



**PEDESTRIAN ADVISORY COMMITTEE (PAC)
MEETING AGENDA**

6:00 p.m.- 7:30 p.m., Thursday, August 7, 2025

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

STA Zoom Link

<https://us02web.zoom.us/j/82734847570?pwd=5T1y3nuaJbvkW2cMsycV3mSZQrQLdB.1&from=addon>

Join by Phone: 1(669) 444-9171

Meeting ID: 827 3484 7570, **Passcode:** 956136

ITEM

STAFF PERSON

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| 1. CALL TO ORDER/INTRODUCTIONS/CONFIRM QUORUM
(6:00 – 6:05 p.m.) | Diane Dooley, Chair |
| 2. APPROVAL OF AGENDA
(6:05 – 6:10 p.m.) | Diane Dooley, Chair |
| 3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS
(6:10 – 6:15 p.m.) | Diane Dooley, Chair |
| • Upcoming STA 28 th Annual Awards Call for Nominations | Amy Antunano, STA |
| 4. CONSENT CALENDAR
Approve the following consent item in one motion.
(6:15 – 6:20 p.m.) | Diane Dooley, Chair |
| A. PAC MEETING MINUTES
<u>Recommendation:</u>
Approve the PAC Meeting Minutes of April 3, 2025
Pg. 3 | Josue Jimenez, STA |
| B. SPECIAL JOINT BAC & PAC MEETING MINUTES
<u>Recommendation:</u>
Approve the Special Joint BAC & PAC Meeting Minutes of June 5, 2025
Pg. 7 | Josue Jimenez, STA |
| 5. PRESENTATIONS
(6:20 – 6:30 p.m.) | |
| A. Rockville Road Project Status | Riley Martinson, Solano County |

2025 PAC Members

<u>Diane Dooley</u> City of Benicia Chair	<u>Joseph Green-Heffern</u> City of Fairfield Vice-Chair	<u>Bob Berman</u> Bay Area Ridge Trail (Member at Large)	<u>Glen Giovannoni</u> City of Rio Vista	<u>Miranda Barber</u> City of Dixon	<u>Teresa Booth</u> City of Vallejo	<u>Cookie Clark</u> City of Vacaville
	<u>Avery Livengood</u> Member at Large	<u>Virginia Hernandez- Chavez</u> County of Solano	<u>David George</u> City of Suisun City	<u>Patrick Murphy</u> Member at Large		

6. ACTION FINANCIAL

A. None.

7. INFORMATIONAL ITEMS – DISCUSSION

(6:30 – 7:00 p.m.)

A. Update on the Development of Volume II Walking Route Maps

Dulce Jimenez, STA

(6:30 – 6:40 p.m.)

Pg. 11

B. Solano Comprehensive Transportation Plan (CTP) Update: Summary of Previous Subcommittees and Upcoming CTP Planning Efforts

Dulce Jimenez, STA

(6:40 – 6:50 p.m.)

- Active Transportation Committee – May 14, 2025
- Arterials, Highways, and Freeways Committee – June 11, 2025
- Transit and Rideshare Element Committee – July 9, 2025

Bob Berman, PAC
Teri Booth, PAC
Diane Dooley, PAC
Chair

Pg. 27

C. Solano Transportation Resiliency Plan

Kathrina Gregana, STA

(6:50 – 7:00 p.m.)

Pg. 63

8. INFORMATIONAL ITEMS – NO DISCUSSION

A. None.

9. MEMBER UPDATE/ ROUND TABLE

PAC Committee

(7:10 – 7:30 p.m.)

10. ADJOURNMENT

The next meeting of the STA PAC is at 6:00 p.m., **Thursday, October 2, 2025**, at STA.

PAC 2025 Meeting Dates:

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

Please mark your calendars for these dates

6:00 pm, Thursday, October 2, 2025

6:00 pm, Thursday, December 4, 2025

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

Para traducción de documentos mande correo electrónico:

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PEDESTRIAN ADVISORY COMMITTEE (PAC)
Minutes for the Meeting of
April 3, 2025

1. CALL TO ORDER/CONFIRM QUORUM

The meeting of the STA's Pedestrian Advisory Committee (PAC) was called to order by Chair Diane Dooley at approximately 6:00 p.m. Quorum was confirmed.

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

Miranda Barber	City of Dixon
Bob Berman	Member-At Large
Teresa Booth	City of Vallejo
Beatryce "Cookie" Clark	City of Vacaville
Dr. Diane Dooley – Chair	City of Benicia
David George	City of Suisun City
Joseph Green-Heffern – Vice Chair	City of Fairfield
Glen Giovannoni	City of Rio Vista
Avery Livengood	Member-At Large

Absent PAC Members

Virginia Hernandez-Chavez	County of Solano
VACANT	Member-At Large (Solano Community College)

Others Present:

Amy Antunano	STA
Dulce Jimenez	STA
Josue Jimenez	STA
Riley Martinson	Solano County
Frances Neade	Solano County
Natalie Quezada	STA

2. APPROVAL OF AGENDA

On a motion by Miranda Barber, and a second by Teresa Booth, the STA PAC approved the agenda. (9 Ayes)

OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

- **Upcoming 2025 Bike Month Events**

Dulce Jimenez provided an overview of upcoming events for Bike to Wherever Day 2025. The committee members recommended advertising the events at the Vallejo Ferry and Solano County Libraries.

- **Comprehensive Transportation Plan (CTP) Community Outreach Survey**

Dulce Jimenez outlined the CTP community outreach schedule, spanning from March 2025 to June 2025. STA staff will be attending tabling events throughout Solano County, with the goal

of attending at least one event in each Solano jurisdiction. Teresa Booth encouraged advertising with business cards with QR codes on the Vallejo Ferry.

4. CONSENT CALENDAR

On a motion by Bob Berman and a second by Joseph Green-Heffern, the STA PAC approved the Consent Calendar listed below (9 Ayes).

A. PAC MEETING MINUTES

Recommendation:

Approve the STA PAC Meeting Minutes of February 6, 2025

5. PRESENTATIONS

A. Presentation on the School Walk Audits Conducted for the 2025 Safe Routes to School Plan

Amy Antunano provided a short presentation on the walking audits that were conducted as part of the 2025 SR2S Plan Update. She further explained the process of identifying projects at each school site, the walking audits being performed. Ms. Antunano will be returning in Fall 2025 to present on the final draft of the 2025 SR2S Plan.

6. ACTION ITEM – NON-FINANCIAL

A. Nominate and Elect a PAC Representative for the Transit and Rideshare Committee

At the February PAC meeting, committee members requested a PAC representative on the Transit and Rideshare Committee. As a result of this request, STA staff have opened up membership for the Transit and Rideshare committee to include a PAC Representative. The next meeting will be held on Wednesday, April 9th, 2025.

Recommendation:

Nominate and elect a PAC representative on the Transit and Rideshare Element Committee.

Avery Livengood volunteered to be the PAC Representative for the committee, but noted she will not be able to attend the July 9th meeting. Chair Dooley volunteered to be an alternate in Ms. Livengood's absence.

Joseph Green-Heffern made a motion, seconded by Miranda Barber, to nominate Avery Livengood as the representative and Diane Dooley as her alternate (9 Ayes).

7. ACTION FINANCIAL

A. None.

8. INFORMATIONAL ITEMS – DISCUSSION

A. Solano Comprehensive Transportation Plan (CTP) Update: Summary of Previous Subcommittee Meetings and Upcoming Efforts

Dulce Jimenez provided an update to the CTP Committees:

- **Active Transportation Committee - February 12, 2025**

Dulce Jimenez shared that the Draft Goals were approved by the ATC. The draft objectives have been vital to steer the work of prioritization criteria for the plan. She noted two proposed changes in sections: Quality of Life, to include connection to local and regional trail systems; and Collaboration Section, to include school districts.

