



PEDESTRIAN ADVISORY COMMITTEE (PAC) MEETING AGENDA

6:00 p.m.- 7:30 p.m., Thursday, June 4, 2026

Meeting is being provided both in-person at: 423 Main St., Suisun City, CA 94585

STA Zoom Link

https://us02web.zoom.us/j/85785378981?pwd=ZXJ7zKpNBUb1pbOf7zXEFfCyW9Bw8f.1

Join by Phone: 1(669) 444-9171

Meeting ID: 857 8537 8981, Passcode: 303484

ITEM

STAFF PERSON

- 1. CALL TO ORDER/INTRODUCTIONS/CONFIRM QUORUM (6:00 – 6:05 p.m.) Teresa Booth, Chair
2. APPROVAL OF AGENDA (6:05 – 6:10 p.m.) Teresa Booth, Chair
3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS (6:10 – 6:15 p.m.) Teresa Booth, Chair
- Recap of the 2026 Bike to Wherever Days Dulce Jimenez, STA
4. CONSENT CALENDAR Teresa Booth, Chair
Approve the following consent item in one motion. (6:15 – 6:20 p.m.)
A. PAC MEETING MINUTES Josue Jimenez, STA
Recommendation:
Approve the PAC Meeting Minutes of April 2, 2026
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5. PRESENTATIONS
A. None.

2026 PAC Members

Table with 6 columns listing members: Diane Dooley (City of Benicia), Joseph Green-Heffern (City of Fairfield), Bob Berman (Bay Area Ridge Trail), David George (City of Suisun City), Teresa Booth (City of Vallejo), Cookie Clark (City of Vacaville), Avery Livengood (Member at Large), Virginia Hernandez-Chavez (Solano County), Patrick Murphy (City of Rio Vista), Vacant (Member at Large), Vacant (City of Dixon).

6. INFORMATIONAL ITEMS – DISCUSSION

A. Update on the Solano Coordinate Call for Projects (6:20 – 7:00 p.m.)

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- i. One Bay Area Grant Cycle 4 (6:20 – 6:30 p.m.) Jasper Alve, STA
- ii. Solano Community Action Resource and Empowerment (CARE) Funding Program Cycle 1 (6:30 – 6:40 p.m.) Kathrina Gregana, STA
- iii. Transportation Development Act Article 3 (6:40 – 6:50 p.m.) Dulce Jimenez, STA
- iv. Transportation Fund for Clean Air (TFCA) 40% Fund Program (6:50 – 7:00 p.m.) Dulce Jimenez, STA

B. Final Drafts of the Comprehensive Transportation Plan (CTP) Element Project Lists (7:00 – 7:10 p.m.)

Dulce Jimenez, STA

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C. Discuss a potential submission to request adding e-bike safety to the upcoming STA 2027 Legislative Platform (7:10 – 7:20 p.m.)

Diane Dooley, PAC

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7. ACTION NON-FINANCIAL

A. None.

8. INFORMATIONAL ITEMS – NO DISCUSSION

A. None.

9. MEMBER UPDATE/ ROUND TABLE (7:20 – 7:30 p.m.)

PAC Committee

10. ADJOURNMENT

The next meeting will be a Joint PAC/PAC meeting held at 6:00 p.m., *Thursday, July 16, 2026*, at STA.

Special Joint BAC&PAC 2026 Meeting Dates:

Please mark your calendars for these dates

6:00 p.m., Thursday, July 16, 2026

6:00 p.m., Thursday, September 3, 2026

PAC 2026 Meeting Dates:

(The PAC meets every First Thursday of even months unless otherwise rescheduled)

Please mark your calendars for these dates

6:00 pm, Thursday, October 1, 2026

6:00 pm, Thursday, December 3, 2026

Questions?

Please contact STA Assistant Planner, Dulce Jimenez, at (707) 399-3214 or djimenez@sta.ca.gov

Translation Services: For document translation, please email: iec@ie-center.org

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Solano Transportation Authority
... working for you!

**PEDESTRIAN ADVISORY COMMITTEE (PAC)
Minutes for the Meeting of
April 2, 2026**

1. CALL TO ORDER/CONFIRM QUORUM

The meeting of the STA’s Pedestrian Advisory Committee (PAC) was called to order by Chair Booth at approximately 6:02 p.m. Quorum was confirmed. Chair Booth stated a land acknowledgment.

PAC Members Present (In Alphabetical Order by Last Name):

Bob Berman	Bay Area Ridge Trail
Teresa Booth – Chair	City of Vallejo
David George – Vice Chair	City of Suisun City
Joseph Green-Heffern (Zoom)	City of Fairfield
Virginia Hernandez-Chavez (Zoom)	Solano County
Avery Livengood (Zoom)	Member-At Large
Patrick Murphy	Member-At Large

Absent PAC Members

VACANT	City of Dixon
VACANT	City of Rio Vista
Beatryce “Cookie” Clark	City of Vacaville
Dr. Diane Dooley	City of Benicia

Others Present:

Jasper Alve (Zoom)	STA
Amy Antunano	STA
Annalee Barnard	STA College Intern
Kathrina Gregana	STA
Dulce Jimenez	STA
Josue Jimenez	STA
Steven Lowe	STA
Riley Martinson	County of Solano

2. APPROVAL OF AGENDA

On a motion by Virginia Hernandez-Chavez and a second by Bob Berman, the STA PAC unanimously approved the agenda. (7 Ayes)

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

Dulce Jimenez shared that the [Comprehensive Transportation Plan \(CTP\) Draft Element Project Lists](#) – was released for public comment, and the deadline to submit comments is April 20, 2026.

Summary of PAC Committee Comments:

Bob Berman informed the group that the City of Vallejo has agreed to be a project sponsor for the Vallejo Swett Ranch Ridge Trail Project, and that he would be submitting a request via the public comment process for STA staff to consider moving the Vallejo Swett Ranch Project from Tier 3 to Tier 2.

In response to Avery Livengood’s inquiry on submitted public comments, Dulce Jimenez noted that after public comment closes, STA staff will forward those comments to the respective jurisdiction for their consideration and review. Ms. Jimenez clarified that member jurisdictions will have until the call for projects for the One Bay Area Grant Cycle 4 is released to submit additions and/or changes to their respective project lists.

Chair Booth encouraged committee members to review the lists and connect with their respective public works staff. She noted that being part of the Pedestrian Advisory Committee carries weight when advocating for projects in their city and across the county.

4. CONSENT CALENDAR

On a motion by Bob Berman and a second by David George, the STA PAC approved the Consent Calendar listed below. (7 Ayes)

A. PAC MEETING MINUTES

Recommendation:

Approve the PAC Meeting Minutes of February 5, 2026

5. PRESENTATIONS

A. Upcoming May Bike Month Events

Amy Antunano co-presented with Steven Lowe on the upcoming May Bike Month events.

Summary of PAC Committee Comments:

Chair Booth noted to inform WETA to have vessels on the day of Bike to Work Day that can accommodate more bikes and to have public service announcements about Bike to Work Day a week before the event.

Virginia Hernandez-Chavez suggested adding a QR code, which will help with sharing information while making it available in other languages or be more accessible. Steven Lowe shared that QR codes will be considered, and the bike month flyer will be distributed to the PAC and public once they are available. Mr. Lowe also encouraged the PAC to visit and the Solano Mobility website for the event information.

6. ACTION NON-FINANCIAL

A. None.

7. INFORMATIONAL ITEMS – DISCUSSION

A. Discussion of Upcoming One Bay Area Grant Cycle 4

Jasper Alve presented on the background information of One Bay Area Grant Cycle 4 and shared the call for projects schedule.

Summary of PAC Committee Comments:

In response to Bob Berman’s request for clarification on the purpose of the Joint July 16, 2026, BAC&PAC Meeting, Mr. Alve commented that, as per MTC’s criteria, the committee members need to review the complete streets checklists of projects applying for One Bay Area Grant Cycle 4 (OBAG Cycle 4) and for the Community Action Resource and Empowerment (CARE) Program. On this topic, Avery Livengood commented that the complete street checklists felt redundant for projects applying for OBAG Cycle 4 funding, which will fund projects that include active transportation infrastructure. She noted that meeting time would have more value if they could discuss as a group, provide shared feedback, and potentially take action on endorsing projects.

Chair Booth requested clarification on additional opportunities for the PAC to be engaged in the OBAG 4 process. In response, Mr. Alve clarified that there will be three potential avenues: Firstly, letters of support can be submitted by each individual committee member for the projects they want to advocate. Secondly, at the July 8, 2026, STA Board Workshop, project sponsors will provide presentations on their projects, and at this stage, committee members as individuals can verbally advocate for projects that are requesting OBAG Cycle 4/CARE funds. Lastly, at the Joint meeting held on July 16, 2026, the BAC and PAC will have an opportunity to review the complete streets checklists and provide feedback to the project sponsors. Mr. Alve concluded that will the contact information of the public works staff will be shared with the PAC.

Joseph Green-Heffern requested that STA staff provide the list of projects requesting OBAG Cycle 4 and CARE funds as soon as that is available.

Chair Booth also encouraged STA staff to develop a draft template for letters of support.

B. MTC Community Action Resource and Empowerment (CARE) Program Grant Opportunity

Kathrina Gregana presented on this new grant program that will be administered in coordination with OBAG 4.

Summary of PAC Committee Comments:

Avery Livengood requested the PAC to be notified when the call for projects is released.

C. Discussion of the Active Transportation Program

Dulce Jimenez provided a high-level overview of the Active Transportation Program (ATP) and how the funding has been allocated to the County of Solano.

8. INFORMATIONAL ITEMS – NO DISCUSSION

A. None.

9. MEMBER UPDATE/ ROUND TABLE

- Bob Berman announced that the Solano Land Trust, in collaboration with the Bay Area Ridge Trail will have a guided hike at Vallejo-Swett Ranch on Saturday, May 9, 2026, from 9 AM-1 PM.
- Avery Livengood requested an update on Vision Zero for Solano County as a future agenda item.
- Chair Booth expresses her concerns about the number of pedestrian fatalities that have been occurring in the last few weeks. She concluded stating to always stay vigilant, look both ways, and keep their friends out of the crosswalk if traffic is hectic.

10. ADJOURNMENT

The STA PAC meeting adjourned at approximately 7:28 p.m. The next meeting of the STA PAC is at 6:00 p.m., *Thursday, June 4, 2026*, at STA.

DRAFT



DATE: May 28, 2026
TO: STA PAC
FROM: Dulce Jimenez, Assistant Planner
RE: Update on the Solano Coordinated Call for Projects

STA staff are conducting a Coordinated Call for Projects for the following four (4) discretionary fund sources: OBAG 4, CARE, TDA-3 and TFCA 40% Fund Program with up to \$21 million in funding. The Call for Projects was released on May 14, 2026, with grant applications due on June 30, 2026.

As part of the coordinated call for projects, STA staff have a website page that houses the grant application packages and resources pertinent to the four funding sources. The website can be accessed via this link: [Overview - Solano Transportation Authority](#)

Additionally, STA staff also developed a flyer that provides a summary of all four funding sources, as shown in Attachment A.

The PAC will be briefed on the latest information regarding these funding sources at the upcoming June PAC meeting.

[One Bay Area Grant Cycle 4](#)

Every four to five years, the Solano Transportation Authority (STA) works with the Metropolitan Transportation Commission to program federal funds through the OBAG Program. The Program funds eligible local transportation projects and programs.

The fourth cycle of OBAG has up to **\$16.190 million** of funding available to Solano County. This funding will be awarded to eligible agencies in the County through a competitive Call for Projects.

[Solano Community Action Resource and Empowerment \(CARE\) Funding Program Cycle 1](#)

The Community Action Resource and Empowerment (CARE) Program was recently established by the Metropolitan Transportation Commission (MTC) to support implementation of adopted CBTPs, building on prior investments in CBTP planning in Equity Priority Communities (EPCs). The CARE Program is designed to fund transportation projects identified through CBTPs and Participatory Budgeting processes, supporting their progression from planning through implementation and delivery.

The STA, in partnership with MTC, is administering this Call for Projects to program Solano CARE Cycle 1 funding. Approximately **\$2,088,000 million** is anticipated to be available in Solano County through the CARE Program for eligible transportation projects from CBTPs and Participatory Budgeting processes.

[Transportation Development Act Article 3](#)

Transportation Development Act (TDA) funds are generated from a ¼ cent tax on sales throughout California. Two percent of TDA funds return to the county of origin in the form of TDA Article 3 (TDA-3) funds. Solano Transportation Authority (STA) annual TDA-3 discretionary fund capacity is estimated to be about \$500,000 to fund active transportation projects, such as bicycle, pedestrian, and traffic calming projects.

As part of this Call for Projects, STA staff will consider a multi-year allocation of funds of up to 4 years, with a funding estimate of close to **\$2 million**.

Transportation Fund for Clean Air (TFCA) 40% Fund Program

The Bay Area Air District's Transportation Fund for Clean Air (TFCA) is collected from a \$4 fee on all vehicle registrations within the Air District's boundaries. The initial 60% of these funds are applied to the TFCA Regional Program, which is administered by the Bay Area Air District. The remaining 40% is distributed to each Bay Area County Congestion Management Agency (CMA) through the TFCA 40% Fund Program. Solano Transportation Authority, as the CMA for Solano, annually administers the TFCA 40% Fund Program.

There is **\$1 million** in funding available for active transportation projects, such as bicycle and pedestrian projects, smart growth/traffic calming, and other clean air projects in alignment with the TFCA 40% Fund Program Guidelines.

Attachments:

- A. Flyer for the Coordinated Call for Projects OBAG4/CARE/TDA-3/TFCA

TRANSPORTATION FUNDING AVAILABLE

NOW ACCEPTING GRANT APPLICATIONS

Up to \$21 million in funding is available to support local bicycle, pedestrian, transit, and roadway improvement projects. Eligible agencies, including local public agencies in Solano County, are encouraged to apply and help advance safer, more connected transportation options for the community. Community Based Organizations and residents in the County are welcome to provide letters of support. Please scan the QR code below to find out more information or contact one of the Solano Transportation Authority staff managing the grant programs.

**Applications Due
June 30, 2026**

One Bay Area Grant Cycle 4 (OBAG 4)

The amount of funding available for the OBAG 4 County Program competitive call for projects is up to \$16.190 million. OBAG 4 funds projects and programs that support Metropolitan Transportation Commission's (MTC) Plan Bay Area 2050+ and associated regional policies. For more information, contact Jasper Alve, Senior Project Manager, by email or phone at jalve@sta.ca.gov or (707) 399-3204.



Solano Community Action Resources & Empowerment (CARE) Program

Approximately \$2,088,000 is anticipated to be available through the Solano CARE Program to fund transportation projects identified through Community Based Transportation Plans and Participatory Budgeting processes. Funding is intended to help advance projects from planning through implementation and delivery. For more information, contact Kathrina Gregana, Associate Planner, by email or phone at kgregana@sta.ca.gov or (707) 399-3230.



Transportation Fund for Clean Air (TFCA) 40% Fund Program

There is \$1 million available to fund active transportation projects and other clean air projects consistent with the TFCA 40% Fund Program Guidelines. **Eligible jurisdictions:** Public agencies within the Bay Area Air District basin: City of Benicia, Fairfield, Suisun City, Vallejo, and the southwestern portion of the unincorporated County of Solano. For more information, contact Dulce Jimenez, Assistant Planner, by email or phone at djimenez@sta.ca.gov or (707) 399-3214.



Transportation Development Act Article 3 (TDA 3)

There is an estimated \$2 million available to fund active transportation projects consistent with MTC's TDA-3 Guidelines. **Eligible jurisdictions:** Public agencies located in the seven Solano cities and the unincorporated County of Solano. For more information, contact Dulce Jimenez, Assistant Planner, by email or phone at djimenez@sta.ca.gov or (707) 399-3214.



