$4,500 per equivalent dwelling unit.

The Metropolitan Transportation Commission has the authority to place a regional gas tax on the ballot in the nine-county Bay Area. As with the transportation sales tax measure, a regional gas tax would require a 2/3 voter threshold be reached for passage. According to the MTC, Solano County would receive an additional \$125 million over 20 years if a four-cent per gallon regional gas tax measure were passed in fiscal year 2007.

Another potential source of new revenue for Solano County is future Bridge Toll revenues. Recently, the MTC programmed up to \$100 million in projected future toll revenues for the I-80/I-680/SR 12 interchange project. The level of revenue that will be provided depends on whether additional funding are needed to complete the Bay Bridge Project.



APPENDIX A

STA CTP 2025 GOALS & OBJECTIVES

OVERALL GOALS & OBJECTIVES

The following goals and objectives apply to all elements of the Comprehensive Transportation Plan.

GOAL 1: Intermodal Systems

Develop a balanced transportation system that reduces congestion and improves access and travel choices through enhancement of roads, public transit, bicycle and pedestrian systems, intermodal facilities, and management techniques.

Objectives:

- A. Maintain level of service standards for transportation facilities.
- B. Address existing and future congestion levels by developing new programs and projects.
- C. Support the development of programs and projects that provide alternatives to single-occupant vehicle travel.
- D. Support the development of public transit, bikeway and pedestrian systems in each member jurisdiction to the maximum extent possible.
- E. Support integrated transportation/land use planning.
- F. Develop a plan and implementation measures necessary to provide improved connectivity between transportation modes.
- G. Support the development of accessibility standards that encourage travel between neighborhoods and access to transit.

GOAL 2: Quality of Life

Maintain and improve the Quality Of Life and reduce congestion in Solano County.

Objectives:

- A. Invest in programs and projects that support the community infrastructure of Solano County.

- B. Invest in programs and projects that support environmental and quality of life goals in the County and the Region.
- C. Invest in programs and projects that support continued and future economic development and reduce congestion throughout the community.

GOAL 3: Existing Facilities

Preserve the physical and operational condition of existing transportation facilities as a means of protecting past transportation investments.

Objectives:

- A. Seek new sources to provide sufficient funding in order to maintain existing transportation facilities to acceptable standards.
- B. Develop road rehabilitation policies and standards in order to maintain the existing road system to acceptable levels.
- C. Maintain and improve the existing transit systems and facilities to acceptable levels.

GOAL 4: Safety

Provide the safest possible transportation system for all users.

Objectives:

- A. Update the Solano Travel Safety Plan and fund safety measures in order to provide a safer transportation system that meets acceptable or higher standards.

GOAL 5: Environment/Air Quality

Invest in transportation facilities or services that yield environmental and air quality benefits whenever feasible.

Objectives:

- A. Work with other agencies to develop and implement programs necessary to meet federal and state air quality standards.
- B. Support projects that yield long range environmental and air quality benefits.

GOAL 6: Funding

Develop a consensus and advocate for sufficient and stable funding sources to construct, maintain and operate all needed transportation programs and projects for Solano County over the next 25 years.

Objectives:

- A. Advocate and compete for the maximum amount of funds from the various state, federal and regional programs in order to fully fund projects of regional and countywide significance.
- B. Work with member agencies and various local groups in order to develop a consensus for new funding sources.
- C. Develop policies for prioritizing the allocation of existing transportation funds.

GOAL 7: Project Delivery

Meet the transportation needs of residents, employees, businesses and visitors of all incomes ages and physical conditions through the timely delivery of transportation investments.

Objectives:

- A. Take all necessary actions in order to meet all state and federal obligation deadlines.
- B. Implement funded projects in a timely manner.
- C. Support state and federal legislation to streamline state and federal project delivery processes to facilitate project delivery.
- D. Support policies that improve environmental review processes to minimize conflicts between transportation and environmental requirements.

GOAL 8: Environmental Impacts

Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

- A. Mitigate potentially significant impacts to a level of less than significant.

TRANSIT GOALS & OBJECTIVES

TRANSIT GOAL 1:

Develop a Comprehensive Transit System for Buses, Rail and Ferries to meet future demand.