- **Arterials Highways and Freeways Committee – March 12, 2025**

Dulce Jimenez shared that Draft Goals were approved by the AHF.

B. Regional Grant Funding Status

- **Active Transportation Program Cycle 7**

Dulce Jimenez stated the Solano County Benicia Road Improvement project scored as the top 3 projects out of 35, and was awarded \$1.6 million.

- **Regional Measure (RM3) Safe Routes to Transit Bay Trail Program**

Dulce Jimenez noted that Solano County submitted four projects to the RM3 cycle. She shared that Vallejo Bluff Trail scored the highest out of the 4 applications from Solano County. STA is anticipating the next call for projects for cycle two in line with MTC's ATP update.

9. INFORMATIONAL ITEMS – NO DISCUSSION

A. None.

10. PAC MEMBER UPDATES/ ROUNDTABLE

A. None.

11. ADJOURNMENT

The Solano PAC meeting adjourned at approximately 7:30 p.m. The next meeting of the STA PAC is on Thursday, June 5, 2025, via Zoom and in person.

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BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BAC and PAC)
JOINT SPECIAL MEETING AGENDA
Minutes for the Meeting of
June 5, 2025

1. CALL TO ORDER/ INTRODUCTIONS/ CONFIRM QUORUM

BAC Chair, David Belef, and PAC Chair, Diane Dooley, both called the Special Joint Bicycle and Pedestrian Advisory Committee (BAC and PAC) to order at approximately 6:00 p.m. at the STA. A quorum was confirmed for both the STA BAC and the STA PAC.

BAC Members Present:	David Belef, Chair	City of Vallejo
	Joshua Blissett	Member at Large
	Dennis Elliott, Vice Chair	City of Rio Vista
	Jason Gray	County of Solano
	Neal Iverson	City of Vacaville
	Nancy Lund	City of Benicia
	Tyler Meirose	City of Suisun City

Absent BAC:	Jacob Francisco	City of Fairfield
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PAC Members Present:	Bob Berman	Bay Area Ridge Trail Council
	Teresa Booth	City of Vallejo
	Cookie Clark	City of Vacaville
	Diane Dooley, Chair	City of Benicia
	Joseph Green-Heffern, Vice Chair	City of Fairfield
	Virginia Hernandez-Chavez	County of Solano
	Avery Livingood	Member at Large
	Patrick Murphy	Member at Large

Absent PAC:	Miranda Barber	City of Dixon
	David George	City of Suisun City
	Glenn Giovannoni	City of Rio Vista

Others Present:	Kathrina Gregana	STA
	Neil Leary	City of Benicia
	Johanna Masiclat	STA
	Flint Olson	County of Solano
	Jason Riley	City of Fairfield

2. APPROVAL OF THE AGENDA

By consensus the STA BAC and PAC approved the agenda (14 Ayes).

3. OPPORTUNITY FOR PUBLIC COMMENT

Comprehensive Transportation Plan (CTP) Community Outreach

Presented by Kathrina Gregana, STA.

Summary of Committee Member Comments:

None.

4. PRESENTATIONS

A. Overview of the Transportation Development Act Article 3 (TDA-3) Discretionary Funds and Proposed STA Staff Draft Funding Recommendations

Kathrina Gregana provided an overview and background of the Transportation Development Act Article 3 funding allocation process. Ms. Gregana shared that there was a funding balance of \$132,820 in TDA-3 funds available in FY 2025-26.

B. East Tabor/Tolenas Safe Routes to School Gap Closure Project

This project was presented by Jason Riley, Assistant City Engineer for the City of Fairfield.

Summary of Committee Member Comments:

None.

5. ACTION FINANCIAL ITEMS

A. Consideration of the STA Staff Transportation Development Act (TDA-3) Fiscal Year 2025-26 and FY 2026-27 Draft Funding Recommendations

Recommendation:

Forward the recommendation to the STA Board to approve the following TDA-3 funding allocations for the East Tabor/Tolenas Safe Routes to School Project:

1. \$132,820 in FY 25-26 TDA-3 funds
2. \$101,890 in FY 26-27 TDA-3 funds

The motion to approve the STA staff recommendation for East Tabor/Tolenas Safe Route to School Project was unanimously approved by both the STA BAC and PAC (14 Ayes).

6. INFORMATION – DISCUSSION

A. Priority Conservation Area (PCA) Implementation: Mankas Corners/Rockville Road Priority PCA Projects

This project was presented by Flint Olsen, Senior Civil Engineer for Solano County.

Summary of Committee Member Comments:

- Enhance the visibility of the existing bike lane north of Rockville Road, some suggestions included converting them into green bike lanes.
- Reduce vehicle speed on Suisun Valley Road by implementing traffic calming measures, which will also be beneficial for the bicyclists and pedestrians using the facilities.
- Committee members encouraged the County staff to explore the possibility of prioritizing the building out Class I facilities instead of Class II, which would benefit both bicyclists and pedestrians.
- A Parking Management Plan is needed for Mankas Corners.
- Committee members mentioned that the County should look at leveraging the parking lot at the Solano Community College. A Class I facility may be able to connect the parking lot up to Mankus.
- Committee members encouraged County staff to get connected with Christina Lee, who is the Communications and Public Information Director at Solano Community College, and Denise Martinez is the student development engagement director at Solano College.

7. ACTION – NON-FINANCIAL

Consideration of a Joint BAC/PAC E-Mobility Safety Committee

Recommendation:

1. Approve the creation of a Joint BAC/PAC Ad-Hoc Committee for E-Mobility Safety; and
2. Approve the appointment of up to four BAC and PAC representatives to the Joint BAC/PAC Ad-Hoc Committee for E-Mobility Safety.

On a motion by Teresa Booth, and a second by Bob Berman, the motion passed to create a Joint BAC/PAC Ad-Hoc Committee for E-Mobility Safety (14 Ayes).

BAC and PAC representatives interested in the Joint BAC/PAC E-Mobility Safety Committee:

- | PAC | BAC |
|-----------------------------|------------------|
| • Diane Dooley | • Dennis Elliott |
| • Virginia Hernandez-Chavez | • Joshua Blisset |
| • Teri Booth | • Nancy Lund |
| | • Jason Gray |

8. INFORMATIONAL – NO DISCUSSION

Solano Transportation Resiliency Plan

This agenda item was tabled; it will be presented at a future BAC/PAC committee meeting.

9. MEMEBR UPDATES/ROUNDTABLE

- Both the BAC and PAC requested that STA staff follow up on the project status for the Rockville Park Crossing Project.

10. ADJOURNMENT

The STA BAC&PAC meeting adjourned at 7:36 p.m.

The next meeting of the STA PAC is at 6:00 p.m., *Thursday, August 7, 2025.*

The next meeting of the STA BAC is at 6:00 p.m., *Thursday, September 4, 2025*

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DATE: August 7, 2025
TO: STA PAC
FROM: Dulce Jimenez, Assistant Planner
RE: Update on the Development of Volume II Walking Route Maps

Background:

The Solano 2020 Active Transportation Plan (ATP) and 2020 Comprehensive Transportation Plan (CTP) support the advancement of active transportation encouragement and education campaigns as a key strategy to foster a vibrant and active community that promotes a good quality of life for Solano residents. An important resource that promotes active transportation is Volume I of the current Top Ten Walks and Hikes Brochure, which highlights natural assets and recreational walking opportunities throughout Solano County. The brochure is an effective marketing material and is essential in our promotion of walking-related events and campaigns, such as during National Pedestrian Safety Month.