For More Information: <https://sta.ca.gov/operations/funding>



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DATE: May 28, 2026
TO: STA PAC
FROM: Dulce Jimenez, Assistant Planner
RE: Final Drafts of the Comprehensive Transportation Plan (CTP) Element Project Lists

Background:

The Solano Transportation Authority’s (STA) Comprehensive Transportation Plan (CTP) serves as the primary long-range planning document that guides and prioritizes the STA’s investments in transportation. It also serves as the foundational document from which transportation projects and programs are considered for the Metropolitan Transportation Commission’s (MTC) Regional Transportation Plan (RTP) called Plan Bay Area (PBA).

One of the primary purposes of the CTP is to identify a list of priority transportation projects and programs from the seven Solano cities and the County of Solano that will be eligible for STA’s discretionary funds (e.g. One Bay Area Grant (OBAG), Transportation Development Act (TDA) and Bay Area Air District Transportation Fund for Clean Air (TFCA) 40% Funds Program) as well as STA staff support. The intent is to submit the list of projects and programs from the CTP Update for inclusion in the MTC’s updated RTP. Doing so will make the identified Solano projects and programs eligible for current and future regional, state, and federal funding.

Discussion:

On March 11, 2026, the STA Board released the Draft Comprehensive Transportation Plan (CTP) Element Project Lists—including the Active Transportation, Arterials/Highways/Freeways, and Transit and Rideshare project lists—for a 30-day public comment period, which closed on April 20, 2026. Following the closing of the comment period, STA staff compiled all public comments and provided relevant project-specific feedback to the respective member agencies. This process allowed member jurisdictions to review public input and, where feasible, revise project scopes to address public concerns. A summary of the public comments and STA responses is provided in Attachment D, while the complete list of submitted comments is included in Attachment E.

Concurrently with the public comment process, member agencies were requested to review the Draft CTP Element Project Lists and submit any proposed project scope revisions and/or additional priority projects by May 18, 2026. The final draft of the CTP Element Project Lists incorporates the revisions and additional projects requested by the member agencies and are included in Attachments A-C.

At their meeting on May 27, 2026, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on June 10, 2026.

Recommendation:

Informational.

Attachments:

- A. Final Draft List of Active Transportation Projects
- B. Final Draft List of Arterials, Highways, Freeways Projects
- C. Final Draft List of Transit and Rideshare Projects
- D. Responses to Public Comment Submittals
- E. Public Comment Submittals on the Draft CTP Element Projects

FINAL DRAFT ACTIVE TRANSPORTATION PROJECT LIST - TIER 1

Jurisdiction	Project Name	Project Description
Benicia	City of Benicia - Active Transportation Program (ATP) Cycle 7 Safe Routes to School Improvements Project #22-07. <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> <i>*Connects to SF Bay Trail & Benicia State Recreation Area*</i> *OBAG 4 Project Priority* *Design/Pre-Design, Environmental has been completed, and partial funding has been allocated*	The proposed project will enhance pedestrian and bicyclist safety for students attending Mary Farmer Elementary School, Benicia High School and Benicia Middle School. Improvements are planned for the following intersections and locations: <u>Location A</u> - Military West and Drolette Way - Install high visibility crosswalks and Rectangular Rapid Flashing Beacons (RRFB) with Light-Emitting Diode (LED) Crosswalk Illuminators and construct ADA curb ramps and pedestrian refuge island. <u>Location B</u> - Drolette Way and Corrigan Court - Install high visibility crosswalks and construct Americans with Disabilities Act (ADA) curb ramps. <u>Location C</u> - Drolette Way and Cheryl Drive - Install high visibility crosswalks and construct ADA curb ramps. <u>Location D</u> - Cheryl Drive and Anita Circle / Charmian Court - Install high visibility crosswalks and construct ADA curb ramps. <u>Location E</u> - Cheryl Drive and Anita Circle / George Court - Install high visibility crosswalks and construct ADA curb ramps. <u>Location F</u> - West 7th Street between Military West and Lori Drive - Install high visibility crosswalks, ADA curb ramps, 300 LF of 5-ft wide sidewalk, 5 to 6-ft wide Class II Bike Lane with 2-ft separation, Rectangular Rapid Flashing Beacons (RRFB) with LED Crosswalk Illuminators, lane narrowing (15 ft wide to 11 ft wide) as traffic calming measure. <u>Location G</u> - Military West and West 11th: Install Pedestrian Exclusive Traffic Signal Phase Improvements (aka Pedestrian Scramble). Allows all pedestrians to cross the intersection at same time including diagonal crossings. <u>Location H</u> - West 7th Street: Pavement rehabilitation from Military West to I-780 and restriping.
Benicia	Military West/West K/I780 ramps Intersections Project <i>*Submitted by member agency as a priority*</i> *From 2020 STA ATP Plan* *OBAG 4 Project Priority* *Pre-design*	Pedestrian and bicycle safety improvements at the intersection of Military West / West K St / I-780 EB Off Ramp and at the entrance of the Benicia State Park, including extend the Class II bike lanes along Military West using green MMA markings for enhanced visibility; Green MMA markings for the bike lanes on westbound Military West will added to establish the start of the existing class II bike lane and aid in lane discipline for drivers. Finally, signage is proposed for the bicyclists exiting the Bay Area Ridge Trail and Benicia State Park.
Benicia	Military East Sidewalk Gap Closure project <i>*Submitted by member agency as a priority*</i> <i>*From 2022 Local Road Safety Plan*</i> <i>*Bay Area Ridge Trail Gap #450/ Carquinez Strait Scenic Loop Trail*</i> *OBAG 4 Project Priority* *Pre-design*	Pedestrian safety improvements along Military East from East 2nd Street to Adams Street including installing concrete sidewalk, curb and gutter to close the gaps in the sidewalk or convert the existing asphalt walk to concrete and installation of ADA compliant curb ramps; traffic striping and drainage improvements.
Benicia	Bike Safety Improvements at Southampton Road from Military West to I-780 <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *OBAG 4 Project Priority* *Pre-design*	Sidewalk and curb ramps on east side from Military West to approximately 200ft north of I-780 overpass. New 4ft retaining wall under overpass. High visibility crosswalks at I-780 on ramp. Road widening for curb & gutter bike lane. Green MMA bike lane striping.
Benicia	Military West Pedestrian and Bicycle Safety Improvements project	Pedestrian and bicycle safety improvements along Military West from West 5th St to West 2nd St including 5-ft wide concrete sidewalk along the southside of Military West; install ADA-compliant residential driveways, and curb ramps.
Benicia	First Street Improvements from Military to the southern terminus of First Street	First Street serves as one of Benicia's primary commercial, tourism, and community corridors, connecting downtown businesses, residential neighborhoods, historic areas, and the waterfront. This project would provide a corridor-wide evaluation and phased implementation of transportation and streetscape improvements intended to enhance safety, mobility, accessibility, and the overall user experience for all roadway users. Potential improvements may include pavement rehabilitation, pedestrian and ADA upgrades, bicycle accommodations, intersection and crossing enhancements, traffic calming measures, parking and circulation modifications, drainage improvements, tree planting and upgraded tree wells, decorative sidewalk elements and streetscape enhancements, and corridor beautification features while maintaining and enhancing access to downtown destinations and the waterfront. The project would support economic vitality, improve multimodal connectivity, strengthen the downtown character, and preserve the function of this important community corridor.
Dixon	SR 113 Pedestrian Improvements <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *Currently in PS&E, Environmental has been completed, and funding has been allocated*	Proposed four Bulbouts and two high visibility crosswalks at E B St. At E C St two high visibility crosswalks and remove and relocate the RRFBs at this intersection down to E B St. By John Knight Middle School.
Dixon	Class II Bike Lanes on Pedrick Road (Northbound Lane) <i>*Submitted by member agency as a priority*</i> *OBAG 4 Project Priority* *Early planning phase, PS&E potentially starting in 2026*	Road reconstruction and widening along eastern portion of Pedrick Rd from the south side of the intersection at Sparling Lane to the northern side of the UPRR railroad tracks. Project to be done in conjunction with Northeast Quad Campus development for full buildout of Pedrick Rd. Improvements will include: two northbound travel lanes, Class II Bikeway, concrete curb/gutter, and minor drainage ditch improvements.
Fairfield	Linear Park Node 4 Trail - North Texas Street to Dover Avenue <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *Preliminary/Engineering Phase, Design is expected to be completed in FY26*	Provide a 0.5 mile Class I linear park trail from North Texas Street to Dover Avenue.
Rio Vista	Airport Road Multi-use Trail <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *Design could start within 6 months of funding award*	<u>Segment 1</u> - Liberty Island Road to Church Rd. This segment already has separated 10 foot multi-use bike trail with streetlights, what is missing is landscaping and irrigation. <u>Segment 2</u> - Along Church Rd and put in a 10 foot (Class I) multi-use bike trail with streetlights and landscaping. <u>Segment 3</u> - install path to Harris Rd, with landscaping, lighting from Church Rd to Norman Richardson.
Solano County	Sidewalk Gap Closures/Priority Conservation Areas <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *In Design, Environmental, and ROW are completed* *The Farm to Market project is OBAG 4 Project Priority*	Looking to Complete Farm to Market /Continue Safe Routes to School and Transit- want to build the Gateway to Suisun Valley" want to have a transit stop at Rockville Rd and Suisun Valley Road, continue promotion of Mankas Corner. Sidewalk gap closures in Vallejo. There are two segments 1). Rockville Corners and 2). Suisun Valley Road. Create the "Welcome" to Suisun Valley Area, to promote local small businesses and regional green spaces, encourage hotel and winery development, preserve the historic Pony Express station marker, and build better connectivity with Solano Community College. 1). Rockville Corners: General Design is at 50% with CON ready by summer 2027. There is a proposed bus stop, wine room bus, connection to proposed hotel and winery developments, build complete streets with sidewalks and site furnishing. Class II lanes and traffic calming, and EV charging stations. Suisun Valley Road - Preliminary Design, roadway improvements may include: Widening the roadway and better drainage, new Class II bike lanes, repair the roadway and new surfacing.
Solano County	Benicia Road Phase 2 <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *In Design, Environmental/ROW are completed, Funding for CON has been secured*	Beach St to Starr Ave (Class II Buffered Bicycle Lane)
Solano County	Suisun Valley Road <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *In Design, Environmental and ROW has been completed, funding for PE has been allocated*	Solano College to Rockville Rd (Class IV Separated Bikeway)
Solano County	Suisun Valley Rd/Rockville Rd Signal <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *In Design, Environmental, and ROW have been completed, funding for PE has been allocated*	Pedestrian Crossing (Intersection Upgrade and Crossing Improvements)
Solano County	Lewis Road <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i> *In Design, Environmental and ROW has been completed partial funding*	Fry Road to Midway Road (Add Class II bike lanes, may explore Class I)
Suisun City	McCoy Creek Trail Phase 3 <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Element*</i> *Project study/Report/Environmental*	Phase III will look to continue the 10 foot Class I multi-use bike path from Blossom Avenue up north to Rail Road Avenue. Phase III of the project will have a similar robust public outreach component that was implemented as part of phase II of the project. The project looks to have similar amenities that are provided by Phase II, such as lookout points, fitness equipment, bike racks, and wayfinding/interpretive panels. It will also look to have a prefabricated bridge to extend the Class I multiuse path from Blossom Ave to Sunset Avenue.

Suisun City	Main Street Corridor Improvements	This is a Safe Routes to School as well as a Safe Routes to Transit that will upgrade curb ramps; install mountable curb extensions; replace damaged sidewalks and outdated streetlights with pedestrian-level acorn type streetlights; improve existing landscaping & irrigation; and replace trees that have invasive roots with suitable trees. Project will also include: Bikeway improvements A new culvert at the crossing with the storm drain channel Potentially a traffic signal at the connection to Main Street and the westbound Highway 12 on-ramp
Suisun City	Safe Routes to Schools – Various Locations	Install rectangular rapid flashing beacons at uncontrolled intersections; replace existing stop signs with LED stop signs; install traffic calming improvements and curb extensions; and upgrade crosswalks with high visibility crosswalks.
Suisun City	Depot and Main Street Improvements *OBAG 4*	General Improvements: - Mobilization - Water Pollution Control -Traffic Control - 120-Day Plant Establishment Period Location A: Plaza - Remove Existing Monument Sign - Install LED Sign with Concrete Foundation and Electrical - Remove Water Fountain - Instal Sculpture at Former Water Fountain Location - Upgrade Landscaping/Irrigation Location B: Train Depot
Suisun City	Approach to the Train Depot Improvements (Main Street Complete Streets) <i>*Submitted by member agency as a priority*</i> *OBAG 4 Project Priority*	Since one component of Cycle 4 prioritizes projects that improve access to or enhance areas near rail stations, our Department is considering a proposal focused on a series of streetscape and infrastructure improvements in and around the Suisun-Fairfield Train Depot, as outlined below: A. Improvements Within the Train Depot Area: -Resurface and re-stripe the pavement throughout the depot area to improve vehicular and pedestrian circulation. -Remove and replace curbs, sidewalks, and non-compliant curb ramps within the raised median island housing the existing bus shelters. -Remove the existing circular raised island at the end of Spring Street and replace it with a decorative raised island featuring a new centerpiece sculpture. -Adjacent to the island, widen the sidewalk, install new landscaping for visual appeal, prune the existing mature trees, and add pedestrian-level decorative acorn-style streetlights to improve lighting and safety. Partner with the property owners of the 11th building to install a mural on the building's railroad track facade wall. The project includes the installation of high-visibility uncontrolled crosswalks; installation of advanced motor vehicle stop bars; and installation of signs to reduce the current posted 25 MPH speed limit to 15 MPH.
Vacaville	Vacaville Safe Routes to Schools at various locations in Vacaville <i>*Submitted by member agency as a priority*</i> *Preliminary Engineering, Categorically Exempt Project*	Vaca Pena Middle School (Council Priority #1) Sidewalk/Pad Widening Approximately 0.9 miles from Vacaville Transportation Center Estimated \$40k Project Cost Markham Elementary School (Council Priority #3) Approximately 1 mile from both Vacaville Transportation Center and Downtown Transit Center Median and striping Improvements Estimated \$430k Project Cost Fairmont Elementary (Council Priority #6) Markham Elementary School (Council Priority #3) Approximately 0.8 miles from Vacaville Transportation Center RRFB, Radar Feedback
Vacaville	Elmira Road Sidewalk Gap Closure <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *Planning/Feasibility & Cost estimate phase* *Improvements are within city ROW* *OBAG 4 Project Priority*	Class I- multi use gap closure/improvements on Elmira Rd from Leisure Town Rd to Edwin Dr., future OBAG 4 project submittal.
Vacaville	Ulatis Creek Bike Trail <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *OBAG 4 Project Priority* *Planning*	Class I multi-use gap improvements on Ulatis Creek from I-80 to Gibson Canyon Rd to connect North and Southern part of the city. Part of the segment will need to go under I-80 to facilitate the safe crossing of bicyclists and pedestrians. The City anticipates coordinating with Caltrans for segments under Caltrans right-of-way. Class I multi-use gap improvements on Ulatis Creek from Allison Drive to Gibson Canyon Rd to connect North and Southern part of the city. Part of the segment will need to go under I-80 to facilitate the safe crossing of bicyclists and pedestrians. The City anticipates coordinating with Caltrans for segments under Caltrans right-of-way.
Vallejo	Bluff Trail <i>*Submitted by member agency as a priority*</i> <i>*Bay Area Ridge Trail Gap #460, San Francisco Bay Trail, Great Delta Trail, Carquinez Strait Scenic Loop Trail*</i> *PA&ED A pproval Phase* *Envir on mental Documentation (IS/MND completed and filed with Solano County* *Encroachment Permit to construct project* *Funding from Fund 201/221 - \$622,957*	Complete the engineering, obtain Caltrans Encroachment permit, and construct 1.97 mile Class I , paved Vallejo Bluff Trail. The Bluff Trail is built along the edge of Caltrans SR29 starting at the intersection of SR29/Sequoia Ave./Cal Maritime Drive west of I80 and extends under I-80 going east up to the intersection of Sequoia Ave. and the I80 EB off ramp near Lincoln Road East. A second leg of the trail will extend up the bluff slope above I80 and the Carquinez Bridge connecting into Vallejo's Glen Cove neighborhood at Clearview Drive. The Vallejo Bluff Trail has been an important objective of the City, STA, and regional trail organizations for many years. The project will close a gap in the Bay Trail, Ridge Trail, CA Delta Trail, and Carquinez Strait Loop Trail.
Vallejo	Fairgrounds Drive Sidewalk	Construct a new paved sidewalk on both sides of Fairgrounds Drive between Concoran Ave and Borges Lane. ADA curb ramps at Fairgrounds Dr & Concoran Ave and Fairgrounds & Borges Ln
Vallejo	Broadway & Alameda St. Road Diet <i>*Submitted by member agency as a priority*</i> *OBAG 4 Project Priority* *In Design*	Grind and overlay between Curtola Pkwy & Tennessee St. Slurry seal between Tennessee St. and Lewis Brown Dr. Reduce lanes, add buffered bike lanes, and improve pedestrian crossings (e.g., bulb outs and supporting signage) from Curtola Pkwy to Lewis Brown Drive.
STA/Suisun City/Fairfield	Solano Rail Hub Project - station improvements and pedestrian crossing <i>*From 2020 SMART Feasibility Study*</i> *Completed Planning Studies, initiating PA&ED and PS&E for the Pedestrian Crossing between Suisun City/Fairfield*	The Solano Rail Hub Project — located at the site of the current Suisun-Fairfield Amtrak/Capitol Corridor Station — seeks to make ADA upgrades and expand the current station and create seamless connections between the two cities.
STA	Implementation of the STA Safe Routes to School Program	The Program encourages students to walk and bicycle to school by teaching students safety skills, improving safety around schools, reducing congestion near schools, reducing health risks, including child obesity and improving air quality.
Ridge Trail Gap #460	Vallejo Bluffs *City of Vallejo is Project Sponsor*	A Class I trail along steep hillside and under I-80/SR29 was designed an environmental review was completed in 2019. Overlaps with Bay Trail and Delta Trails and part of the Carquinez Strait Scenic Loop Trail (CSSLT).
Ridge Trail Gap #450	Military East Between E 5th and Jefferson *City of Benicia is Project Sponsor*	Low traffic, residential street with sidewalks. Parking would need to be removed to create a protected bike lane. Consider passable gap. Part of the Carquinez Strait Scenic Loop Trail (CSSLT).