Objectives:

- A. Provide intercity public transit services with convenient access to developed areas of the county

Objective A Policy Actions:

- 1. Provide intercity service coverage with convenient access for the County's population.
- 2. Provide basic non-commute oriented intercity services seven days a week.
- 3. Provide hours - of- service weekday service coverage as needed.
- 4. Meet ADA requirements for fully accessible intercity services.
- 5. Provide linkages to all major travel and commute destinations within and outside Solano County.
- B. Provide improved and new services to maximize usage and minimize traffic congestion

Objective B Policy Actions:

- 1. Maximize intercity patronage.
- 2. Provide reliable service.
- 3. Provide competitive travel times to automobile travel.
- 4. Provide convenient access to intercity service stops.
- 5. Provide comfortable, safe and passenger friendly stop facilities.
- 6. Provide easy to remember frequent service.
- 7. Define fare policy for easy payment and affordable fares, incorporating the new TransLink technology and addressing the needs of low and moderate income persons.

8. Provide a choice of mode in the I-80 and 680 corridors.
 9. Support congestion relief objectives.
 10. Set priorities for new intercity transit and countywide paratransit services.
 11. Set new intercity and commuter rail service priorities.
- C. Provide efficient intercity transit services to maximize ridership and cost effectiveness

Objective C Policy Actions:

1. Prioritize capital investment to favor riders per dollar and coverage equity.
 2. Minimize Operating and Maintenance costs per vehicle-mile, vehicle-hour, passenger and passenger mile served.
 3. Balance service supply with passenger demands.
 4. Coordinate intercity services with other regional providers.
 5. Encourage use of high capacity alternative travel modes.
 6. Provide funding for priority countywide transit services
- D. Integrate intercity services with local transit and other modes to provide a seamless multi-modal transportation system

Objective D Policy Actions:

1. Provide safe and convenient pedestrian access to intercity service stops.
2. Provide for bicycle carry on for bus/train/ferry and bicycle lockers at key stops.
3. Structure service around time transfer hubs/stations to maximize transfer opportunities.
4. Configure HOV facilities to be transit accessible and maximize usage of these facilities.
5. Develop countywide HOV system and priorities for implementation.
6. Coordinate Solano County service plan and operations with other providers in the Region.
7. Coordinate passenger information and marketing efforts.
8. Coordinate fare and transfer policies.
9. Study the feasibility of consolidating transit providers in Solano County.

- E. Address Environmental Justice issues as part of the transit programs.

Objective E Policy Actions:

1. When improving and expanding various transit services, the transit operators should address the needs of low and moderate income persons whenever feasible.
2. Support proposals of the SolanoWorks (Welfare-to Work) program whenever feasible.

ARTERIALS, HIGHWAYS & FREEWAYS GOALS & OBJECTIVES

ARTERIALS, HIGHWAYS & FREEWAYS GOAL 1: Preserve System

Preserve the physical and operational condition of existing roadway facilities as a means of protecting past transportation investments and maintaining an efficient system.

Objectives:

- A. Encourage member jurisdictions and Caltrans to maintain level of service (LOS) E or better conditions during the a.m. and p.m. peak hours on roadways of county wide significance.
- B. Prepare long-term corridor plans to upgrade and widen roadways of county wide significance to provide adequate peak hour and peak period traffic operations.
- C. Develop a list of priority projects for arterials, highways and freeways for STIP, SHOPP, and federal reauthorization funds.
- D. Focus countywide funds to enhance and improve roadways of countywide significance.
- E. Update the roadways of countywide significance and the list of priority projects every two years.

ARTERIALS, HIGHWAYS & FREEWAYS GOAL 2: Serve Highway Needs

Develop a plan and implementation program for the highway system that serves future needs.

Objectives:

- A. Complete the I-80/I-680/I-780 Corridor Study and identify needed improvements to the highway system in Solano County including State Routes 12 and conduct State Route 113 Major Investment Study.
- B. Prepare long-term corridor plans for all roadways of countywide significance that are not on the state highway system.
- C. Support improvements to roadways of regional significance based on the need to improve transportation system efficiency balanced with quality urban design and, where appropriate, design roadways with consideration for transit, bikeway and pedestrian facilities.
- D. Give priority to improvements of highways and roadways that also serve as major transit corridors.

ARTERIALS, HIGHWAYS & FREEWAYS GOAL 3:

Develop a plan and implementation program for a High Occupancy Vehicle (HOV) system, rail and other alternatives that serves future transit, carpool and vanpool users.

Objectives:

- A. Prepare a Project Study Report for the planned HOV lane on I-80 from I-680 to I-505.
- B. Conduct planning studies to determine the feasibility of HOV lanes on I-680 and segments of I-80 through Vallejo and Dixon.
- C. Develop measures to acquire rights-of-way to support long-range plans for HOV lanes, rail and other alternatives.