A continued priority for the PAC is to complete the development of a second volume to the Top Ten Walks and Hikes that focuses on highlighting local neighborhood walks. A PAC Ad Hoc committee was formed to identify the biking routes to include in the second volume. The PAC Ad Hoc Committee members included Cookie Clark, Joseph Green-Heffern, Teresa Booth, and former PAC member Michael Hayes.

During the Summer of 2024, the PAC Ad Hoc reviewed and scored 16 walks across Solano County. The walking scores were utilized to develop a list of recommended walks. The walks were then presented to the PAC for review and approval during the August 1, 2024, meeting.

Discussion:

Following the August 1, 2024, PAC meeting, the initial approach to the development of the Volume II walking brochure was going to be completed through a consultant; however, since then, the development of the brochure will be produced in-house by STA staff.

Parallel to the PAC, the BAC has also been working to develop a Volume II biking brochure, and to support these two parallel efforts, a project schedule was created (Attachment A). During the first half of this year, STA staff focused on developing Volume II biking brochure, and will be transitioning to focus on the development of the Volume II walking brochure.

Based on the tentative schedule, STA staff anticipate having a draft of the Volume II walking maps available for feedback at the October 2, 2025, PAC meeting.

Recommendation:

Informational.

Attachments:

- A. 2025 Tentative Schedule for the Development of Volume II Biking and Walking Brochures
- B. List of Volume II Walking Routes and Narratives

2025 Tentative Schedule for the Development of Volume II Biking & Walking Brochures

Work is ongoing, and the schedule may be subject to change

May 2025

Drafts of Volume II Biking Maps – Available for BAC

- Feedback is to be verbally provided at the BAC committee meeting or submitted via email at djimenez@sta.ca.gov

June 2025

- BAC – Submit comments via email to Dulce Jimenez (djimenez@sta.ca.gov) by June 9, 2025

July 2025

- Address comments submitted by the BAC, focus on developing the Volume II BAC Brochure

August 2025

STA staff shift the focus from BAC to PAC Volume II PAC Maps

PAC – Submit name suggestions for the PAC Volume II Maps

September 2025

Draft I of PAC Maps (Internal STA staff Review)

- STA staff shift the focus on the Volume II PAC Maps
- Tentative Deadline for Draft I of the PAC Maps – **September 1, 2025**

Draft II of PAC Maps

- Incorporate narratives, quick facts and pictures to maps
- Tentative Deadline for Draft I of the PAC Maps – **September 31, 2025**

October 2025

Drafts of Volume II Walking Maps – **Tentative *for PAC Review**

- Feedback is to be verbally provided at the BAC committee meeting or submitted via email at djimenez@sta.ca.gov

November 2025

Drafts of Volume II Walking Maps – **Tentative *for PAC Review**

- Maps may be sent via email in advanced of the December 2025 PAC meeting.

December 2025

- Feedback on the maps may be verbally provided at the PAC committee meeting or submitted via email at djimenez@sta.ca.gov
- Address comments received by the PAC

Volume II Selection of Walking Routes

Theme

“Get Around Town” or “Get to Know Your Town”

Objective

Highlight local walks from all corners of Solano County that do not require you to drive long distances to get to. The intent is for Volume II to be a complementary brochure to the first volume.

Guidelines/Selection Criteria

Safety and Accessibility, such as security, lighting, slow vehicle speeds, and good signage.






Proximity to Destinations, such as parks, historical areas, shopping, and other areas of interest that may include scenic routes.

Proximity to Amenities, such as drinking water and bathrooms.

Identify walks that are dog and/or family-friendly.

List of walks that will be included in Volume II

Volume II Walking Routes

				Quick Facts								
Number	Name of the Walk	Location	Walking Route Description (1- 2 sentences describing the walk)	Average time to complete walk (minutes)	Level of Difficulty (Level I/Level III)	Type (Loop/ Out-and-Back)	Key Destinations (Downtown/ Parks/ Nature Access?)	Type of Facility (Paved/ gravel/ mixed)	Safety/Comfort levels (Are there light fixtures, cracked pavement?)	Accessibility (Is it ADA, Family Friendly, Dog Friendly?)	Use out the amenities (Bathrooms, benches, waterfountains, shade)	What makes this walk stand out?
DW1	Northwest Park	 Dixon, California	This simple, 20-minute walk around Northwest Park is great for all members of the family, four legged ones included! The park provides access to public amenities such as restrooms, benches, sports fields and picnic areas- making it the perfect location for outdoor family fun.	20.5	I	loop	Park	Paved	Light fixtures,	YES to ALL	Restrooms, shade, benches, water fountains, great for sports like basketball and soccer, playgrounds, grills	Simple walk, great for families or those looking for a casual route to walk
SCW2	McCoy Creek Walk	 Suisun City, California	Unwind and enjoy the scenery of the McCoy Creek with family and friends through this hour-long fully paved walking route. There are various starting places for the walk with the most optimal start at the Suisun City Library, which is adjacent to the Suisun Elementary School, Community Center and Suisun City Fire Station. The walk provided a variety of amenities, including water fountains, shaded sitting areas, and workout facilities.	64	I	loop	Access to Suisun Library, Community Center, near by to Suisun Elementary	Paved	No light fixtures	ADA and dog/bike friendly	Benches, water fountains, workout facilities, adjacent to McCoy Creek	Rich connection to community facilities and resources
DW2	Hall Memorial Park	 Dixon, California	This short 15-minute walk through Hall Memorial Park offers a range of activities and public amenities for a variety of recreation.	16	I	loop	Park, nature, city hall, public pool, football fields	mixed	pavement in good quality	Yes to ALL	restrooms, water fountains, trees/shades,sports facilities, picnic areas, skating park	range of activities for a variety of people, accessible and great for families and evening walks
FW1	Cordelia Hills Trail	 Fairfield, California	The walk will have you start at the Cordelia Community Park, and it will take you up through a paved residential walk up to Lopes Road, and curves back in to loop back through the green Cordelia hills, the full loop will take you approximately two hours to complete.	61+	III	loop	Community Park, baseball fields, dog park, restrooms	Paved	pavement in good quality	Dog Friendly and mostly ADA, except for some sections that the crosswalks do not have ramps	Benches (around 3)	Park is beautiful, the walk is rather long, could be made shorter (out and back), also there is a small creek.
SCW1	Suisun City Waterfront	 Suisun City, California	Explore Downtown Suisun City by going on this short walk that will take you around local establishments and landmarks such as the harbor,lighthouse various opportunities for fishing at the Suisun Channel.	46.5	I	loop	waterfront, downtown susiun, lighthouse,park, susiun train depot, city hall	Paved	Light fixtures, minor pavement cracks	Yes to ALL	plenty of benches, grass fields, trash cans, porta potties, recreation at park	easy walk, connects to notable susiun locations,
VW1	Centennial Park Open Space Preserve	Vacaville, California	Take advantage of Vacaville's premiere open space at Centennial Park Open Space Preserve. The hour-long partially paved walk will take you through Vacaville's riparian corridor filled with native flora and fauna, it's the perfect place for birdwatching.	60	II	loop	scenic hills, parks, riparian corridor	mixed	best to walk during daylight ,	NOT to ADA	tennis, baseball, dog park, bathrooms, drinking fountain, benches	Adjacent to Centennial park, perfect cool days, bird watching, native plant life