FINAL DRAFT ACTIVE TRANSPORTATION PROJECT LIST - TIER 2

Jurisdiction	Project Name	Project Description
Dixon	South First Street Corridor Improvements Phase B <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element/2025 Dixon CBTP*</i> *Project has yet to commence*	Sidewalk widening to create a 10 foot multi-use path.
Dixon	South First Street Corridor Improvements Phase C <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element/2025 Dixon CBTP*</i> *Project has yet to commence*	Sidewalk widening to create a 10 foot multi-use path.
Dixon	South First Street Corridor Improvements Phase D <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element/2025 Dixon CBTP*</i> *Project has yet to commence*	Installation of a concrete bulbouts at SW corner of W. Cherry/First Street intersection.
Dixon	South First Street Corridor Improvements Phase A <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element/2025 Dixon CBTP*</i> *Project has yet to commence*	Installation of Class IV Separated Bikeway.
Dixon	West A Street Bikeway Improvements <i>*From in-progress Dixon CBTP Plan*</i> *Project has yet to commence*	Installation of bikes lanes on West A Street from Pitt School to N. Adams St.
Rio Vista	Airport Road Bicycle and Pedestrian Promenade <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i>	Airport Road from Highway 84 to Church Rd; Church Rd from Airport Rd to Triology. Sidewalk gap closure, landscaping, Class IV bike/ped facility with some roadway repairs.
Suisun City	Grizzly Island Trail Spur <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i>	Complete Class I multi-use along Grizzly Island Trail to Driftwood Court
Suisun City	Lotz Way RRFB	Install rectangular rapid flashing beacon at existing Lotz Way crossing at Park N Ride Lot.
Suisun City	Lotz Way Class I Bike/Pedestrian Path	Construct Class I bikeway along Lotz Way to connect the Grizzly Island Trail to the Train Depot.
Suisun City	Active transportation Improvements at various locations	Rectangular Rapid Flashing Beacon (RRFB) on Lotz Way. ADA ramps/pedestrian refuge improvements (where feasible) on the following: Anderson/Craven, Anderson/Kimsmill, Anderson/Lawler Ranch, Pintail/Seagul, Pintail/Parkside Drive, Pintail/White Wing Lane Walk audits-Heritage Park and surrounding areas
Vacaville	Mariposa Bridge <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i>	The project is proposing to build the Mariposa Bridge to enhance connectivity and facilitate the safe crossing of students who walk to school North of the Alamo Creek Trail. Project Location is Alamo Creek Apartments to Alamo Creek Bike Trail.
Vallejo	Bay/Vine Trail Gap Closure in River Park <i>*Submitted by member agency as a priority*</i>	Look to partner with the Greater Vallejo Recreation District to start talking to them about paving the segment.
Solano Land Trust/City of Vallejo	Vallejo Swett	Half of route is along existing ranch roads. Would require 1-mile of new trail. Received RT partner grant for acquisition that requires public access. City of Vallejo has submitted a letter of support for project sponsorship

FINAL DRAFT ACTIVE TRANSPORTATION PROJECT LIST - TIER 3

Jurisdiction	Project Name	Project Description
Benicia	Mary Farmer Elementary School <i>*Submitted by member agency as a priority*</i> <i>*From 2025 SR2S Plan*</i> *Pre-design*	1. DYNAMIC FEEDBACK SIGNS & SPEED BUMPS ALONG DROLETTE WAY, 2. SIGNAGE AT ENTRY POINT 3. MEDIAN BOLLARDS ALONG DRIVEWAY
Dixon	North Lincoln Street/Parkgreen Drive Bikeway Improvements <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element/2025 Dixon CBTP*</i> *Project has yet to commence*	Installation of a Class III Bike Boulevard, Installation of bike lanes near/ around NW Park connecting to Stratford (from 2025 Dixon CBTP).
Dixon	North Pitt School Road Bike Path Improvements <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i> *Project has yet to commence*	Install Class II Bike Lane
Fairfield	Fairview Elementary School <i>*From 2025 SR2S Plan*</i>	1. CONSTRUCT CURB EXTENSIONS AT MARKED CROSSINGS ACROSS 1ST STREET, 2. WIDEN SIDEWALK ADJACENT TO SCHOOL EAST SIDE OF 1ST STREET, 3. ADD CLASS II BICYCLE LANES ON 1ST STREET SOUTH OF KENTUCKY STREET
Fairfield	Cambridge Elementary School <i>*From 2025 SR2S Plan*</i>	1. ADD CURB EXTENSIONS FOR PRIMARY CROSSING ZONES, 2. ADD RRFB NEAR BUS STOP ON NEEDHAM DRIVE AND NUT TREE ROAD, 3. IMPROVE STRIPING AT CROSSWALKS
Fairfield	Union Creek Bridge Project (Part of Vandon Road Improvements Phase 2B) *OBAG 4 Project Priority*	TBD
Rio Vista	D.H. White Elementary School <i>*From 2025 SR2S Plan*</i>	1. CURB EXTENSIONS ALONG FRONT OF SCHOOL, 2. INSTALL CROSSING WARNING SIGNS ON MAIN RD.
Rio Vista	Improve path of travel in high need areas <i>*From 2024 Rio Vista CBTP*</i>	Lack of bicycle paths along Airport Rd, State Route 12, within Trilogy, Church Rd, River Rd and downtown.
Solano County	Lewis Ave <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i> *In Design, partial funding has been allocated to project*	Vallejo C/L 1720 ft west of Glen Cove Pkway to I-780 Overpass (Add Class II bike lanes, may explore Class I)
Solano County	Midway Road <i>*Submitted by member agency as a priority*</i> <i>*From STA ATP Amendment*</i> *Partial funding has been allocated to project*	Porter Road to Pedrick Road (Add Class II bike lanes, may explore Class I)
Solano County	Peabody Road <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i>	Chuck Hammond Drive to Vacaville City Limit
Solano County	Midway Road	Timm Rd to Vacaville C/L (Add Class II bike lanes, may explore Class I)
Solano County	Pedrick Road	Main Prairie Rd to Casey Rd (Add Class II bike lanes, may explore Class I)
Solano County	Pedrick Road	Casey Rd to Dixon C/L (Add Class II bike lanes, may explore Class I)
Solano County	Lyon Road	Cherry Glen Rd to FF C/L (Add Class II bike lanes, may explore Class I)
Solano County	Porter Road	Midway Rd to Pitt School Rd (Add Class II bike lanes, may explore Class I)
Solano County	Ramsey Road	FF C/L to Bridgeport Ave (Add Class II bike lanes, may explore Class I)
Solano County	Benicia Road	Homeacres Ave to Laurel St (Add Class II bike lanes, may explore Class I)
Solano County	Weber Road	VV C/L 1700 ft west of Byrnes to Lewis Rd. (Add Class II bike lanes, may explore Class I)
Solano County	Cordelia Road	Beck Ave to Suisun City C/L (Add Class II bike lanes, may explore Class I)
Solano County	Allendale Road	Timm Rd to Hartley Rd (Add Class II bike lanes, may explore Class I)
Solano County	English Hills Road	Cantelow Rd to Peaceful Glen Rd (Add Class II bike lanes, may explore Class I)
Solano County	Tremont Road	Sparling Lane to Mace Boulevard (Add Class II bike lanes)
Solano County	Benicia Road	Lincoln Rd West to Laurel St (Class III Bicycle Boulevard)
Solano County	Peabody Road	FF C/L to VV C/L (Class IV Separated Bikeway)
Solano County	Magazine St	East of Palou St to Old Glen Cove Rd (Class III Bicycle Boulevard)
Solano County	Green Valley Road	Rockville Road to Heritage Oaks Ln (Class III Bike Route)
Solano County	Vaca Valley Rd Farrell Road	Pleasants Valley Rd to Gibson Canyon Rd (Class III Bike Route)
Solano County	Timm Road	Shawn Lane to Midway Rd (Class III Bike Route)
Solano County	Cherry Glen Rd Pleasants Valley Rd	Nelson Rd to Putah Creek Rd (Class III Bike Route)
Solano County	Putah Creek Rd	Pleasants Valley Rd to Stevenson Bridge Rd (Class III Bike Route)
Solano County	Stevenson Bridge Rd Phillips Rd Currey Rd	Creeksedge Rd County Line to Dixon C/L (Class III Bike Route)
Solano County	Mankas Corner Rd	Suisun Valley Rd to Abernathy Rd (Class III Bike Route)
Solano County	Cantelow Rd, Timm Rd, Midway Rd	Gibson Canyon Rd to Hartley Rd (Class III Bike Route)
Solano County	Allendale Rd, N Meridian Rd, Dixon Ave West	Hartley Rd to Jahn Rd (Class III Bike Route)

Solano County	Benicia Road	Home Acres Ave to west of Glen Cove Rd (Class III Bike Route)
Solano County	Lake Herman Rd	Vallejo C/L to Benicia C/L (Class III Bike Route)
Solano County	Lopes Road	Benicia C/L to Fairfield C/L (Class III Bike Route)
Solano County	Hawkins Road	Pitt School Rd to SR 113 (Class III Bike Route)
Solano County	Winters Road	250 feet north of Campos Lane to Allendale (Class II Bicycle Lane)
Solano County	Benicia Road	Sidewalk and Striping Improvements (Beach St to Starr Avenue)
Solano County	Mankas Corner Road	School Access (Southern end of Gordon Valley Rd)
Solano County	Magazine St, Fulton Ave	Transit Access
Solano County	Central Wy	Transit Access
Solano County	Abernathy Road	Sidewalk Improvements (Rockville Rd to Suisun Valley Pkwy)
Solano County	Cordelia Road	Lopes Rd to Pittman Rd
Solano County	Suisun Valley Road	Monte Vista Ct to Rockville Rd
Solano County	Rockville Road	Suisun Valley Rd to Oliver Rd
Solano County	Old Glen Cove Road	Bush Ave to Magazine Street
Solano County	Magazine Street	Palou St to Old Glen Cove Rd
Solano County	Peabody Road	Widen road from 2 to 4 lanes, add Class 2 bike/ped facility
Suisun City	Railroad Avenue Pedestrian Improvements <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i>	Sidewalk Gap Closure.
Suisun City	Suisun Elementary School <i>*Submitted by member agency as a priority*</i> <i>*From 2025 SR2S Plan*</i>	1. REVISE THE CROSS-SECTION ALONG GOLDEN EYE WAY ADJACENT TO SCHOOL, 2. INCREASE SIGNAGE AROUND SCHOOL AREA.
Suisun City	Improve path of travel in high need areas <i>*From 2022 Suisun City CBTP*</i>	Street infrastructure improvements, improving lighting, crosswalks, traffic calming, Sidewalk quality, wayfinding and signage at critical nodes and commercial districts/anchor points.
Suisun City	Waterfront Class I Bikeway	Construct Class I bikeway along the slough from the Yacht Club to Marina Circle.
STA	Support the implementation of zero-emission, alternative fuels	
STA	Implementation of Priority Development Areas (PDA), Priority Conservation Areas (PCA), Priority Production Areas (PPA)	
STA	Implementation of Climate Resiliency Plan Projects	
STA	Implementation of the STA Active Transportation Plan	
Ridge Trail Gap #413	Citadel to I-80	Class I trail connection included in the late phase of long-term I-80/I680/HWY12 interchange improvements and bike/ped crossing project.
Ridge Trail Gap #441	Rose Drive	Planned Route is designed to be a natural surface multi-use trail through the City of Benicia's open space. A passable route exists along the sidewalk without bike lane.
Ridge Trail Gap #428	I-80 Crossing to Hiddenbrooke	Route across narrow, 2-lane, high-traffic highway overpass without sidewalks and 4 at-grade road crossings. Class I improvements would require widening overpass. Considered passable gap by some.
Ridge Trail Gap #415	I-80 to McGary Road	Highway undercrossing along a busy road without a bike lane. Consider a passable gap (dirt shoulder).
Ridge Trail Gap #407	Rockville Road	Design and construction of a Class I trail and road crossing is needed along 2-lane, higher speed road to connect Rockville Trails Preserve to Rockville.
Ridge Trail Gap #423	Lynch to I-80 (Brown & Souza)	Route requires use of existing roads and new trail construction. Trail design on 1-mile of route completed in 2019. Solano Land Trust in negotiations with 1 to 2 landowners for the remaining access rights.
Ridge Trail Gap #405	Vallejo Lakes to Rockville Trails	Route follows Green Valley Road and Green Valley Lane (both with narrow ROW) and then crosses one private property before connecting to Rockville Trails Preserve.
Ridge Trail Gap #402	Vallejo Lakes	Watershed land with no public access. Route follows fire roads/trails for over 5 miles with new trails needed on the north end for 1-3 miles to the terminus at the County line/property line. Extensive fire damage to roads and trails in 2017.

