



Solano Transportation Authority

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# SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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October 14, 2016

*Via Electronic Mail*

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Steve Heminger  
Executive Director  
**Metropolitan Transportation Commission**  
375 Beale St.  
San Francisco, California 94105

Bradford Paul  
Deputy Executive Director  
**Association of Bay Area Governments**  
375 Beale St.  
San Francisco, California 94105

**RE: STA Comments on the Draft Preferred Scenario for Plan Bay Area 2040**

Dear Mr. Heminger and Mr. Paul:

The Solano Transportation Authority (STA) appreciates this opportunity to provide comment on the Draft Preferred Scenario for the update of Plan Bay Area 2040. First, we would like to thank the staff of MTC and ABAG have made both to audiences in Solano County and to the Bay Area Congestion Management Agencies. As a result, we believe we are well informed as to the contents of the Draft Preferred Scenario. Overall, STA supports the transportation investments and regional land use projections found in the Draft Preferred Scenario with three specific requests for modification.

Our first comment pertains to the elimination of the extension of the Express Lanes Network on Interstate 80 from Air Base Parkway to I-505. STA has been working with Caltrans, and MTC, through the Bay Area Investment Finance Authority (BAIFA) and the Bay Area Toll Authority (BATA), to convert the High Occupancy Vehicle (HOV) lanes on I-80 to Express Lanes and to extend the I-80 Express Lane system. This extension will support both the existing and planned expansion of the intercity commuter bus program in Solano County, known as Solano Express, with the added benefit of helping expand the county's carpool and vanpool participation rates. Second, it will address a significant freeway congestion point in Solano County, which occurs where the HOV lane ends and the freeway width drops from five lanes to four.

The conversion of the I-80 HOV Lanes to Express Lanes and the extension of the Express Lane network from Fairfield in to Vacaville is already being designed by STA with funding provided by BATA , and can be accomplished within the next five years. For this reason, STA requests that the fully funded Solano Express Lane conversion and extension project be included in the transportation investments contained in the Draft Preferred Scenario.

There are additional express Lanes planned for Solano County. These include both Interstate 80 through the City of Vallejo and Interstate 680 from the Benicia Bridge to Interstate 80. Because these are longer term projects, STA requests that they be shown as projects for study, and not fully funded for construction. They should nonetheless be included in the Draft Preferred Scenario.

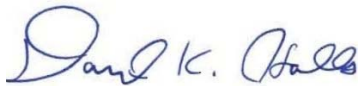
Our second comment is related to details of projected growth. Specifically, the housing development projected for unincorporated Solano County shows an additional 7,800 dwelling units in the timeframe from 2010 to 2040. During the same time period, the City of Fairfield is projected to grow by only 4,500 new dwelling units. We believe that this is caused by MTC and ABAG not accurately reflecting annexations that have already occurred from the County into the City of Fairfield. This increase in projected housing growth in the unincorporated County is in conflict with the Solano County voter

approved Orderly Growth Initiative passed in the 1980 and subsequently extended by Solano County voters in 2008. We request MTC and ABAG staff modify their maps and data to accurately reflect the amount and location of the new housing development around the Fairfield Vacaville intermodal station in northeast Fairfield.

Our third comment is more general. STA understands that MTC and ABAG must create a plan that meets the requirements of SB 375. To do that, the agencies in part rely upon new and not yet fully vetted modeling techniques, including use of UrbanSim. The result of that modeling is a projection that Solano County and its seven cities will have a slightly more housing that is shown in the current (2035) version of Plan Bay Area, but will have almost 22,000 fewer jobs than is currently projected. Based upon past and current land use development, we believe that the Draft Preferred Scenario Significantly under estimates future employment growth in Solano County. This would result in a significant increase in the jobs and housing imbalance for Solano County resulting in increased traffic impacts, air quality impacts and would be inconsistent with state, regional and local efforts to achieved SB 375 goals for reduction of greenhouse gases.

Thank you again for this opportunity to participate in the development of the Draft Preferred Scenario for Plan Bay Area 2040 and for considering these comments. Please contact Robert Macaulay, Director of Planning for any questions at (707) 424-6075 or email him at [rmacaulay@sta.ca.gov](mailto:rmacaulay@sta.ca.gov).

Sincerely,



Daryl Halls  
STA Executive Director

Cc: STA Board Members  
Bill Emlen, Director of Resource Management, County of Solano  
Karl Dumas, Director of Community Development, City of Fairfield  
Robert Macaulay, Director of Planning, STA