List of walks that will be included in Volume II

Volume II Walking Routes

				Quick Facts								
Number	Name of the Walk	Location	Walking Route Description (1- 2 sentences describing the walk)	Average time to complete walk (minutes)	Level of Difficulty (Level I/level II/level III)	Type (Loop/ Out-and-Back)	Key Destinations (Downtown/ Parks/ Nature Access?)	Type of Facility (Paved/ Gravel/ mixed)	Safety/Comfort Levels (Are there light fixtures, cracked pavement?)	Accessibility (Is it ADA, Family Friendly, Dog Friendly?)	List out the amenities (Bathrooms, benches, waterfountains, shade)	What makes this walk stand out?
FW5	Green Valley Loop	Fairfield, California	The Green Valley Loop is a 2-hour escape offering a beautiful glimpse of the Valley's vineyards, farm life and green hills. This partially-paved course takes you through nature and residential areas, suitable for the family. There are restrooms available at the park with EV chargers.	120	III	loop	greenery, vineyards, farm animals	paved	electrical poles in the neighborhood portion of the walk, best to walk during daylight	Yes to ALL	tree coverage	variety of views during this walk, long but easy
BW1	Benicia State Recreation Area - Ridge Trail to Glen Cove	Benicia, California	Acting as a gateway to the Bay, this serene un-paved walk is the perfect pocket of peace to enjoy the priceless views and rolling, green hills of Benicia's State Recreation Area.	120	III	out and Back	Bay, nature, state park	mostly gravel	best to walk during daylight	NOT to ADA	benches throughout walk, rest stop at the end	great views of the bay, greenery, hills
VallejoW1	Mare Island Historic Loop	Vallejo, California	Explore the rich history of Mare Island by taking on this short paved walk that will take you along the Alden Park, St. Peter's Chapel, the Admiral's Mansion, and before you leave do not forget to stop by the Mare Island Navy Museum and see the USS Vallejo Submarine Sail Memorial.	60	I	loop	historical monuments, parks	paved,	best to walk during daylight	Yes to All	coffee shop, benches by park, trees/shade	short walk, historical significance
FW3	Laurel Creek Park	Fairfield, California	Take a break by going through this out- and back walk that starts at the Laurel Creel Park. The mostly paved path curves behind the Champions at Laurel Creek Elementary School, heading north towards to a nonpaved path that connects to Dickson Hill Road. There are restrooms available at the park, with EV chargers available and is accessible by the X FAST Line.	77.5 (should be less since we took off a portion of the walk)	I	out and back	McCoy creek, parks	not entirely paved	sunrise to sunset	only ADA accessible in certain paved portions	bathrooms available at park, water fountain near picnic area, gazebo, shade and benches near the creek	McCoy creek, trail should be shortened as it crosses busy roads
BW2	Benicia Community Park to Lake Herman	Benicia, California	Looking for a quick getaway? This walk will have you take an unpaved path behind the Benicia Community Park. The path opened up to Lake Herman, and it wraps around the lake to end by the Lake Herman Recreation Area. Sit down, take a break while looking at the blue ripples of the lake. Once you are ready you may loop back on the walk to return to the Benicia Community Park, which has shade, benches and bathrooms.	60	II	out and back	park, lake Herman, baseball fields	not entirely paved	Daylight	Not ADA	best to walk in early morning because of limited shade, fishing, lake Herman, bathrooms at park, benches	access to nature, pedestrian safe

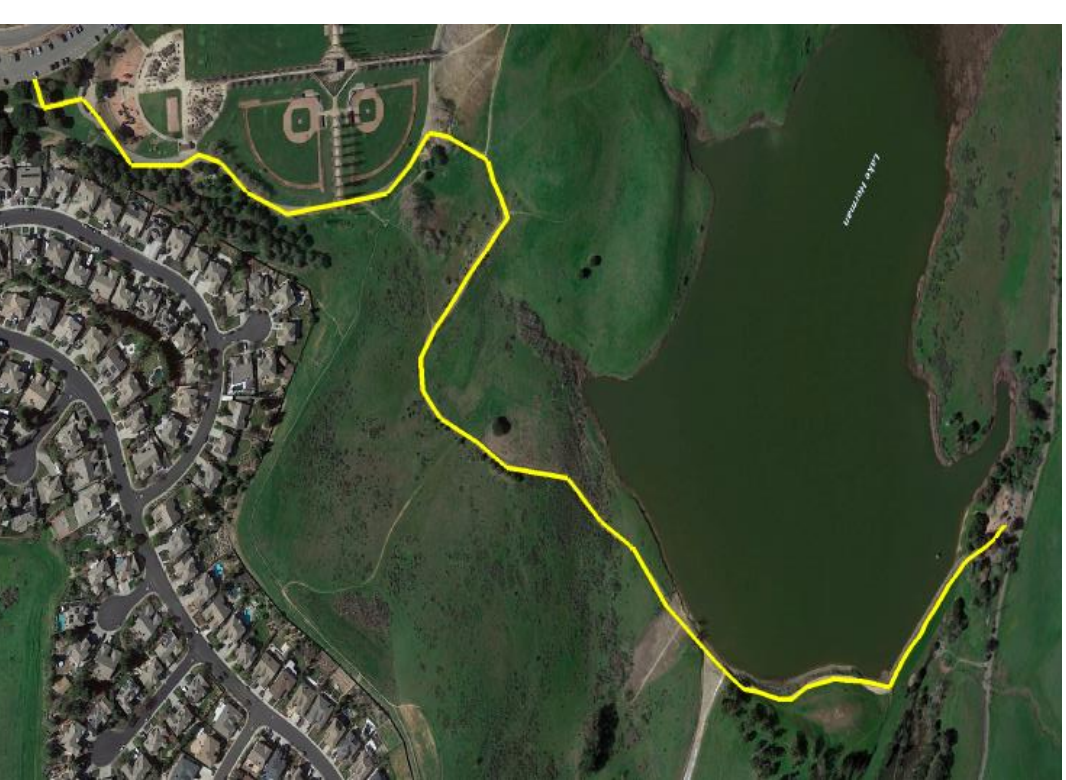
The following list are walks that are not going to be included in Volume II

Number	Name of the Walk	Location	Walking Route Description (1- 2 sentences describing the walk)	Average time to complete walk (minutes)	Level of Difficulty (Level I/Level II/Level III)	Type (Loop/ Out-and-Back)	Key Destinations (Downtown/ Parks/ Nature Access?)	Type of Facility (paved/ gravel/ mixed)	Safety/Comfort levels (Are there light fixtures, cracked pavement?)	Accessibility (Is it ADA, Family Friendly, Dog Friendly?)	List out the amenities (Bathrooms, benches, waterfountains, shade)	What makes this walk stand out?
VW2	Southside Bikeway	Vacaville, California	The Biking Volume II Brochure was in need of a 10th bike ride, so we decided to have this route captured under the Volume II Biking Brochure	60	I	Out and back	near parks, mt	paved	Daylight	only ADA accessible in certain portions	tree lined some benches and restrooms at Al Pach Park, baseball fields, track	great for biking, tree lined
VallejoW2	Mare Island San Pablo Bay Hiking Trail	Vallejo, California	Lack of shade throughout the walk made this walk challenging. There is also a lack of bathrooms, benches and is far from any connection to other parks and/or destinations	80								Maybe/Yes
FW4	Rancho Sobano	Fairfield, California	Low scoring walk	120								N
DW3	Veteran's Park	Dixon, California	Low scoring walk	46								N
FW2	Linear Park Trail	Fairfield, California	Low scoring walk	81								N