FINAL DRAFT ARTERIALS/HIGHWAYS/FREEWAYS PROJECT LIST - TIER 1

Jurisdiction	Project Name	Project Description
Benicia	Columbus Parkway Improvements *Submitted by member agency as a priority* *From 2020 STA ATP Plan* *Design/Planning Phase, \$126k RTIF funds programmed for Design*	<u>Benicia Road to Rose Drive</u> : Widen road for 2 lanes in each direction to eliminate bottleneck. Install bike lanes and ADA compliant sidewalks and drainage.
Benicia	West 7th Improvements *Submitted by member agency as a priority* *From 2020 STA ATP Plan* *Design/Planning Phase the non-ped/bike portion of the project has been included 2029 Citywide Pavement Rehabilitation Project*	<u>West 7th Street between Military West and Lori Drive</u> : Install high visibility crosswalks, ADA curb ramps, 300 LF of 5-ft wide sidewalk, 5 to 6-ft wide Class II Bike Lane with 2-ft separation, Rectangular Rapid Flashing Beacons (RRFB) with LED Crosswalk Illuminators, lane narrowing (15 ft wide to 11 ft wide) as traffic calming measure. <u>West 7th Street</u> : Pavement rehabilitation from Military West to I-780 and restriping.
Dixon	Vaughn Road Railroad Bypass Project *Submitted by member agency as a priority* *From 2020 CTP AHF Element*	Construct a four-lane auto and bike bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks.
Dixon	North 1st St Rail Crossing *Submitted by member agency as a priority* *From RTIF Update*	Improvements to include improved lighting and striping for the existing railroad crossing.
Fairfield	Markeley Lane *Submitted by member agency as a priority* *From RTIF Update* *Design is expected to be completed by winter 2026*	Markeley Lane will be extended to Peabody Road. The project would also reconstruct Markeley Lane to include new sidewalks and bike lanes.
Fairfield	Canon Road & Jepson Parkway *Submitted by member agency as a priority* *From RTIF Update* *Staff is working with Caltrans on NEPA Revalidation, Field Review Schedule, Plans 30% Complete*	Construct a grade-separated rail overcrossing at Canon Road.
Rio Vista	SR-12/Church Rd *Submitted by member agency as a priority* *The project is currently in ROW, RTIF Funding has been committed. Phase 1 of this has been completed*	Analyze and implement, similar long-term improvements to the larger corridor area. Caltrans Project - SHOPP Project Phase 2
Suisun City	Railroad Avenue Realignment at Sunset Avenue *Submitted by member agency as a priority* *From RTIF Update* *Conceptual plan has been completed, and the project is currently in ROW acquisition* *ROW within one of the four parcels has been secured*	The project entails rerouting Railroad Avenue to an alignment that is generally along the east side of Laurel Creek, and connecting the realigned street segment to the Railroad Avenue West /Sunset Avenue T-intersection, resulting in a standard intersection having four approaches. The project includes installation of pedestrian and bicycle facilities, a median turn lane, street lighting, landscaping and wet utility installation.
Suisun City	Railroad Avenue Widening from Laurel Creek to Olive Road/East Tabor Avenue *Submitted by member agency as a priority* *From 2020 CTP AHF Element/RTIF Update* *Conceptual plan has been completed, and the project is currently in ROW acquisition* *ROW acquisition has commenced but not completed*	The project entails widening Railroad Avenue from Laurel Creek to Humphrey Drive; constructing a new east-west road from Humphrey Drive to Olive Road; resurfacing Olive Avenue; and installing a traffic signal at the Olive Road/East Tabor Avenue intersection. The project includes installation of pedestrian and bicycle facilities, a median turn lane, street lighting, landscaping and wet utility installation.
Vacaville	Vaca-Valley/I-505 Corridor Multimodal Improvements *Submitted by member agency as a priority* *From 2021 CMP* *Design 65%. Staff is working with Caltrans to finalize environmental (ENV), \$27.7M funding secured from SS4A/Earmark funding* *Construction anticipated 2026*	On Vaca Valley Parkway at E Monte Vista Ave and I-505 ramps; Install roundabouts and construct bicycle/pedestrian facilities over I-505 connecting to existing facilities and ADA improvements
Vacaville	Jepson Phase III – Ulatis Creek (Mission Church) North to I-80 *Submitted by member agency as a priority* *From 2021 CMP* *\$6.2 million in RTIF funds have been programmed*	Widen to 4 lanes with a median, multi-use sidewalk, and safety improvements.
Vacaville	Browns Valley Road Widening: Allison Dr to Vaca Valley Parkway *Preliminary Engineering*	Road widening (2 to 4 lanes)
Vacaville	Midway Road Widening: I-505 to I-80 *Feasibility & Cost Estimate*	Road widening (2 to 4 lanes)
Vallejo	Columbus Parkway Improvements *Submitted by member agency as a priority* *Design, Environmental and ROW has been completed, \$2.07 million from Fund 224*	Ultimate improvements for Columbus Parkway from Benicia City limits to Springs Road. Installation of 4 lanes of travel way, sidewalk, curb & gutter, street lighting, landscaped median, green infrastructure elements, bike lanes, and supporting signage and striping.
Fairfield/Suisun	Grade Crossing At UPRR Tracks On Main Street *Submitted by member agency as a priority* *From 2020 CTP AHF Element*	Restore an at-grade crossing of the railroad tracks to connect downtown Suisun City with downtown Fairfield.
STA/Suisun City/Fairfield	Solano Rail Hub Project *From 2020 SMART Feasibility Study* *Completed Planning Studies, Initiating PAAED and PS&E for the Pedestrian Crossing between Suisun City/Fairfield* *Project is in the ATP and Transit/Rideshare Project List*	The Solano Rail Hub Project — located at the site of the current Suisun-Fairfield Amtrak/Capitol Corridor Station — seeks to make ADA upgrades and expand the current station and create seamless connections between the two cities.
Caltrans/MTC/STA	State Route 37 Project Interim and Ultimate Project	<i>Interim Project (Sears Pt to Mare Island)</i> : Select, design, and deliver near term flood control, ecological and transportation improvements along the SR 37 corridor. This includes improvements to the SR 37 / Mare Island interchange, Highway 37 Sears Point to Mare Island Improvement Project HOV lane and general purpose lane.

FINAL DRAFT ARTERIALS/HIGHWAYS/FREEWAYS PROJECT LIST - TIER 2

Jurisdiction	Project Name	Project Description
Benicia	Park Road Improvements <i>* Submitted by member agency as a priority*</i> *Partially constructed/ \$450k for pavement rehabilitation from Elm Street to Bayshore Rd, high visibility striping including bike lanes and shared lane bicycle markings to be installed in January 2026 *	<u>Adams Street to Industrial Way</u> ; Repave street, install bike lanes, retaining walls and drainage.
Benicia	Southampton Road Improvements at I-780 <i>* Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *Design/ Project is also captured in the ATP Project List*	<u>Military West to 300' north of I-780</u> ; Install class II bike lanes, sidewalks on Southampton Road where missing to connect to existing bike lanes. Install high-visibility striping and ADA compliant curb ramps.
Benicia	Adams Street Improvements - Jefferson to Bayshore	Adams Street has been identified as requiring pavement rehabilitation due to aging infrastructure and insufficient structural capacity to support existing and future truck activity associated with Port operations. This project includes full-depth roadway rehabilitation to improve pavement performance, enhance safety, and ensure compatibility with the Port's operational needs. Pavement reconstruction would be based on updated Traffic Index (TI) calculations, with both asphalt and concrete pavement alternatives evaluated for long-term performance and life-cycle sustainability. Complete Streets principles will also be considered, as appropriate, to ensure the needs of all potential roadway users are evaluated and accommodated.
Benicia	Park Road Improvements- Adams to East Second	Park Road serves as a critical connector between the Port of Benicia and the regional highway network, accommodating a mix of passenger vehicles and heavy-duty truck traffic. Existing conditions along the corridor include deteriorated pavement, constrained roadway width, and geometric deficiencies that create safety and operational challenges, particularly in areas with limited sight distance and roadway grades. This project proposes full-depth roadway rehabilitation and associated improvements to enhance safety, extend pavement life, and support the long-term operational and economic needs of the Port and surrounding transportation network. Design criteria would be informed by updated traffic forecasts, including STAA truck volumes, and aligned with applicable Caltrans and City of Benicia standards. Key project elements may include pavement reconstruction, roadway widening to improve accommodation of truck and non-motorized users, geometric design enhancements, and related drainage and utility improvements.
Benicia	New Connector Road - East Second to Park	This project proposes the construction of a new roadway segment connecting East 2nd Street to Park Road to improve circulation, connectivity, and access within the industrial and Port areas. The project would be designed to support anticipated traffic demands and enhance operational efficiency while maintaining compatibility with surrounding land uses. Design considerations may include two-lane industrial connector standards, evaluation of signal controls at roadway tie-in locations, drainage and utility coordination, and landscaping and fencing treatments to provide buffering for adjacent uses.
Benicia	Oak Road and Park Road Intersection Improvements	Oak Road serves as an important connector within the transportation network serving the Port of Benicia; however, access between Oak Road and Park Road presents operational and safety challenges, particularly for large truck movements. Existing intersection geometry does not adequately accommodate STAA trucks performing southbound left turns from Park Road onto Oak Road or westbound right turns from Oak Road onto Park Road without encroaching into opposing travel lanes. In addition, sight distance for westbound vehicles exiting Oak Road toward Park Road is constrained by a pier structure supporting the elevated eastbound I-780 to eastbound I-680 connector ramp. As one of only two primary truck access routes between the Port of Benicia and the regional transportation network, maintaining efficient and safe truck access is critical to supporting current and future Port activity. Proposed improvements may include intersection realignment and geometric modifications to safely accommodate all users, including large trucks and trail users, while improving turning movements, visibility, and overall intersection operations.
Dixon	Pedrick Road Corridor <i>* Submitted by member agency as a priority*</i> <i>*From RTIF Update*</i> *Project has not started, tentatively planned as part of the NEQ development*	Rehabilitation of existing Pedrick Road for approximately 1 mile between the Union Pacific Railroad and the I-80 Corridor. The project would expand the road to a 4-lane road and install new sidewalks and a bicycle lane.
Dixon	Pedrick Road Rail Crossing <i>* Submitted by member agency as a priority*</i> <i>*From RTIF Update*</i> *Project has not started, tentatively planned as part of the NEQ development*	Construction of a grade-separated railroad crossing at the UPRR crossing on Pedrick Road, and closure of the at-grade railroad crossing on Vaughn Road.
Dixon	Improve Interchanges in the City of Dixon along I-80 <i>* Submitted by member agency as a priority*</i> <i>*From 2020 CTP AHF Element*</i>	Install traffic signals and construct interchange improvements at I-80 and Pedrick Road, SR 113, Pitt School Road and West A Street.
Fairfield	North Connector West <i>* Submitted by member agency as a priority*</i> <i>*From RTIF Update*</i> <i>*Bay Area Ridge Trail Gap#413 Citadel to I-80*</i> *Staff Working with STA PDT for I-80/I-680/SR12 Package 5 project*	Construct North Connector from Business Center Drive to SR 12
Solano County	Peabody Road <i>*Submitted by member agency as a priority*</i> *Project scope is under development, and potential funding sources are being evaluated*	Widen Peabody Road from 2 to 4 lanes ; from Fairfield CL to Vacaville CL
Solano County	Midway Road - Porter Road - Pitt School Road Connector Improvements <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP AHF Element*</i> *PS&E*	Intersection and roadway improvements to connect City of Dixon with Midway. Supported by City of Dixon.
Solano County	Lake Herman Road Improvements <i>*Submitted by member agency as a priority*</i> *Project scope is under development, and potential funding sources are being evaluated*	Installation of roadway improvements to provide bicycle and pedestrian facilities incorporating necessary ADA compliant curb ramps and driveways, street lighting and green infrastructure elements. Vallejo C/L to Benicia C/L (Class III Bike Route)
Suisun City	Main Street Connector <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i> *\$800k RTIF funding has been programmed for preliminary design and environmental*	Future Street connecting Main Street and Railroad Avenue, alignment TBD, sidewalk improvements

Vacaville	Vaca Valley Parkway Widening: Browns Valley Road to E. Monte Vista Ave	Roadway Widening (2 to 4 Lanes)
Vacaville	E. Monte Vista Ave Road Widening; County Airport Rd to Vaca Valley Pkwy	Roadway Widening (2 to 4 Lanes)
Vacaville	Midway Road Widening: I-505 to Western City Limits	Roadway Widening (2 to 4 Lanes)
Vacaville	Midway Rd & I-505 Interchange Improvements	Roundabout Installations
Vallejo	American Canyon Overcrossing <i>*Submitted by member agency as a priority*</i> <i>*From 2021 CMP*</i> <i>*Connection to Bay Area Ridge Trail Gap#428 I-80 Crossing to Hiddenbrooke*</i> *PS&E for the roundabout, encroachment permit from Caltrans in early 2025 and bid project in 2026, \$379,835 in Fund 211*	A roundabout on the south side to improve operations of the I-80 EB on-/off-ramps intersection with Hiddenbrooke Parkway and McGary Road. Currently there is no plan to improve the overcrossing.
STA	I-80/I-680/SR-12 Interchange: Package 5 <i>*Connection to Bay Area Ridge Trail Gap#415 I80 to McGary Road*</i>	Extend Business Center Drive to connect with Red Top Road and create a partial interchange on westbound HWY12 at the Business Center Drive/Red Top Road intersection. Including the west end of the north connector.
Fairfield/Suisun	Railroad Avenue/East Tabor T-Intersection Right-In/Right-Out Project <i>* Submitted by member agency as a priority*</i>	This is a joint project with the City of Suisun City and Solano County which will prohibit left turns from all approaches at this T-intersection. This will be achieved by constructing raised median islands with mountable curbs.
Suisun /Fairfield	Sunset Avenue Railroad Track Crossing	This is a joint project with Suisun City and Fairfield to construct a railroad track overcrossing on Sunset Avenue from Railroad Avenue West to East Tabor Avenue