ARTERIALS, HIGHWAYS & FREEWAYS GOAL 4:

Develop a plan and implementation program for regional and local interchanges that provide linkages to the roadways of countywide significance.

Objectives:

- A. Develop criteria for identifying and

prioritizing interchange projects of regional significance.

- B. Develop a list of priority interchange projects of regional significance.
- D. Conduct appropriate planning and environmental studies to allow for implementation of measures to protect rights-of-way.

ARTERIALS, HIGHWAYS & FREEWAYS GOAL 5:

Develop a plan and implementation program for a traffic management system that serves future needs.

Objectives:

- A. Develop a plan, working with member agencies and Caltrans, for a traffic management system on the roadways of countywide significance.
- B. Develop a consistent set of access management guidelines for arterials contained in the roadways of countywide significance.

ARTERIALS, HIGHWAYS & FREEWAYS GOAL 6:

Develop the travel forecasting tools to evaluate the effectiveness of future transportation improvement options.

Objectives:

- A. Develop a new multi-modal travel demand model build on a GIS platform.
- B. Identify performance measures (i.e., capacity, vehicle miles traveled, average commute time, total hours of congestion, etc.) and associated policies for application in defining and determining how future transportation mobility goals are being met.

ARTERIALS, HIGHWAYS & FREEWAYS GOAL 7:

Identify right-of-way preservation measures necessary to meet long-term demand.

Objectives:

- A. Identify long term right-of-way preservation measures necessary to provide for future potential improvements needed along travel corridors and roadways of countywide significance.

ALTERNATIVE MODES GOALS & OBJECTIVES

ALTERNATIVE MODES GOAL 1:

Emphasize Alternative Transportation Modes are an integral part of travel and commuting in Solano County, by implementing and maintaining a transportation system that provides for transit integration and makes the use of alternative modes that are convenient, safe, efficient, and cost effective.

Objective A - Implement Short and Long Range Bicycle and Pedestrian Trail Systems:

Objective A Policy Actions:

1. Update the Countywide Bicycle Plan periodically and develop a Countywide Trail/Pedestrian Plan to maintain eligibility for State and Federal funding.
2. Provide funding only for bicycle and pedestrian projects included in the Countywide Bicycle Plan and Countywide Trails Plan.
3. Coordinate with local jurisdictions to ensure appropriate opportunities for bicycle and pedestrian connections are planned, constructed, and maintained.

Objective B - Maximize Multi-modal connections:

Objective B Policy Actions:

1. Prioritize funding for multimodal projects included in the Comprehensive Transportation Plan.
2. Coordinate with local jurisdictions to ensure appropriate opportunities for multi-modal connections are planned, constructed, and maintained.

Objective C - Develop a Solano County TLC/Enhancements Program:

Objective C Policy Actions:

1. Utilize local discretionary federal funds to provide funding for integrated transporta-

tion/land-use projects that are identified in the Comprehensive Transportation Plan.

2. Coordinate with local jurisdictions to develop candidate projects for inclusion in the Comprehensive Transportation Plan.

Objective D - Provide incentives to expand ridesharing modes:

Objective D Policy Actions:

1. Develop marketing and educational strategies to inform private employers of the benefits of ridesharing.
2. Implement and expand programs that provide ridesharing incentives and encourage additional ridesharing activities.
3. Plan for and prioritize funding for additional park-and-ride lots or spaces throughout the County.
4. Support long-term funding opportunities to encourage employers to develop rideshare programs.
5. Maintain rideshare mode split with County growth.
6. Maintain Rideshare Program in Solano County in partnership with regional programs.

Objective E - Advance the understanding of both the environmental and economic benefits and costs of using clean technologies and alternative fuel vehicles.

Objective E Policy Actions:

1. Pursue various air quality strategies including funding for Alternative Fuels infrastructure.
2. Encourage and assist local and regional transit service providers to continue to purchase and use new alternative fuels and clean technology buses for their fleets.
3. Encourage local agencies to purchase alternative fuels and clean technology vehicles for their fleets.
4. Support the BAAQMD and YSAQMD in their endeavor to assist local agencies on code revision and development conducive to the use of clean and alternative fuel vehicles and fuels.
5. Develop transportation/land use strategies that could be incorporated into general plan updates.

Objective F - Improve and increase available alternative fuel infrastructure and support services and funding.

Objective F Policy Actions:

1. Develop alternative fuels marketing and educational strategies.
2. Explore the opportunity to create partnerships for shared access to new and existing refueling stations.
3. Support the development of electric vehicle recharging infrastructure at public and commercial locations.
4. Explore options available to assist in the installation of private business and/or home refueling infrastructure.