Benicia Walks



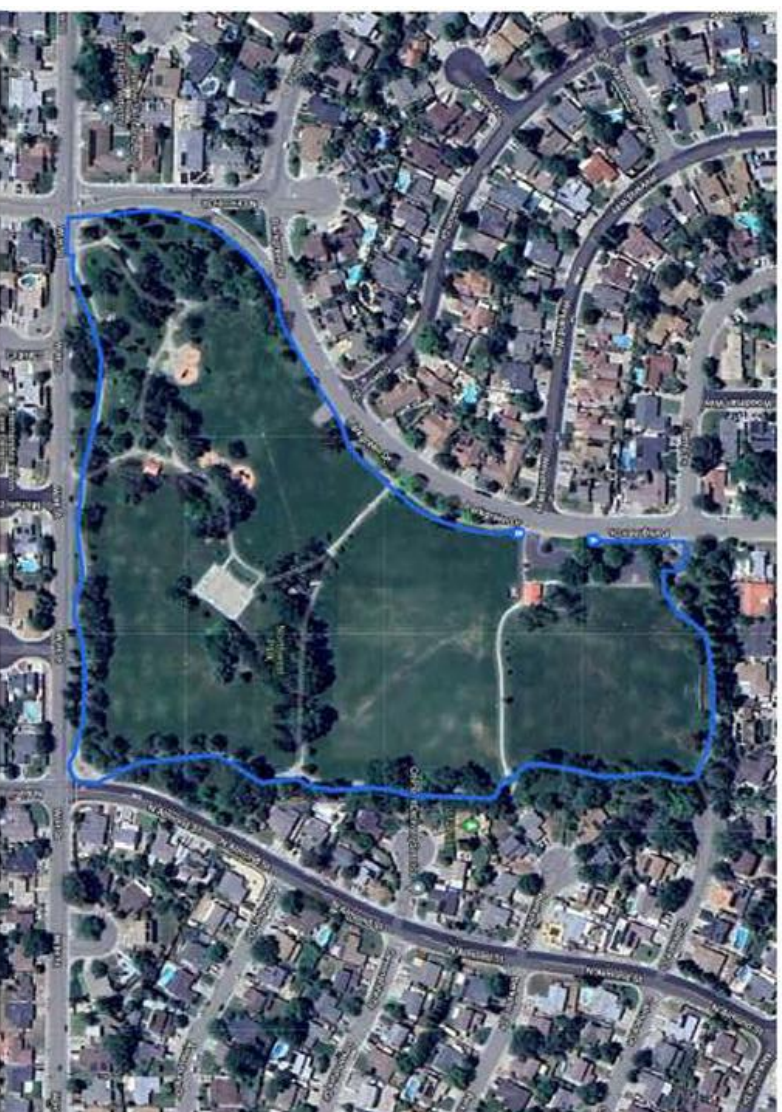
BW1 – Benicia State Rec Area



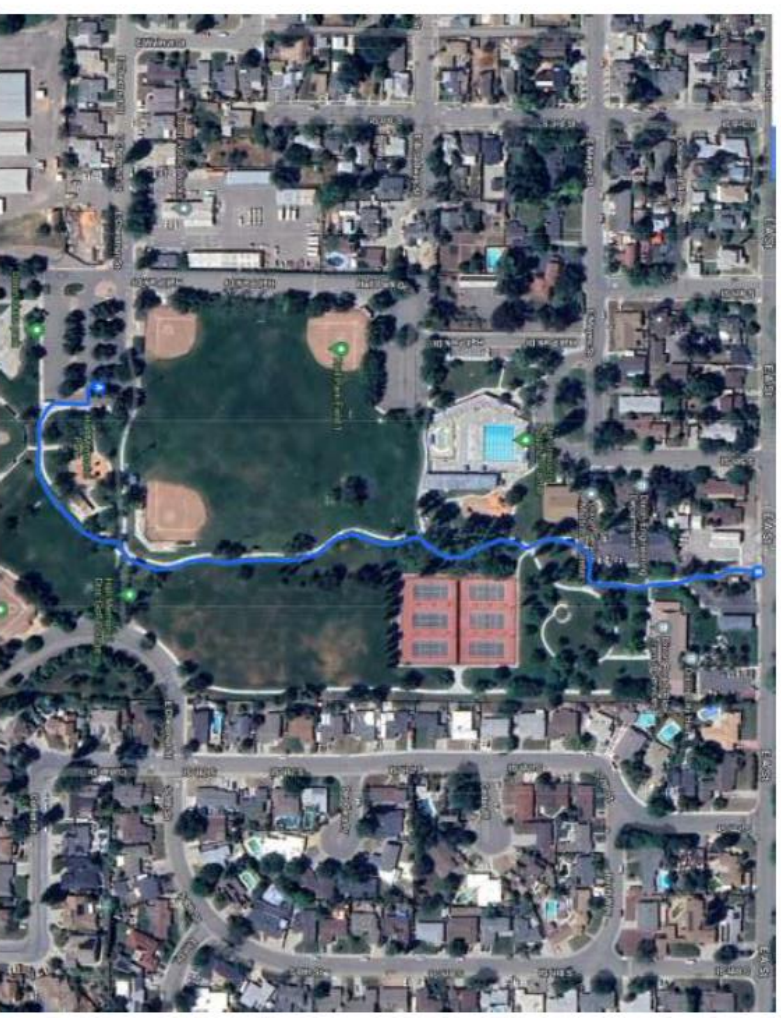
BW2 - Benicia Community Park to Lake Herman

Dixon Walks

DW1 – Northwest Park (Dixon)



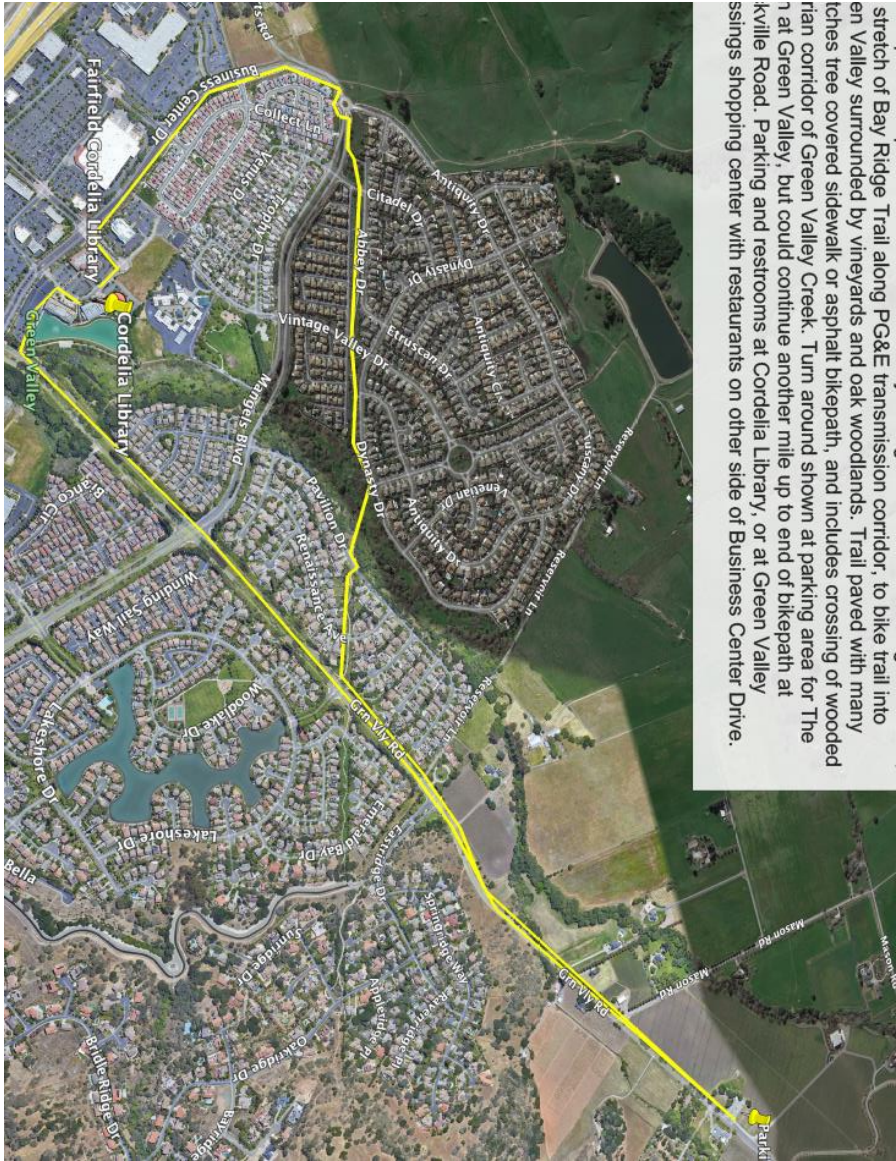
DW2 – Hall Memorial Park (Dixon)