FINAL DRAFT ARTERIALS/HIGHWAYS/FREEWAYS PROJECT LIST - TIER 3

Jurisdiction	Project Name	Project Description
Benicia	Industrial Park Highway Access Improvements <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA AIP Plan*</i> *Planning Phase*	I-680 at Lake Herman Road, at Industrial Way, and at Bayshore Road intersections: Widen road for better truck access, install traffic signals.
Benicia	Bayshore Road Improvements- Adams to Park *Planning Phase*	Bayshore Road serves as a primary corridor between the Port of Benicia and regional freeway access points, including I-680, carrying heavy truck traffic while running directly adjacent to an active rail line. The roadway's current condition—including deteriorated pavement, outdated roadway geometry and design standards, drainage constraints, and proximity to the rail corridor—creates safety, maintenance, and operational challenges. Proposed improvements may include roadway widening and pavement reconstruction, evaluation of asphalt versus concrete pavement sections, rail conflict mitigation measures, and associated drainage and utility improvements.
Benicia	Bayshore Road and Park Road Intersection Improvements *Planning Phase*	The Park Road and Bayshore Road intersection serves as a critical connection between the Port of Benicia and the regional freeway network via I-680. Existing intersection geometry and traffic control are not adequate to efficiently or safely accommodate current operational demands, including heavy truck movements and anticipated future activity. This project proposes a follow-up planning phase consisting of preparation of a Project Initiation Document (PID) and a streamlined Intersection Safety and Operational Assessment Process (ISOAP) with an Intersection Control Evaluation (ICE). These efforts are intended to evaluate current and projected operational conditions, identify multimodal safety considerations, and develop recommendations for physical improvements that enhance mobility and safety while supporting long-term transportation needs. Preliminary alternatives under consideration include intersection signalization and construction of a roundabout.
Benicia	Industrial Way/Park Road Intersection Improvements *Planning Phase*	The intersection of Industrial Way, Park Road, and the I-680 ramps serves as a key access point for port-bound truck traffic and local industrial activity in Benicia. Existing conditions include geometric constraints, queuing issues, and inadequate accommodation of large trucks (STAA vehicles), resulting in operational and safety challenges. This project proposes a follow-up planning phase consisting of preparation of a Project Initiation Document (PID) and a streamlined Intersection Safety and Operational Assessment Process (ISOAP) with an Intersection Control Evaluation (ICE). These efforts are intended to develop detailed recommendations for physical improvements to the Industrial Way/Park Road and I-680 interchange area, building upon recommendations identified in the City's Traffic Impact Fee (TIF) study. Key project elements include evaluation of intersection control alternatives, including signalization and roundabout options, improved accommodation of STAA truck movements, and geometric enhancements to address sight distance limitations and reduce queuing impacts.
Dixon	Parkway Boulevard Road Extension <i>*Submitted by member agency as a priority*</i> <i>*From RTIF Update*</i> *Project has not started, will likely be driven by future development*	Extension of existing East Parkway Boulevard to Pedrick Road.
Dixon	SR-113 Relocation to Kidwell Road Interchange <i>*From 2020 CTP AHF Element*</i> *No project phase indicated*	Relocate SR 113 out of the Dixon City Limits on the Mid-way-Kidwell Road alignment. This project is an option identified in the SR 113 MIS.
Fairfield	New Canon Road <i>*Submitted by member agency as a priority*</i> <i>*From RTIF Update*</i> *No project phase indicated*	Construct extension of New Canon Road from Jepson Parkway to Travis AFB
Rio Vista	Improve roadway quality and Rio Vista Bridge <i>*Submitted by member agency as a priority*</i> *No project phase indicated, unfunded*	Streets and roads with pavement quality issues, Trilogy, Airport Road, Church St., Main St., HWY12 (Trilogy-Town), River Road, Rio Vista Bridge, Liberty Island Road.
Solano County	Sievers Road <i>*Submitted by member agency as a priority*</i> *PS&E*	Stevenson Bridge Road to Currey Road
Solano County	Midway Road (Putah South Canal To I-80) <i>*This project was not mapped*</i> <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP AHF Element*</i> *Project scope is under development, and potential funding sources are being evaluated*	Widen Midway Road in both directions to provide a 4-lane, un-divided arterial
Solano County	Bridge Replace/Rehab <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP AHF Element*</i> *PS&E*	Replace or Rehabilitate deficient bridges - Stevenson Bridge, Maine Prairie Bridge, and Bunker Station Bridge scheduled for replacement.
Solano County	Connector/intersection roadway improvements <i>*Submitted by member agency as a priority*</i> *PS&E*	Connector improvements, intersection & roadway improvements to connect the City of Dixon with Midway Rd.
Solano County	Transportation Improvements to I-80 in North Dixon <i>*Submitted by member agency as a priority*</i> *PS&E*	Pedrick Road, Tremont Road, Kidwell Road, Olmo Road
Solano County	McCormack Road Improvements Phase 3 *RTIF Funding for Design, County Priority*	Roadway Road Extension - Phase I and Phase II have been completed
Solano County	Meridian Road North	Vacaville C/L at Midway Rd to Dixon Ave West

Solano County	Meridian Road North	Dixon Ave West to Allendale Road
Solano County	Batavia Road	Weber Road to Midway Road
Solano County	Azevedo Road	SR 12 to Canright Road
Solano County	Creed Road	Branscombe Road to SR 113 (Truck Route)
Solano County	Branscombe Road	SR 12 to Creed Road (Truck Route)
Solano County	Denverton Road	SR 12 to Creed Road (Truck Route)
Solano County	Meridian Road	McCrary Road to Fry Road (Truck Route)
Solano County	Lambie Road	SR 12 to Goosehaven Road (Truck Route)
Suisun City	Railroad Avenue Realignment from Humphrey Drive to Olive Road/East Tabor Avenue	Realign Railroad Avenue from Humphrey through an undeveloped parcel located along the west side of Olive Avenue. This project will also widen Olive Avenue from the realigned road segment to East Tabor Avenue, including installing a traffic signal or a roundabout at the Olive Road/East Tabor Avenue intersection.
Vacaville	Lagoon Valley Interchange <i>*Submitted by member agency as a priority*</i> <i>*From 2021 CMP*</i> *Developer funded/ Design is at 35% level. Caltrans has approved the structure type selection in December 2025. Anticipated to be completed 2028/2029*	Widen Lagoon Valley Road bridge for additional left turn capacity, sidewalk, and intersection signal improvements
Vacaville	Vaca Valley Parkway Extension: Wrentham Dr to Farrell Rd	2 Lane Roadway Extension
Vacaville	Vaca Valley Parkway Widening: Quality Dr to I-505	Roadway Widening (4 to 6 Lanes)
Vacaville	Gibson Canyon Rd Improvements: Hemlock St to Farrell Rd	Center Turn Lane, Multipurpose Trail, and Safety Improvements
Vacaville	California Dr Extension (Marshall to Cherry Glen Rd) & I-80 Overcrossing	I-80 Overcrossing
Vacaville	Nut Tree Rd/I-80 Overcross Widening	Overcross Widening (4 to 6 Lanes)
Vacaville	Jepson Phase IV	Roadway Widening (4 to 6 Lanes)
Vacaville	Vaca Valley Pkwy & I-505 Overcross Widening	Overcross Widening (2 to 4 Lanes)
STA/Vallejo	Solano I-80 Managed Lanes	Vallejo Segment Seeking Funding to update the PID
Caltrans	SHOPP Program	Support Caltrans in implementing SHOPP Program in Solano County
STA	Traffic signal coordination	
STA	Implementation of Solano County Climate Adaptation Plan	
STA	Implementation of the Local Road Safety Plan Projects	
STA	Corridor Studies	Implementation of Solano County Highways and Freeways Corridor Studies

FINAL DRAFT TRANSIT AND RIDESHARE PROJECT LIST - TIER 1

Jurisdiction	Project Name	Project Description
Benicia	East 5th Sidewalk between East N St & East O St <i>* Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i>	East 5th St sidewalk and walkability improvements from East N to East O. Improve access to transit stops, install sidewalk and ADA compliant curb ramps, curb bulb outs, RRFB's, high visibility cross walks.
Benicia	Military East and East 3rd Intersection Improvements <i>* Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i>	Install bulb outs, ADA compliant curb ramps, RRFB's, high visibility cross walks to improve access to transit and schools.
Solano County	Fairgrounds Mobility Hub <i>*From 2020 CTP Transit Element*</i>	Construct a new facility w/parking spaces and bus bays; Solano County Fairgrounds property.
Suisun City	Train Depot Improvements	Train depot improvements will resurface the pavement at train depot; repave Spring Street; replace damaged median concrete island and sidewalks; upgrade seats, landscaping/irrigation, and curb ramps; replace roundabout at end of Spring Street with mountable roundabout; and add Welcome to Suisun City mural on the It's It building.
STA	Implementation of the STA Solano Mobility Program	The Solano Mobility Program consists of the following programs that support the mobility of all Solano County residents, supporting vulnerable populations such as older adults, people with disabilities, and low-income residents: Call Center, Employer/Commuter Programs, Older Adults & People with Disabilities, and Veterans Programs.
FAST	Transit Facility Expansion Project	The project will ensure the City of Fairfield meet future service growth and regulatory demands.
STA/Suisun City/Fairfield	Solano Rail Hub Project - station improvements and pedestrian crossing <i>*From 2020 SMART Feasibility Study*</i> *Completed Planning Studies, initiating PA&ED and PS&E for the Pedestrian Crossing between Suisun City/Fairfield*	The Solano Rail Hub Project — located at the site of the current Suisun-Fairfield Amtrak/Capitol Corridor Station — seeks to make ADA upgrades and expand the current station and create seamless connections between the two cities.

FINAL DRAFT TRANSIT AND RIDESHARE PROJECT LIST - TIER 2

Jurisdiction	Project Name	Project Description
Dixon	SR-113 Improvements <i>* Submitted by member agency as a priority*</i>	TSM, TDM and ITS (e.g., incentives for carpooling, transit services, park-n-ride facilities, advance curve warning signs, speed feedback signs, fog detection).
Fairfield	Fairfield-Vacaville Hannigan Train Station Intermodal Improves <i>*From 2020 CTP Transit Element*</i>	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station.
Suisun City	Denverton Curve Parcel Development <i>* Submitted by member agency as a priority*</i>	This vacant parcel will be developed into a paved park-and-ride lot, featuring enhancements such as street lighting, fencing, landscaping, bioretention facilities, and utilities including storm drainage and stubouts for water and sanitary sewer. Additionally, a sidewalk will be constructed along the western and northern perimeters.
Vallejo	Transit Centers Lyft/Uber designated meeting zones <i>*From 2020 CTP Transit Element*</i>	Install designated meeting zones for Lyft/Uber rides at Curtola Park and Ride and downtown Vallejo Transit Center.

FINAL DRAFT TRANSIT AND RIDESHARE PROJECT LIST - TIER 3

Jurisdiction	Project Name	Project Description
Benicia	Benicia Marina/East B Street Parking Lot Pavement Project <i>* Submitted by member agency as a priority*</i>	Paving, striping, curb ramp, and sidewalk improvements to dirt parking area adjacent to the Benicia Marina main dock to improve ADA accessibility and parking quantity.
Benicia	Benicia Marina Dock Assessibility Upgrades <i>* Submitted by member agency as a priority*</i>	Upgrades to Benicia Marina floating dock to improve ADA accessibility and structure durability.
Benicia	Bridge between Schools (Study) <i>* Submitted by member agency as a priority*</i>	Bridge between schools as a transit access link in addition to linking schools (feasibility study).
Dixon Read-Ride	Electrification of transit fleets <i>* Submitted by member agency as a priority*</i>	
Rio Vista Delta Breeze	Electrification of transit fleets <i>* Submitted by member agency as a priority*</i>	
SolTrans	Solano Express Capital Bus Replacement	
Suisun Microtransit	Electrification of transit fleets <i>* Submitted by member agency as a priority*</i>	
Vacaville City Coach	Electrification of transit fleets <i>* Submitted by member agency as a priority*</i>	
Vacaville City Coach	Mapping and Wayfinding <i>* Submitted by member agency as a priority*</i>	
Transit Operators	Implementation of Short Range Transit Plans	
STA	Implementation of Community Based Transportation Plans	
STA	Implementation of Solano Rail Crossing Plan Update	
STA	Regional Mapping and Wayfinding Program Implementation	
STA	Implementation of Connected Mobility Plan	
STA	Solano Mobility Vanpool Programs	
STA	Support contactless multiagency integrated fair payment system (for example Clipper/CallTP)	
STA	Support MTC Transit Priority Policy (for example, bus on shoulder options, transit signal priority)	
STA	Support Solano Countywide port opportunities and implementation	
STA	Tentative Safe Routes to Transit Plan	

Public Comments Submitted for Comprehensive Transportation Plan Draft Element Projects Lists

CTP Draft Element Project List Public Comment was from March 18, 2026 to April 20, 2026

Member of the Public	Comments	Response
Joe Green-Heffern Fairfield PAC Rep	What is a reasonable "expectation" of funding/implementation timeline for T1 projects? If not within 5 years - could be source of misunderstanding and frustration on part of City and County stakeholders and the public.	<p>STA staff engaged with the eight Solano member agencies to identify priority projects for advancement across short-, mid-, and long-term timeframes. STA recognizes that each jurisdiction maintains extensive project lists through their Capital Improvement Programs (CIPs) and other planning efforts; however, given limited funding and resources, a strategic approach was necessary. The projects included in the CIP were therefore selected based on each agency's highest priorities, ensuring alignment with their goals and needs. It is also understandable that projects in the Tier 1 list are intended to be implemented in the short term 1-5 year timeframe as funding is made available via regional, state and federal grants.</p> <p>Transportation projects typically involve long implementation horizons, progressing from initial phases such as Project Initiation Documents (PIDs) through design and construction. Each phase may rely on different funding sources and requires sustained commitment, staff capacity, and political support. As such, the project list in the CIP is intended as a guiding, dynamic framework; projects may advance in priority as key milestones and phases are completed.</p>
Joe Green-Heffern Fairfield PAC Rep	<p>Supportive of comprehensive list that includes T2 and even T3 projects, even if unlikely to be funded/implemented in 5 to 10 years.</p> <p>1) Place to capture important ATP projects, that while not doable with ATP funds, could be implemented as part of bigger infrastructure projects (e.g. Suisun/Pittman ped/bike crossing of I-80), or with outside funding (e.g. I-80 crossing to Hiddenbrooke).</p> <p>2) Place to capture important, but politically/or otherwise temporarily downgraded projects such as Ridge Trail crossing of Rockville Rd</p>	Comment was noted. STA staff will work with member agencies to promote active transportation infrastructure into larger scale projects.
Joe Green-Heffern Fairfield PAC Rep	Imbalance in lists, especially in T2 & T3; Solano County and Regional Trails have a laundry list, while other Cities seem underrepresented. Seems other City projects from their respective ATP's could be added under T2 & T3 - even if not scored.	<p>STA has encouraged member jurisdictions to be more inclusive of project submittals for the CIP. In addition to projects formally submitted by the seven Solano cities and the unincorporated County of Solano, STA staff will also include projects identified in the following plans:</p> <ul style="list-style-type: none"> •Implementation of the STA Safe Routes to School Program Support •Support the implementation of zero-emission, alternative fuels •Implementation of Priority Development Areas (PDA), Priority Conservation Areas (PCA), Priority Production Areas (PPA) •Implementation of Climate Resiliency Plan Projects •Implementation of the STA Active Transportation Plan •Implementation of Solano County Climate Adaptation Plan •Implementation of the Local Road Safety Plan Projects •Corridor Studies •Implementation of Community Based Transit Plans •Implementation of Short Range Transit Plans •Implementation of the Solano Rail Crossing Plan Update •Implementation of the Connected Mobility Plan •Tentative Safe Routes to Transit Plan
Joe Green-Heffern Fairfield PAC Rep	<p>Generally supportive of scoring by STA staff of the County, Fairfield and Suisun T1 projects; no comments on others. I do wonder why a number of projects are not included in T2 or T3:</p> <p>1) Southside bike/ped crossing of California Ave. to Al Patch Park. It was noted during preparation of the upcoming Version Two of the Solano Walks Brochure.</p> <p>2) SR12/Rail over-crossing replacement. Being studied for Solano Rail Hub.</p> <p>3) Peabody sidewalk extension from Vanden Rd. north to Vacaville Junction.</p>	Comments have been shared with the respective member agency staff for their review and recommendation.
Joe Green-Heffern Fairfield PAC Rep	<p>How does PAC and STA advocate for important but expensive and/or multi-jurisdictional projects that have no realistic expectation of implementation using ATP funding mechanisms? For example:</p> <p>1. Missing or unsafe ped/bike crossings over I-80 and SR-12? Driving around Bay Area, I see many more separate bike/ped overcrossings that must have been added to fill gaps. ATP crossing of I-80 at Suisun/Pittman is big bucks and requires coordination of Caltrans, Fairfield and County, but there is a big need and it would benefit for both Fairfield residents, SCC students, and County's plans for Suisun Valley.</p> <p>2. Major gap in sidewalk along Peabody Rd. through industrial area north of Vanden Road to Vacaville Junction? Must be coordinated with difficult/expensive roadway widening, but key for connecting neighborhoods to Schools and Transit, and regional ATP connection between Vacaville and Fairfield.</p> <p>3. What about relatively low cost ATP projects that might be implemented more quickly solely by a City without ATP funds? (e.g. Vacaville adding ramp/signal or flashing light crossing of California Avenue from Southside bikeway to Al Patch Park that was identified by PAC for upcoming brochure).</p>	<p>Big ticketed active transportation projects generally have a longer construction horizon and require substantial coordination and funding, which includes developing funding plans, which may include leveraging STA discretionary funding programs such as Transportation Development Act Article 3 (TDA-3) and the Transportation Fund for Clean Air (TFCA) 40% Funds as matching funds for regional, state and federal grants.</p> <p>Comments on potential projects have been shared with the City of Fairfield and City of Vacaville for their review and consideration</p>
Bob Berman-PAC Bay Area Ridge Trail Representative	<p>I noticed that the Vallejo Swett project is included in the Tier 3 list of projects. Completion of the Vallejo Swett project would close a critical gap of the Bay Area Ridge Trail in Solano County. A you both are aware the Solano Land Trust is now actively working to make the trail across the Vallejo Swett property a reality. Furthermore it is my understanding the City of Vallejo has agreed to be the sponsor of the Vallejo Swett project.</p> <p>Based on this information, it is my recommendation that the Vallejo Swett project be moved up to either Tier 1 or Tier 2 in the Active Transportation Project list. I do not fully understand the criteria for a project to be included in Tier 1 but if that is not appropriate than it should at least be in Tier 2. Also under the heading Jurisdiction I suggest that the Solano Land Trust/City of Vallejo be added.</p>	<p>Solano Land Trust presented project status updates to the STA Pedestrian Advisory Committee (PAC) on December 4, 2025, and to the STA Bicycle Advisory Committee (BAC) on January 8, 2026. Following these presentations, Solano Land Trust, in coordination with Bay Area Ridge Trail staff, convened a meeting with City of Vallejo staff to provide a project briefing. As a result of this coordination, City of Vallejo staff submitted a letter expressing support for the project and requesting identification of a project sponsor. Subsequently, the City of Vallejo issued a formal sponsorship letter dated February 11, 2026, in support of the project.</p> <p>This project represents a priority for Solano Land Trust and the Bay Area Ridge Trail, and both organizations have demonstrated strong commitment and measurable progress toward advancing the project to a shovel-ready stage. STA staff agree with the recommendation to move the project from Tier 3 to Tier 2.</p>
Roberta C. Resident of Solano	Walters Road and Airbase Parkway needs safe crossing for pedestrians and bicycles. Expanded warehouses in the area bring more workers who don't drive. I work at Travis AFB and risk this crossing to get home. Between the big trucks and speeding cars it's too dangerous for me most days. I'd love to bike commute every day. Thanks for your consideration.	The area of concern was shared with the respective City of Fairfield staff for their consideration.
Joe Green-Heffern Fairfield PAC Rep	Supportive of comprehensive list that includes T2 and even T3 projects, even if unlikely to be funded/implemented in 5 to 10 years so that there is a steady pipeline of projects to guide prioritized but balanced investments across all jurisdictions.	Comment was noted.