Fairfield Walks

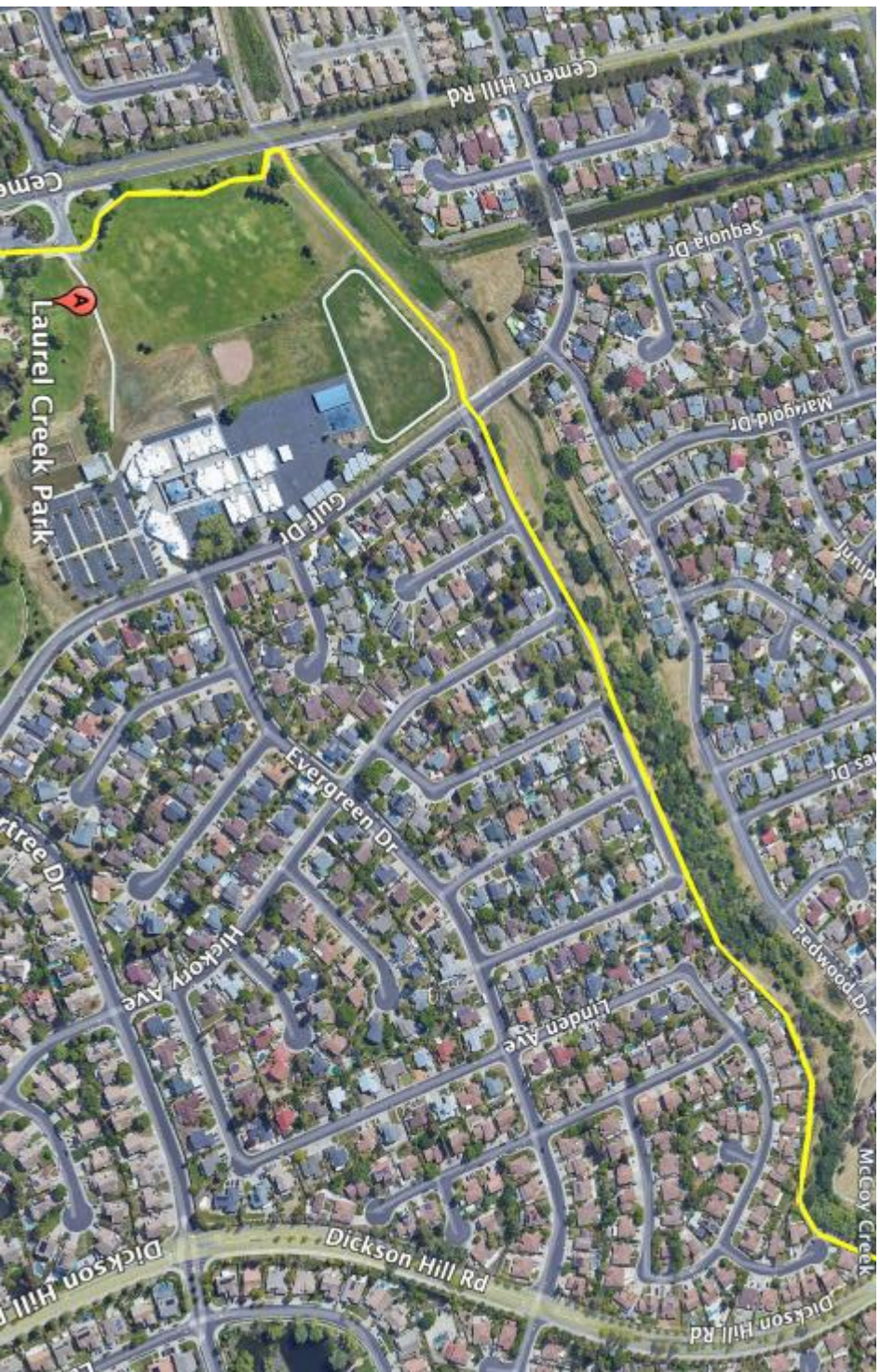


FW1 – Cordelia Hills Trail



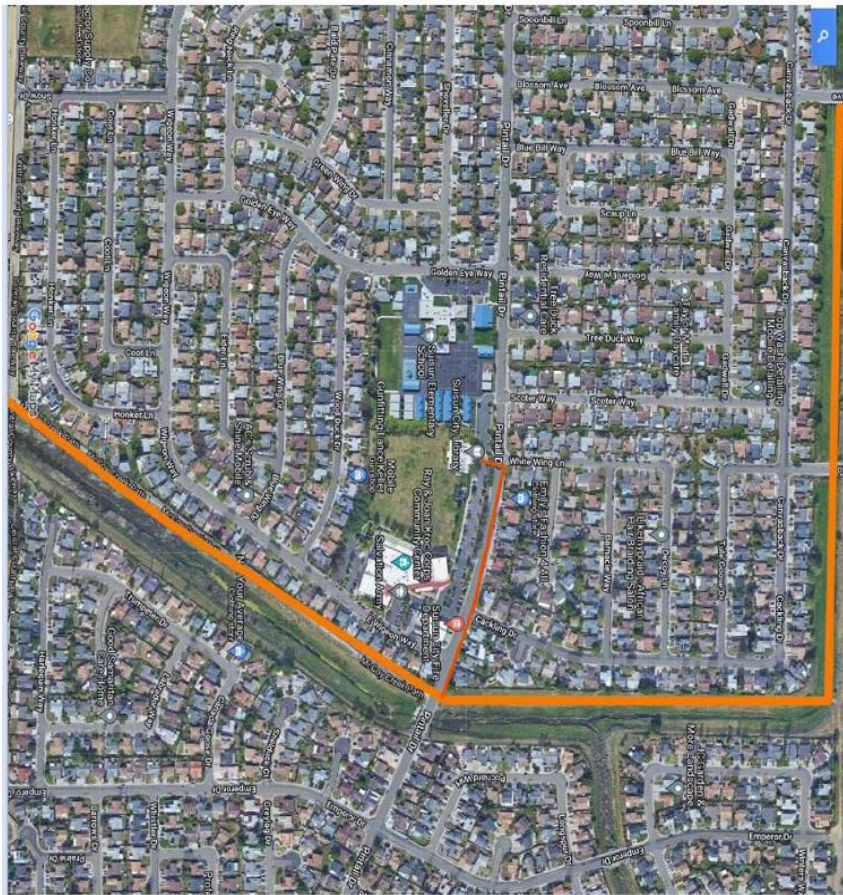
FW5 – Green Valley loop

Fairfield Walks



FW3 – Laurel Creek Park

Suisun City Walks



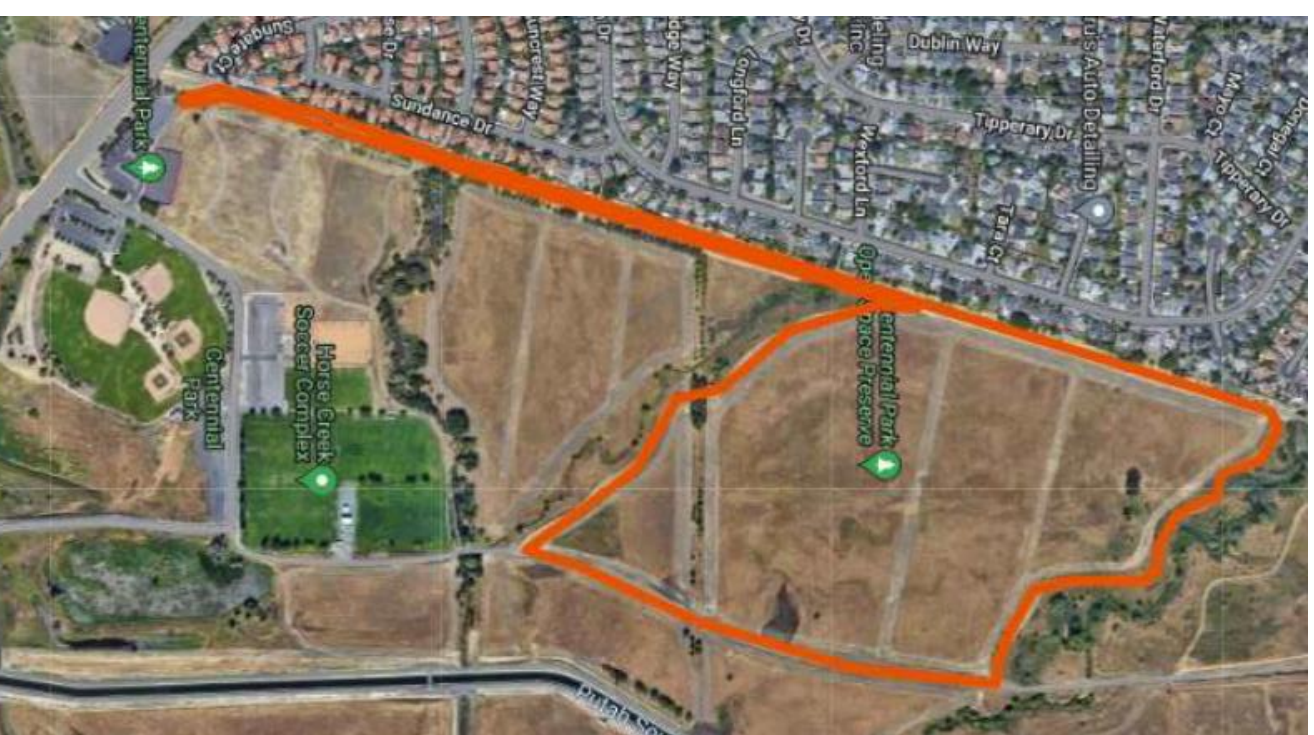