Joe Green-Heffern Fairfield PAC Rep	Proposed Tier 1 Projects - No comments other than glad to see grade crossing at UPRR Tracks on Main Street to connect Fairfield & Suisun given importance of future Solano Rail Hub, although curious to see how this would be done.	Comment was noted.
Joe Green-Heffern Fairfield PAC Rep	Proposed Tier 2 Projects: 1. Support inclusion of Peabody Road widening under Solano County to better connect Vacaville and Fairfield. 2. Need to add a companion project under Fairfield to widen Peabody Road from 2 to 4 lanes through the industrial area between Vanden Road and Vacaville Junction so the entire route between Vacaville and Fairfield is 4 lanes. As noted in my comments on the ATP Project List, this is also essential to provide sidewalks for pedestrian as well as bike access from the Gold Ridge neighborhood to Fairfield/Vacaville Train Station and to schools on the south side of the tracks.	Comments have been shared with the City of Fairfield staff for their review and recommendation.
Joe Green-Heffern Fairfield PAC Rep	Tier 3 Projects: 1. Support inclusion of Lagoon Valley Interchange improvements under Vacaville, although could easily move this up to Tier 2 given the ongoing growth in the Lagoon Valley Area. This widening, with inclusion of sidewalk, is important to provide bike/ped access across I-80. 2. Where are the interchange improvements identified in Fairfield's General Plan (Fairfield Forward 2050)? Specifically - the upgrade of Suisun/Pittman interchange on I-80, and the Gold Hill and Ramsay Road interchanges on I-680 that were identified for study. Upgrade of these near-obsolete rural interchanges for the more urban environment, including needed bike/ped crossings is necessary. These should be added under Tier 3, although the Suisun/Pittman improvements could be added under Tier 2 given it's "gateway" location to Suisun Valley and it's importance to the County and Fairfield.	Comments have been shared with the respective member agency staff Vacaville and Fairfield, for their review and recommendation.
Scott Anderson - Solano Resident	Don't build a new parking and bus center at the Fairgrounds. Have you seen the traffic and accidents there? Vallejo already has three bus stations and nobody uses the Fairgrounds or Six Flags daily except for employees and they have a bus stop and parking for both. Adding a transit hub there is a gross misuse of public funds.	Comment was noted.
Avery Livengood PAC Member-At- Large	1. STA should prepare a clear purpose statement so that the Board, member agencies, committee members, and public can meaningfully engage on the project lists. Recommendation Over the past month, I reviewed eight other CTPs and the MTC Guidelines for Countywide Transportation Plans for inspiration. Based on this review, I prepared a draft purpose statement, below, for your consideration. I recommend that STA use this language as a starting point (and modify it for accuracy) to provide context for the project lists. Draft Purpose Statement State law requires that CTPs include a fiscally unconstrained list of transportation projects and programs. Fiscally unconstrained means that projects do not need an identified funding source to qualify to be on the list. To meet this State requirement, STA coordinated with all municipalities and transit operators within the county to compile a list of their planned transportation projects and programs. Additionally, State law requires that STA prioritize the investments that can reasonably be implemented within a 10-year period. To meet this requirement, STA evaluated how well each project would make progress toward the CTP goals and objectives. Project readiness was also considered, given the near-term nature of the 10-year list. Projects that scored higher were prioritized into Tier 1 (the 10-year list) while projects that scored lower were assigned to Tiers 2 and 3. Tier 1 projects that have identified funding sources are considered for inclusion in the next Regional Transportation Plan update, prepared by the Metropolitan Transportation Commission (MTC). This is because the RTP must assume the limitations of expected funding. Tier 1 projects that do not have identified funding sources, or that could benefit from additional funding, are given priority for consideration for STA's discretionary funding and support. Although projects on the Tier 2 and Tier 3 lists are not considered as "ready" as projects on the Tier 1 list, this does not prohibit member agencies from implementing these projects within the next 10-years. Projects can move into higher tiers as they advance through design and permitting.	STA Staff Response to the first recommendation identified in the comment letter: "Add a clear purpose statement so the Board, member agencies, committee members, and public can meaningfully engage on the project lists and CTP." STA agrees that additional context regarding the purpose of the Comprehensive Transportation Plan (CTP) and the associated project lists would be beneficial and will incorporate a clear purpose statement into the final CTP document. The purpose statement will clarify that, while the CTP fulfills State and regional planning requirements, it also serves as STA's long-range blueprint for advancing a safe, connected, and multimodal countywide transportation network that reflects the goals and priorities of STA and its member jurisdictions. The CTP is intended to identify, evaluate, and prioritize transportation investments emerging from ongoing local and countywide planning efforts to support implementation over time. The STA Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) have been regularly informed of the CTP planning process since its initiation in 2023 through committee meetings, policy committee participation, and staff presentations. Policy Committees representing the Active Transportation, Arterials/Highways and Freeways, and Transit elements helped shape the goals, objectives, and prioritization criteria adopted by the STA Board on February 12, 2025. Following adoption of the framework, project scoring was conducted for priority projects submitted by Solano member jurisdictions. The resulting scores informed the development of a three-tiered project framework intended to provide a general indicator of project readiness, alignment with adopted priorities, and anticipated implementation horizon. Tier I projects are generally the most implementation-ready and closely aligned with the adopted prioritization framework. Tier II projects have advanced through portions of project development but require additional work prior to implementation. Tier III projects are generally longer-term concepts or projects that remain in earlier phases of development. The tier structure is intended to serve as a flexible planning and advocacy tool rather than a restrictive mechanism. Projects are not prohibited from advancing based on tier assignment, and projects may move between tiers as funding, design, environmental clearance, or other implementation factors progress. Similarly, projects may advance opportunistically when competitive grant funding or other partnership opportunities become available. Programming of discretionary funding continues to occur through competitive processes that consider eligibility, project readiness, funding source requirements, and strategic alignment. Accordingly, placement within a tier or position within a list does not solely determine whether a project may advance or receive funding support.
Avery Livengood PAC Member-At- Large	2. Supplement the Project List To address the alarming imbalance in projects across jurisdictions and elements, STA draw from existing countywide plans, Short-Range Transportation Plans, and Community-Based Transportation Plans to supplement the draft project lists. Recommendation STA staff should draw from recommendations in existing countywide plans, Short-Range Transportation Plans, and Community-Based Transportation Plans to supplement the project list and improve the balance of projects. STA should add all individual projects recommended in the following plans that have not yet been implemented: <ul style="list-style-type: none">• 2025 Solano County Safe Routes to Schools Plan• 2022 Solano Countywide Local Road Safety Plan• 2020 Solano County Active Transportation Plan – including all chapters• 2020 Vallejo Community Based Transportation Plan	STA Staff Response to the second recommendation identified in the comment letter: "Supplement the project list to address the imbalance in the number of projects across jurisdictions and elements." Projects identified by the following plans will be incorporated into the CTP Element Project Lists: <ul style="list-style-type: none">• Implementation of the STA Safe Routes to School Program Support• Support the implementation of zero-emission, alternative fuels• Implementation of Priority Development Areas (PDA), Priority Conservation Areas (PCA), Priority Production Areas (PPA)• Implementation of Climate Resiliency Plan Projects• Implementation of the STA Active Transportation Plan• Implementation of Solano County Climate Adaptation Plan• Implementation of the Local Road Safety Plan Projects• Corridor Studies• Implementation of Community Based Transportation Plans• Implementation of Short Range Transit Plans• Implementation of the Solano Rail Crossing Plan Update• Implementation of the Connected Mobility Plan• Tentative Safe Routes to Transit Plan
Avery Livengood PAC Member-At- Large	3. Adjust Scoring Method for Mode-Specific Criteria STA should adjust the scoring method so that pedestrian, bicycle, and transit projects do not default to rank lower than multimodal projects. Recommendations The Alternative Fuel Vehicles category should be moved to mode-specific and apply only to projects on the Arterials/Highways/Freeways project list. In addition, STA should recalculate project scores and reassign priorities within the Active Transportation project list and the Transit and Rideshare project list. I have identified two ways this could be accomplished (Options 1 and 2, below). Option 1: Normalize each project's score to the total points achievable for the included modes. <ul style="list-style-type: none">• Projects would only be scored based on the criteria for "all modes" and the applicable mode-specific criterion or criteria.• The total score for each project would be divided by the total possible points (varies depending on which mode-specific criteria apply).• The result is a normalized score: a percentage of total possible points. Percentages can be compared and used to rank projects because they are in equivalent units. Option 2: Omit the arterials and freeways criteria from the Active Transportation and Transit and Rideshare project lists. <ul style="list-style-type: none">• Arterials/Highways/Freeways project list – no change to scoring. Accounting for all modes improves the ranking of projects with complete streets elements relative to those that lack complete streets elements.• Active Transportation project list – remove arterials and freeways criteria (and transit and rideshare criteria from scores). Projects are only scored and ranked based on the general criteria and the bicycle and pedestrian mode-specific scores.• Transit and Rideshare project list – remove arterials and freeways criteria (and pedestrian/bicycle criteria from scores). Projects are only scored and ranked based on the based on the general criteria and the transit mode-specific scores. This approach would still dilute the scores of some single-mode projects on the Active Transportation project list. However, it might be more intuitive and easier to communicate.	STA Staff Response to the third and fourth recommendation identified in the comment letter: <i>Third recommendation: "Adjust scoring method for mode-specific criteria so that pedestrian, bicycle, and transit projects do not default to a lower score than multimodal projects and STA Staff response to the fifth recommendation identified in the comment letter." Fourth recommendation: "Add relevant project and program details to improve understanding of whether Tier 1 projects will provide measurable progress towards goals and objectives."</i> STA appreciates the detailed review and recommendations regarding the project scoring framework and individual project scores. The scoring criteria and prioritization methodology were developed over a multi-year planning process involving STA committees, member agencies, policy committees, and Board direction. The framework was intended to provide a consistent, countywide planning-level approach for organizing projects by general readiness, alignment with adopted goals, and implementation horizon across multiple transportation modes and jurisdictions. As part of this process, STA sought to balance consistency, transparency, and flexibility while recognizing that no scoring framework can fully capture the unique benefits or context of every individual project. The resulting scores and tiers are therefore intended to function as broad planning and advocacy tools rather than precise technical rankings or funding determinations. Given the extensive committee review already completed, STA does not anticipate revising the overall scoring methodology or comprehensively rescore projects at this stage of the CTP process. However, the comments provided will be documented as part of the public record and may help inform future updates to prioritization frameworks, evaluation criteria, and future CTP cycles.

	<p>4. Revise Scores of Select Projects The project lists that were posted with the request for public comment do not show criteria or scores. Therefore, the comments below are based on the Active Transportation project list and criteria scores depicted in the February 2026 PAC meeting packet and the Transit and Rideshare project list and criteria scores depicted in the March 2026 Transit and Rideshare Subcommittee meeting packet.</p>	
<p>Avery Livengood PAC Member-At-Large</p>	<p>5. Add Relevant Project and Program Details The final project lists, particularly the Tier 1 lists, should include relevant project and program details to improve understanding of whether projects will provide measurable progress towards goals and objectives of the CTP.</p> <p>Recommendation STA should ensure that the final Tier 1 project lists differentiate between capacity-increasing and non-capacity increasing projects, include cost estimates, and list identified funding sources.</p>	<p>STA Staff response to the fifth recommendation identified in the comment letter: <i>"Add relevant project and program details to improve understanding of whether Tier 1 projects will provide measurable progress towards goals and objectives."</i></p> <p>STA staff will include relevant project details as information is provided and shared by the project sponsor. As the project list is non-fiscal in nature, cost estimates have not been included. A list of identified funding sources will be incorporated as part of the greater Comprehensive Transportation Plan (CTP) Update. The CTP project list represents each member agency's priority projects and may include capacity-increasing improvements, which are more commonly associated with the Arterials/Highways/Freeways element.</p> <p>Regionally significant projects—such as the I-80/680/780 Interchange Project—are being implemented in phases to address congestion and improve traffic flow for Solano County residents and commuters traveling within and beyond the region. It is recognized that securing funding for capacity-increasing projects has become increasingly challenging. As a result, such projects are being encouraged, where feasible, to incorporate capacity-reducing infrastructure and/or programs that promote alternatives to single-occupancy vehicle travel. Each project is distinct and subject to varying implementation timelines; potential system impacts are evaluated as part of its own project implementation process.</p>

Joe Green-Heffern comments regarding Draft Tiered List of Active Transportation Projects for update of Comprehensive Transportation Plan (CTP)

1. What is a reasonable "expectation" of funding/implementation timeline for T1 projects? If not within 3-5 years - could be source of misunderstanding and frustration on part of PAC members and public.
2. Supportive of comprehensive list that includes T2 and even T3 projects, even if unlikely to be funded/implemented in 5 to 10 years.
 - 1) Place to capture important ATP projects, that while not doable with ATP funds, could be implemented as part of bigger infrastructure projects (e.g. Suisun/Pittman ped/bike crossing of I-80), or with outside funding (e.g. I-80 crossing to Hiddenbrooke).
 - 2) Place to capture important, but politically/or otherwise temporarily downgraded projects such as Ridge Trail crossing of Rockville Rd.
3. Imbalance in lists, especially in T2 & T3; Solano County and Regional Trails have a laundry list, while other Cities seem underrepresented. Seems other City projects from their respective ATP's could be added under T2 & T3 - even if not scored.
4. Generally supportive of scoring by STA staff of the County, Fairfield and Suisun T1 projects; no comments on others. I do wonder why a number of projects are not included in T2 or T3:
 - 1) Vacaville - Southside bike/ped crossing of California Ave. to Al Patch Park. It was noted during preparation of the upcoming Version Two of the Solano Walks Brochure.
 - 2) Fairfield/Suisun - SR12/Rail over-crossing replacement. Being studied for Solano Rail Hub.
 - 3) Fairfield - Peabody sidewalk extension from Vanden Rd. north to Vacaville Junction.
 - 4) Fairfield/Solano County - I80 bike/ped over-crossing at Suisun/Pitman Interchange.
5. How does PAC and STA advocate for important but expensive and/or multi-jurisdictional projects that have no realistic expectation of implementation using ATP funding mechanisms? For example:
 1. Missing or unsafe ped/bike crossings over I-80 and SR-12? Driving around Bay Area, I see many more separate bike/ped overcrossings that must have been added to fill gaps. ATP crossing of I-80 at Suisun/Pittman is big bucks and requires coordination of Caltrans, Fairfield and County, but there is a big need and it would benefit for both Fairfield residents, SCC students, and County's plans for Suisun Valley.
 2. Major gap in sidewalk along Peabody Rd. through industrial area north of Vanden Road to Vacaville Junction? Must be coordinated with difficult/expensive roadway widening, but key for connecting neighborhoods to Schools and Transit, and regional ATP connection between Vacaville and Fairfield.
 3. What about relatively low cost ATP projects that might be implemented more quickly solely by a City without ATP funds? (e.g. Vacaville adding ramp/signal or flashing light crossing of California Avenue from Southside bikeway to Al Patch Park that was identified by PAC for upcoming brochure).