SCW2 – McCoy Creek Walk (Suisun City)



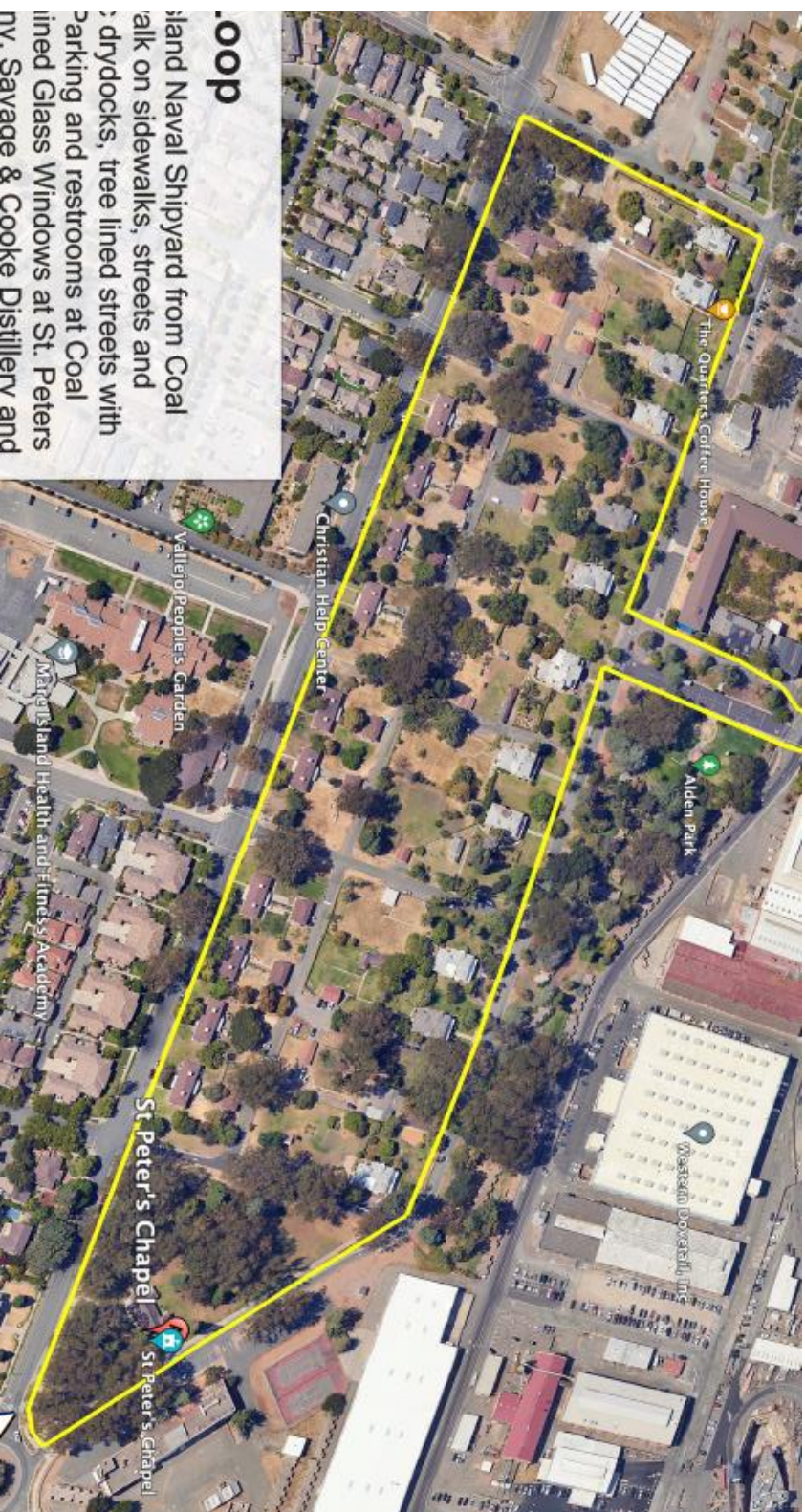
SCW1 – Suisun City Waterfront

Vaccaville Walk

WW1 – Centennial Park Open Space Preserve



Vallejo Walk



Vallejo Walk – Mare Island Historic Loop

Questions?