Joe Green-Heffern (Fairfield PAC representative) comments regarding Draft Tiered List of Arterials, Highways and Freeways Projects for update of Comprehensive Transportation Plan (CTP)

1. What is a reasonable "expectation" of funding/implementation timeline for T1 projects? If not within 5 years - could be source of misunderstanding and frustration on part of City and County stakeholders and the public.
2. Supportive of comprehensive list that includes T2 and even T3 projects, even if unlikely to be funded/implemented in 5 to 10 years so that there is a steady pipeline of projects to guide prioritized but balanced investments across all jurisdictions.
3. Proposed Tier 1 Projects - No comments other than glad to see Grade Crossing at UPRR Tracks on Main Street to connect Fairfield & Suisun given importance of future Solano Rail Hub, although curious to see how this would be done.
4. Proposed Tier 2 Projects:
 1. Support inclusion of Peabody Road widening under Solano County to better connect Vacaville and Fairfield.
 2. Need to add a companion project under Fairfield to widen Peabody Road from 2 to 4 lanes through the industrial area between Vanden Road and Vacaville Junction so the entire route between Vacaville and Fairfield is 4 lanes. As noted in my comments on the ATP Project List, this is also essential to provide sidewalks for pedestrian as well as bike access from the Gold Ridge neighborhood to Fairfield/Vacaville Train Station and to schools on the south side of the tracks..
5. Tier 3 Projects
 1. Support inclusion of Lagoon Valley Interchange improvements under Vacaville, although could easily move this up to Tier 2 given the ongoing growth in the Lagoon Valley Area. This widening, with inclusion of sidewalk, is important to provide bike/ped access across I-80.
 2. Where are the interchange improvements identified in Fairfield's General Plan (Fairfield Forward 2050)? Specifically - the upgrade of Suisun/Pittman interchange on I-80, and the Gold Hill and Ramsay Road interchanges on I-680 that were identified for study. Upgrade of these near-obsolete rural interchanges for the more urban environment, including needed bike/ped crossings is necessary. These should be added under Tier 3, although the Suisun/Pittman improvements could be added under Tier 2 given it's "gateway" location to Suisun Valley and it's importance to the County and Fairfield.

Comprehensive Transportation Plan

From Marilyn Farley <[REDACTED]>

Date Tue 3/31/2026 11:21 AM

To Dulce Jimenez <djimenez@sta.ca.gov>

You don't often get email from mjarley01@gmail.com. [Learn why this is important](#)

Hi, Dulce, I took a quick look at your plan and didn't see anything about projects for highway 12 between Walters Rd. And Rio Vista. Did I miss anything? Thanks! Marilyn

Marilyn Farley

[REDACTED]
Fairfield CA 94533

[REDACTED]

Solano Comprehensive Plan

From Angel Anderson <[REDACTED]>

Date Tue 3/31/2026 10:55 AM

To Dulce Jimenez <djimenez@sta.ca.gov>

You don't often get email from sparkysgirl@sbcglobal.net. [Learn why this is important](#)

Don't build a new parking and bus center at the Fairgrounds. Have you seen the traffic and accidents there? Vallejo already has three bus stations and nobody uses the Fairgrounds or Six Flags daily except for employees and they have a bus stop and parking for both. Adding a transit hub there is a gross misuse of public funds.

Scott Anderson

Draft Active Transportation Project List

From Bob Berman [REDACTED] >

Date Wed 4/8/2026 2:50 PM

To Dulce Jimenez <djimenez@sta.ca.gov>; Kathrina Gregana <kgregana@sta.ca.gov>

Cc Barry Hill <barry@solanolandtrust.org>; Kyvan Elep <kyvanelep@ridgetrail.org>

Hello Dulce and Kathrina:

I again reviewed the Draft Active Transportation Project list for inclusion in the Comprehensive Transportation Plan.

I noticed that the Vallejo Swett project is included in the Tier 3 list of projects.

Completion of the Vallejo Swett project would close a critical gap of the Bay Area Ridge Trail in Solano County. As you both are aware the Solano Land Trust is now actively working to make the trail across the Vallejo Swett property a reality. Furthermore it is my understanding the City of Vallejo has agreed to be the sponsor of the Vallejo Swett project.

Based on this information, it is my recommendation that the Vallejo Swett project be moved up to either Tier 1 or Tier 2 in the Active Transportation Project list. I do not fully understand the criteria for a project to be included in Tier 1 but if that is not appropriate than it should at least be in Tier 2. Also under the heading Jurisdiction I suggest that the Solano Land Trust/City of Vallejo be added.

Thanks for your attention to the above. Let me know if either of you have any questions.

Bob Berman
[REDACTED]

Safe Crossing Recommendation

From steven jaqua [REDACTED]
Date Fri 4/17/2026 7:04 AM
To Dulce Jimenez <djimenez@sta.ca.gov>

[You don't often get email from jaqua steven@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Walters Road and Airbase Parkway needs safe crossing for pedestrians and bicycles. Expanded warehouses in the area bring more workers who don't drive. I work at Travis AFB and risk this crossing to get home. Between the big trucks and speeding cars it's too dangerous for me most days. I'd love to bike commute every day.

Thanks for your consideration.

Roberta C
Suisun City

April 19, 2026

Solano Transportation Authority (STA)
423 Main Street
Suisun City, CA 94585

Delivered via email: djimenez@sta.ca.gov

Re: Comments on the Draft Countywide Transportation Plan Project Lists

Dear Dulce,

Thank you for the opportunity to comment on the Solano Transportation Authority's (STA) Countywide Transportation Plan (CTP) project lists.

As you know, I have been engaged on the CTP goals and objectives, project prioritization scoring criteria, and project lists for nearly two years. In addition to attending and participating in meetings of the Pedestrian Advisory Committee (PAC) and the CTP Transit and Rideshare Subcommittee, I have spent many hours of my personal time reading background documents and other CTPs to grow my understanding. My hope is that this time has been well spent, such that these comments are actionable and provide you with helpful ideas and options to incorporate into the CTP.

My recommendations are organized as follows:

1. **Add a clear purpose statement** so the Board, member agencies, committee members, and public can meaningfully engage on the project lists and CTP.
2. **Supplement the project list** to address the imbalance in the number of projects across jurisdictions and elements.
3. **Adjust scoring method for mode-specific criteria** so that pedestrian, bicycle, and transit projects do not default to a lower score than multimodal projects.
4. **Revise scores of select projects** on the Active Transportation and Transit and Rideshare project lists.
5. **Add relevant project and program details** to improve understanding of whether Tier 1 projects will provide *measurable* progress towards goals and objectives.

1. Add a Clear Purpose Statement

STA should prepare a clear purpose statement so that the Board, member agencies, committee members, and public can meaningfully engage on the project lists.

Problem Statement

Neither the [request for public comment](#) nor the draft project lists are accompanied by introductory or supporting materials that explain to the public the purpose of the list, the meaning of the tiers, nor how projects were allocated to the tiers. Members of the public who have not previously been involved in the CTP update will lack sufficient information to provide informed comments and meaningfully engage on this request for public comment.

Indeed, the purpose of the project list and the purpose of tiers has not been clearly articulated even to the PAC. The November 21, 2025 memo you prepared for the December 2025 PAC meeting packet states that the CTP, “... serves as the foundational document from which transportation projects and programs are considered for the Metropolitan Transportation Commission’s (MTC) Regional Transportation Plan (RTP)...” but does not discuss which projects and programs are considered for the RTP, nor how it relates to the project tiers. The memo continues, “the project scores will inform the tiering process, through which projects will be categorized by element and by jurisdiction.” Again, the meaning of the tiers is not defined.

When PAC members asked at the December 2025 meeting about the significance of the tiers, STA staff told PAC members that the tiers don’t matter. I sincerely doubt that STA would waste years of staff time, committee members’ time, and consultant resources on an exercise that “doesn’t really matter.” Therefore, STA should be able to articulate answers to these questions:

- What is the purpose of dividing projects into three tiers (as opposed to fewer or more tiers)?
- Is consideration for the RTP predicated on assignment to a specific tier?
- Is consideration for STA’s discretionary funding predicated on assignment to a specific tier?
- Within a tier, what does it mean if the project is ranked at the top of the list versus at the bottom?

Recommendation

Over the past month, I reviewed eight other CTPs and the MTC *Guidelines for Countywide Transportation Plans* for inspiration. Based on this review, I prepared a draft purpose statement, below, for your consideration. **I recommend that STA use this language as a starting point** (and modify it for accuracy) **to provide context for the project lists.**

Draft Purpose Statement

State law requires that CTPs include a fiscally unconstrained list of transportation projects and programs. Fiscally unconstrained means that projects do not need an identified funding source to qualify to be on the list. To meet this State requirement, STA coordinated with all municipalities and transit operators within the county to compile a list of their planned transportation projects and programs.

Additionally, State law requires that STA prioritize the investments that can reasonably be implemented within a 10-year period. To meet this requirement, STA evaluated how well each project would make progress toward the CTP goals and objectives. Project readiness was also considered, given the near-term nature of the 10-year list. Projects that scored higher were prioritized into Tier 1 (the 10-year list) while projects that scored lower were assigned to Tiers 2 and 3.

Tier 1 projects that have identified funding sources are considered for inclusion in the next Regional Transportation Plan update, prepared by the Metropolitan Transportation Commission (MTC). This is because the RTP must assume the limitations of expected funding. Tier 1 projects that do not have identified funding sources, or that could benefit from additional funding, are given priority for consideration for STA's discretionary funding and support.

Although projects on the Tier 2 and Tier 3 lists are not considered as "ready" as projects on the Tier 1 list, this does not prohibit member agencies from implementing these projects within the next 10-years. Projects can move into higher tiers as they advance through design and permitting.

2. Supplement the Project List

To address the alarming imbalance in projects across jurisdictions and elements, STA draw from existing countywide plans, Short-Range Transportation Plans, and Community-Based Transportation Plans to supplement the draft project lists.

Problem Statement

The imbalance in the number of projects was previously identified as a concern by PAC member Joseph Green-Heffern, and I echo his comments here. It is concerning that the most populous cities in the county have so few projects on the CTP list, despite extreme need in all three categories (Arterials/Highways/Freeways, Active Transportation, and Transit). Indeed, as shown in Table 1 on the next page, the cities of Vallejo and Fairfield

make up more than half of the population of Solano County and have a combined total of 18 projects on the list, whereas Solano County makes up only 4% of the population and has 75 projects on the list. Vallejo and Fairfield have three projects each on the Tier 1 list, second only to Rio Vista. Three Tier 1 projects, each, will not even begin to address Vallejo and Fairfield’s extensive transportation needs over the next 10 years.

Table 1. Percent of Solano County Population compared to Number of Projects on CTP List, by Agency (Ordered from most to least projects on CTP List. Table does not count projects submitted by transit operators, STA, or other entities)

Agency	Percent of Population	No. of Projects on CTP List	No. of Projects on Tier 1 List
Solano County	4%	75	6
City of Dixon	4%	17	4
City of Benicia	6%	16	9
City of Suisun City	6%	14	4
City of Fairfield	27%	10	3
City of Vallejo	28%	8	3
City of Vacaville	23%	7	5
City of Rio Vista	2%	6	2

While I understand that STA does not control the member jurisdictions’ submittals, it is important to recognize that member jurisdictions may not have equivalent familiarity with the CTP process, understand the importance of the project list, nor have adequate staff capacity to prepare a comprehensive list for submittal to STA.

In addition, to the imbalance across jurisdictions, there is a notable imbalance across elements. Given the importance of transit in reducing VMT, it is problematic that the Transit and Rideshare project list has only six projects in Tier 1 and Short-Range Transportation Plan projects have been relegated to Tier 3.

Recommendation

STA staff should draw from recommendations in existing countywide plans, Short-Range Transportation Plans, and Community-Based Transportation Plans to supplement the project list and improve the balance of projects. STA should add all individual projects recommended in the following plans that have not yet been implemented:

- [2025 Solano County Safe Routes to Schools Plan](#)
- [2022 Solano Countywide Local Road Safety Plan](#)
- [2020 Solano County Active Transportation Plan](#) – including all chapters
- [2020 Vallejo Community Based Transportation Plan](#)

See **Attachment A** for a recommended list of projects to supplement the City of Vallejo submittal to the Active Transportation projects list.

3. Adjust Scoring Method for Mode-Specific Criteria

STA should adjust the scoring method so that pedestrian, bicycle, and transit projects do not default to rank lower than multimodal projects.

Problem Statement

The MTC *Guidelines for Countywide Transportation Plans* emphasizes that, “the state[needs] to significantly reduce vehicle miles traveled (VMT) and increase walking, biking, and transit usage” and that, “transportation projects and policies that reduce VMT are expected to receive higher priority...”

Nevertheless, STA has applied mode-specific criteria to all projects, thus diluting the scores of single-mode pedestrian, bicycle, and transit projects relative to multimodal projects that include arterials or freeways elements. A multimodal project that provides Class II bike lanes and benefits the movement of goods and freight should not be ranked higher than a single-mode project than provides a Class I bike path, simply because it can acquire more points from more mode-specific categories. This inherently biases the rankings against single-mode bicycle, pedestrian, and transit improvements.

In addition, the “Sustainability and Resiliency” criterion that is on the list of general criteria applicable to all modes disadvantages bicycle and pedestrian projects, which are unable to obtain the three points available for Alternative Fuel Vehicles. The draft ATP list shared with the PAC at our February 2026 meeting indicates that none of the ATP projects obtained a high score for “Sustainability and Resiliency,” despite bike/ped being the very definition of sustainable – 100% free of fossil fuels!

Recommendations

The Alternative Fuel Vehicles category should be moved to mode-specific and apply only to projects on the Arterials/Highways/Freeways project list.

In addition, STA should recalculate project scores and reassign priorities within the Active Transportation project list and the Transit and Rideshare project list. I have identified two ways this could be accomplished (Options 1 and 2, below).

Option 1: Normalize each project’s score to the total points achievable for the included modes.

- Projects would only be scored based on the criteria for “all modes” and the applicable mode-specific criterion or criteria.

- The total score for each project would be divided by the total possible points (varies depending on which mode-specific criteria apply).
- The result is a normalized score: a percentage of total possible points. Percentages can be compared and used to rank projects because they are in equivalent units.

For example: In Table 2, the pedestrian-only project achieved a total score of 60 and would have ranked lower than the multimodal project shown in Table 3, which has a total score of 61 points. However, the pedestrian-only project appears to have better pedestrian elements because it received 10 points instead of 6. By normalizing the scores, the higher-quality pedestrian project ends up with a higher score.

Table 2. Example Application to a Pedestrian-Only Project

Criterion	Points Awarded	Total Possible Points
All Modes		
Various	50	65
Mode-Specific		
Arterials, Hwys, & Fwys	0	<i>Not applicable</i>
Bicycle	0	<i>Not applicable</i>
Pedestrian	10	10
Transit	0	<i>Not applicable</i>
Total	60	75
Normalized Score	$60 \div 75 = 80\%$	

Table 3. Example Application to a Multimodal Project that Includes Arterials and Pedestrian Modes

Criterion	Points Awarded	Total Possible Points
All Modes		
Various	50	65
Mode-Specific		
Arterials, Hwys, & Fwys	5	5
Bicycle	0	<i>Not applicable</i>
Pedestrian	6	10
Transit	0	<i>Not applicable</i>
Total	61	80
Normalized Score	$61 \div 80 = 76\%$	

This approach is the fairest way to accomplish mode-specific scores.

Option 2: Omit the arterials and freeways criteria from the Active Transportation and Transit and Rideshare project lists.

- **Arterials/Highways/Freeways** project list – no change to scoring. Accounting for all modes improves the ranking of projects with complete streets elements relative to those that lack complete streets elements.
- **Active Transportation** project list – remove arterials and freeways criteria (and transit and rideshare criteria from scores). Projects are only scored and ranked based on the general criteria and the bicycle and pedestrian mode-specific scores.
- **Transit and Rideshare** project list – remove arterials and freeways criteria (and pedestrian/bicycle criteria from scores). Projects are only scored and ranked based on the based on the general criteria and the transit mode-specific scores.

This approach would still dilute the scores of some single-mode projects on the Active Transportation project list. However, it might be more intuitive and easier to communicate.

4. Revise Scores of Select Projects

The project lists that were posted with the [request for public comment](#) do not show criteria or scores. Therefore, the comments below are based on the Active Transportation project list and criteria scores depicted in the February 2026 PAC meeting packet and the Transit and Rideshare project list and criteria scores depicted in the March 2026 Transit and Rideshare Subcommittee meeting packet.

Active Transportation Projects

- **Solano County, Sidewalk Gap Closures/PCA (“Farm to Market/ Gateway to Suisun Valley”)**: The PAC has received two presentations on this project from County staff, and on both occasions, PAC members have expressed extensive concerns about the safety of the limited pedestrian and bicycle elements. No changes appear to have been made to the project design in response to these comments. The safety score should reflect PAC concerns. The transit scores should also be reduced, as a wine bus stop does not constitute a significant transit capital investment, nor does it improve access to a regional or local transit center.
- **Solano County, Benicia Road Phase 2 (Beach St to Starr Ave)**: This project should achieve 4 points and score “high” in the Access category. When combined with the County’s planned improvements to other segments of Benicia Road, it will provide needed access between the east and west sides of Vallejo (across I-80), ultimately connecting eastern Vallejo to the Central Corridor East PDA. It also improves safe access to the Benicia Road / Starr Ave stop for the SolTrans 8 bus (Glen Cove / Hogan Middle School route) and provides safe routes to transit on the eastern side

of I-80 to access SolTrans 38 bus (Jesse Bethel High School route). It provides safe pedestrian access to the Greater Vallejo Recreation District sports facility on Starr Avenue. Finally, when combined with the sidewalk improvements currently under construction in the neighborhood south of Benicia Road, it provides safe pedestrian connections to the Curtola Park & Ride.

- **Vallejo, Bluff Trail:** I appreciate that the trail is adjacent to Sonoma Blvd. and level of traffic stress on that road is high, but a Class I separated trail is the best option to reduce that stress and improve safety. There is no other, safer option, as far as I am aware. This project should be rated “high” for the pedestrian mode criteria, as it will significantly improve pedestrian safety and comfort relative to existing conditions. At the very least, the project should attain 3 points for “new facility” and 5 points for “other improvements effective at improving pedestrian safety,” for a total of 8 points.
- **Vallejo, Mare Island Causeway bike/ped access:** Similarly, I appreciate that the level of traffic stress on the Mare Island Causeway is high, but a Class I separated trail is the best option to reduce that stress and improve safety. As with the Bluff Trail, this project should be rated “high” for the pedestrian mode criteria, as it will significantly improve pedestrian safety and comfort relative to existing conditions.
- **Vallejo, Swett Ranch trail:** This project should receive higher criteria scores for connectivity, access, and pedestrian criteria. Currently, the high-resource Hiddenbrook neighborhood cannot be accessed from elsewhere in Vallejo by any means other than driving. You cannot walk there, as there are no local roads, and there is no bus access. This trail would grant access to people who cannot drive.

Transit and Rideshare Projects

- **SolTrans, Solano Express Capital Bus Replacement:** This project should receive points for Sustainability/Resilience, Equity, System Maintenance, and Transit Utilization for the following reasons:
 - Transit reduces VMT by supporting more passengers per trip and should achieve maximum points in the Sustainability and Resilience category.
 - Transit also enhances equity by giving people who cannot drive access to school, work opportunities, and social services. SolTrans bus routes in particular serve many disadvantaged populations within the City of Vallejo and Solano County, including youth, people with disabilities, and people experiencing homelessness. The 2022 SolTrans SRTP states that, “Much of the area served by SolTrans’ local fixed-route service is considered to be an equity priority community, as defined by the [MTC]...”
 - Bus replacement is the very definition of system maintenance.

- Bus replacement supports transit utilization by increasing reliability and ridership. When buses break down and have to be taken out of service, it means cancelled or late service. Replacing old buses with new, more reliable buses will make the system more reliable and improve rider experience, and sustain or improve transit utilization.

This project should also be moved to Tier 1 or 2; there is no design or permitting needed and it should therefore be counted as fully “ready” in those categories.

- **STA, Tentative Safe Routes to Transit Plan:** Why is this plan tentative? A plan is easily achievable within a 10-year period and would be a relatively low-cost way to make progress towards improving transit in Solano County. It does not appear that STA has evaluated this project against the scoring criteria, though I believe it would perform well across nearly all categories. Please consider reprioritizing this item.

5. Add Relevant Project and Program Details

The final project lists, particularly the Tier 1 lists, should include relevant project and program details to improve understanding of whether projects will provide measurable progress towards goals and objectives of the CTP.

Problem Statement

The MTC *Guidelines for Countywide Transportation Plans* states that the project list should describe the design concept and scope, system capacity impacts (i.e., new lane miles), cost, funding, and schedule. The MTC guidelines indicate that the list should differentiate between projects and programs that increase transportation system capacity and those that do not. Presumably, this differentiation is important to understand the effects of the projects on important performance indicators like VMT. (The MTC guidelines say to, “forecast and report outcomes of implementing the investments and policies in the CTP, including... changes in passenger car VMT compared to a performance baseline.”)

The draft CTP project lists include a “Project Description,” but in many cases this field lacks the type of information recommended in the guidelines. There is no systematic indication of which projects are capacity-increasing, nor what the system capacity impacts are. Not only does this obfuscate how STA arrived at its Sustainability and Resiliency scores for the Arterials/Highways/Freeways projects (VMT goals are a subset of this category), it also raises questions about how STA will properly forecast changes in VMT.

Additionally, the draft CTP project lists do not include any information about project cost nor funding sources. Not only does this obfuscate how STA arrived at its Readiness scores, it also raises questions about how STA will identify the list of projects that can reasonably be implemented (i.e., funded) in the next 10 years.

Recommendation

STA should ensure that the final Tier 1 project lists differentiate between capacity-increasing and non-capacity increasing projects, include cost estimates, and list identified funding sources.

Conclusion

I am only able to submit these detailed comments because my involvement on the PAC has granted me access to presentations and hard copy information on scoring criteria and project scores that are not currently available to members of the public. The draft project lists that are posted online do not contain any information about scoring criteria nor project scores, and members of the public are therefore at a disadvantage to meaningfully engage on this request for public comment.

STA should be more transparent about the process to develop, score, and tier the project lists in future documentation and requests for public comment. Tabular information should be published in a digitally accessible format so that people with disabilities – many of whom rely on STA programs for transportation – can properly access and engage with the process.

I would be happy to discuss my comments and recommendations at your convenience, to support STA to address my concerns.

Thank you for your consideration.

Avery Livengood

Attachment A. Additional Projects to Add to the Active Transportation Project List

Plan and Reference	Project
2020 STA Active Transportation Plan: Vallejo chapter, Table VL-1 (p. 10) and VL-5 (p. 36)	Safety Project: Install HAWK signals at Springs Rd and Tregaskis, Heartwood, and Lassen/Hilton
2020 STA Active Transportation Plan: Vallejo chapter, Table VL-1 (p. 10)	Safety Project: Install curb extensions; provide school route improvements on Springs Rd from Miller Ave to Rollingwood Dr
2020 STA Active Transportation Plan: Vallejo chapter, p. 31	East Vallejo Cross-town Connectivity Network: Tennessee St Class IV Separated Bikeways in the western portions of the corridor and Class II Bicycle Lanes or Class III Bicycle Blvd in the eastern portion. Provides safe routes to Vallejo Charter School, Elmer Cave Language Academy, Independent Study Academy, Vallejo High School Annex Campus, and Vallejo Educational Academy. It closes a gap to transit for SolTrans Transit routes 1, 4, 6, 7B, and 38. Connects through two PDAs.
2020 STA Active Transportation Plan: Vallejo chapter, p. 31	East Vallejo Cross-town Connectivity Network: Georgia St Class II Buffered Bicycle Lanes with a short segment of Class IV Separated Bikeways. Provides safe routes to Hogan Middle School, Annie Pennycook Elementary School, Steffan Manor Elementary School, and Franklin Jr. High School. Closes a gap to transit for SolTrans Transit routes 6, 8, and 38.
2020 STA Active Transportation Plan: Vallejo chapter, p. 31	East Vallejo Cross-town Connectivity Network: Oakwood Ave Class II Buffered Bicycle Lanes. Provide safe routes to Hogan Middle School and Vallejo Charter School. Closes a gap to transit for SolTrans Transit routes 6, 8, and 38.
2020 STA Active Transportation Plan: Vallejo chapter, p. 31	Mare Island Way and Curtola Parkway Separated Bikeway Two-way Class IV Separated Bikeway along the western side of the street. Closes a high-priority gap to regional transit access for the SF Bay Ferry and to the Vallejo Transit Center which is serviced by Napa Vine Transit (routes 11 and 11X) and SolTrans Transit (routes 1, 2, 3, 4, 5, 6, 7A, 7B, 8, 11, 82, R, and Y). This route connects through two PDAs.
2020 STA Active Transportation Plan: Vallejo chapter, p. 31	Solano Avenue Corridor Connectivity Class IV separated bikeway with striped buffers and soft-tipped posts and Class II Buffered Bicycle Lanes where necessary due to driveway conflicts. Provides safe routes to Franklin Jr. High School. Closes gaps to transit for SolTrans Transit routes 3, 4, 8, and 7A. This route connects one PDA.

Plan and Reference	Project
2020 STA Active Transportation Plan: Vallejo chapter , p. 31, 34	North Vallejo Cross-town Separated Bikeway Class IV Separated Bikeway with striped buffers and soft-tipped posts on Couch Street and Broadway. Protected intersection treatments at the intersection of Coach Street/Broadway and Sonoma Boulevard/ Coach Street. Provides safe routes to Vallejo High School, Caliber: ChangeMakers Academy, Griffin Academy Middle School, and Dan Mini Elementary School. Closes gaps to transit for SolTrans Transit routes 1, 2, 4, and 7A and Napa Vine Transit route 11. This route connects one PDA.
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Magazine Street (Lincoln Rd to Pin St)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Sonoma Blvd (Magazine St to Cherry St)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Solano Ave (Curtola Pkwy to Maine St, Amador St to Georgia St, Georgia St to Virginia St)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Springs Rd (Avian Dr to Columbus Pkwy)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Columbus Pkwy (Springs Rd to Benicia Rd)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Sacramento St (Denio St to SF Bay Trail)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Couch St (Broadway St to Redwood St)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Broadway (Couch St to Sereno Dr, Sereno Dr to Lewis Brown Dr). Provides safe routes to transit (Sereno Transit Center).
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Mariposa St (Arkansas St to Nebraska St, Greenfield Ave to Claremont Ave, Redwood St to Greenfield Ave).

Plan and Reference	Project
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Fairgrounds Dr (Sereno Dr to Sage St) Provides safe routes to transit (future Fairgrounds Transit Center).
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Admiral Callaghan Ln (Redwood Pkwy to Plaza Dr)
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-4 (p. 34)	Sidewalk Gap Closures on the Active Transportation Backbone Network: Redwood St (Admiral Callaghan Ln to Fairgrounds Dr, Fairgrounds Dr to Moorland St).
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Crossing improvements on Georgia Street at Georgia St/Mayo Ave, Georgia St/12 th St, Georgia St/Gleason Ave, and Georgia St/Wallace Ave
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Safe Routes to School crossing improvements for Vallejo High School and John W. Finney at Amador St/ Indiana St, Nebraska St/El Dorado St, Nebraska St/Napa St
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Safe Routes to School crossing improvements for Cooper Elementary School at Tuolumne St/Panorama Dr
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Safe Routes to School crossing improvements for St. Vincent at Florida St
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Safe Routes to Transit crossing improvements on Alameda St, at Alameda St/Maine St and Alameda St/Carolina St; Tuolumne St, at Tuolumne St /La Cadena St and Tuolumne St / Illinois St; Georgia St / Delwood St
2020 STA Active Transportation Plan: Vallejo chapter , Table VL-5 (p. 36)	Sidewalk Gap Closures on Azuar Dr, Railroad Ave, Walnut Ave; Benicia Rd, Rollingwood Dr; Admiral Callaghan Ln, Fairgrounds Dr; Mare Island Dr, Maine St, Georgia St; Broadway St north of HWY 37, and Fairgrounds Dr north of Taper Ave; Broadway St, Redwood St, Fairgrounds Dr; Redwood St, Sacramento St, Valle Vista Ave; Valle Vista St, Broadway St, Admiral Callaghan Ln, Camino Alto; Alameda St, Solano Ave, Amador St, 5th St; Solano Ave, Georgia St, Benicia Rd, Springs Rd, Maple Av; Lake Herman Rd, Ascot Pkwy, Redwood Pkwy, Admiral Callaghan Ln; Magazine St, Laurel St, Lincoln Rd, Porter St

Plan and Reference	Project
2020 Vallejo Community Based Transportation Plan , Table 5 (p. 68), pp. 83, 93	Sidewalk Gap Closures on Broadway: east side from Delaware Street to Texas Street, and other gaps (also identified in the 2020 STA ATP)
2020 Vallejo Community Based Transportation Plan , p. 95	Sidewalk Gap Closures on Admiral Callaghan Dr: Rotary Way to Turner Pkwy, and other sidewalk gaps (also identified in the 2020 STA ATP)
2020 Vallejo Community Based Transportation Plan , pp. 54, 86 and Table 5 (p. 68)	Sidewalk Gap Closures on Benicia Road: north side near Columbus Parkway and crossing improvements
2020 Vallejo Community Based Transportation Plan , Table 5 (p. 68), pp. 85-86, 94	Sidewalk Gap Closures on Fairgrounds Drive: west side, Concoran to Borges Ln, and other sidewalk gaps (also identified in the 2020 STA ATP)
2025 Solano County Safe Routes to School Plan , p. 83	Safe Routes to Schools Improvements at Vallejo HS: Installation of curb extensions and curb cuts at crossing locations, refresh striping, consistent and accurate signage for drop-off and pick-up locations



DATE: May 28, 2026
TO: STA PAC
FROM: Dulce Jimenez, Assistant Planner
RE: Discuss a potential submission to request adding e-bike safety to the upcoming STA 2027 Legislative Platform

Background:

This item was added at the request of Diane Dooley, who is interested in discussing e-bike safety for students and the potential request to have this item added in the upcoming 2027 STA Legislative Platform. This item is to commence discussion and understand the PAC's interest in this topic.