Dulce Jimenez

Assistant Planner

Djimenez@sta.ca.gov

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DATE: August 7, 2025
TO: STA PAC
FROM: Dulce Jimenez, Assistant Planner
RE: Solano Comprehensive Transportation Plan (CTP) Update: Summary of Previous Subcommittees and Upcoming CTP Planning Efforts

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).

The STA kicked off an update to the current CTP in January 2023 by forming committees for each of the CTP Elements: 1) Active Transportation Element, 2) Arterials, Highways, and Freeways Element, and 3) Transit and Rideshare Element. The CTP update is anticipated to be completed by Fall 2026.

Discussion:

Below is a summary of the CTP Milestones:

CTP Updated Project Prioritized Criteria was adopted by the STA Board at their meeting on February 12, 2025. The purpose of the Project Prioritization Criteria is to categorize identified transportation projects and programs into priority tiers as a part of the CTP process. This approach ensures that the highest-priority projects that closely align with the overall goals and objectives of the CTP are the most competitive for funding sources. The Prioritization Criteria includes a category on Local Needs and Priorities, providing additional points for projects identified as a local priority by the member agency, specifically those that are intended to be delivered within the next five years.

Element Goals and Objectives for all three CTP subcommittees have been approved and are scheduled to be approved by the STA Board in Fall 2025.

- Active Transportation Committee at their February 12, 2025 – Attachment A
- Arterials, Highways, and Freeways at their March 12, 2025 – Attachment B
- Transit and Rideshare subcommittee at their July 9, 2025 – Attachment C

CTP Community Outreach was conducted from March 2025 to June 30, 2025. Through this effort, STA staff attended 20 tabling events across Solano County and connected with over 500+ community members. STA staff also presented to twelve (12) STA committees and received over 230 CTP survey responses. A summary of the CTP Public Outreach findings will be presented at a future PAC meeting.

Upcoming Focus – Fall 2025:

The current focus for the CTP Update is for STA staff to score member agency priority projects and programs for all three CTP elements based on the Board-approved CTP Update Project Prioritization Criteria. Project scores will then inform the ranking of the projects, which will be conducted in coordination with the Technical Advisory Committee and the CTP subcommittees, to categorize the projects in priority tiers.

Upcoming CTP Subcommittees:

- Active Transportation Committee September 10, 2025
- Arterials, Highways, and Freeways October 8, 2025
- Transit and Rideshare subcommittee December 10, 2025

Recommendation:

Informational.

Attachment:

- A. Active Transportation Committee Draft Goals and Objectives
- B. Arterials, Highways, and Freeways Draft Goals and Objectives
- C. Transit and Rideshare Subcommittee Draft Goals and Objectives

Active Transportation Element Draft Goals and Objectives

Presented by:

Kathrina Gregana, Associate Planner

DEFINITIONS

Goal – milestones that reflect achievement of Statement of Purpose

Improve system safety



Objective – specific actions to achieve goal

Fund improvements to locations with above average collision rates



Performance Metric – how do we measure progress towards the goal?

Fatality or serious injury collision rate

ACCESS

Goal	Objective
People of all ages and abilities should be able to walk and bicycle throughout Solano County using a comfortable, connected, and well-maintained network to access transit and key destinations.	Continue to work with member agencies to build upon the existing Class I and Class IV facilities and other low-stress networks to complete a Countywide Low-Stress Active Transportation Network that connects to important activity centers and the regional backbone network within Solano County.
	Maintain a Safe Routes to School Advisory Committee to advise local task forces, review and prioritize community projects and programs, and identify regional, state, and federal funding sources for Safe Routes to School projects.
	Maintain existing bicycle and pedestrian facilities and provide funding for maintenance of future facilities.
	Develop and implement a methodology to rate the pavement condition of travel surfaces and obstacles or obstructions to bicycle and pedestrian travel ways. Develop a program to correct deficiencies.

EQUITY

Goal	Objective
All Solano County residents should have equitable access to convenient and safe, low-cost transportation options.	Maintain a public process to periodically review and equitably prioritize bicycle and pedestrian projects identified in the CTP and the Solano County Active Transportation Plan. Prioritize projects for funding based upon criteria included in the Active Transportation Plan.
	Work to balance the needs of all transportation users and promote investments in Solano County equity communities.
	Provide equitable resources to all local jurisdictions in Solano County.
	Maintain an Equity Working Group to provide an equity perspective to the STA Board.

HEALTH AND SAFETY

Goal	Objective
Solano County’s active transportation system should be designed to increase our community’s health and safety by providing opportunities for increased active transportation, increasing safety for vulnerable road users, and reducing vehicle emissions.	Improve travel safety for bicyclists and pedestrians through development and implementation of programs such as Safe Routes to School (SR2S), Safe Routes to Transit (SR2T), and Safe Routes for Seniors (SR4S).
	Continue to use data-based methodology from the Local Roadway Safety Plan to identify systemic safety improvements to advance STA’s Vision Zero goal.
	Encourage new development and construction zones to include safety precautions for bicyclists and pedestrians.
	Promote health benefits of active transportation and ensure safety benefits reach all users.

QUALITY OF LIFE

Proposed Changes Marked in Red

Goal	Objective
Solano County communities should be vibrant, active, and promote a good quality of life for all residents.	For projects requesting STA administered funding, ensure support facilities such as shade, greenery/urban greening, water, and bike lockers are provided at key system nodes and activity centers.
	Promote and support consistent signage to identify system segments and provide wayfinding information, including:
	i. Signage to identify system segments and trail names
	ii. Signage to provide wayfinding information, including connections to the Backbone network
	Where possible , Connect to local and regional trail systems, such as the San Francisco Bay Trail, the Vine Trail, and the Ridge Trail, and regional parks and recreational areas. Seek out opportunities to use the same facility for both local and regional trails.
	Encourage end-user focused bicycle and pedestrian facility planning at transit facilities and by employment centers, academic institutions, and recreational areas.
	Develop and provide bicycle and pedestrian trip planning information, including a county-wide bicycle and pedestrian facility map
	Provide near real-time information on travel times of public transit.

QUALITY OF LIFE (CONT.)

Goal	Objective	
Solano communities should be vibrant, active, and promote a good quality of life for all residents.	Continue to provide a financial incentive for the purchase of bicycles to be used for commuting through the Solano Mobility Program.	
	Promote active transportation encouragement and education campaigns, through STA's Safe Routes to School Program, Solano Mobility, STA BAC and PAC, and Active Transportation Committee, along with participating member agencies.	

ENVIRONMENTAL STEWARDSHIP

Goal	Objective		
Solano County’s active transportation system should reduce environmental impacts by promoting sustainable mode shift, reduction of air and noise pollution, vehicle miles traveled, and greenhouse gas emissions.	Provide facilities and connections that support city downtowns and Priority Development Areas (PDAs).		
	Develop and implement a plan to improve transportation resources supporting Priority Conservation Areas (PCAs).		
	<p>Support sustainable new and emerging zero emission technology by providing fleet demonstration programs, increasing zero emission infrastructure, maintaining a broad information base and securing applicable funding.</p> <ul style="list-style-type: none">• Work with the Solano Express Transit Consortium (countywide forum of transit and fleet providers) to identify and implement zero emission technologies for transit fleets serving Solano County.• Work with member agencies to identify and implement zero emission technologies for agency owned vehicles, including both heavy vehicles and light-duty on-road vehicles.		

ENVIRONMENTAL STEWARDSHIP (CONT.)

Goal	Objective
Solano County’s active transportation system should reduce environmental impacts by promoting sustainable mode shift, reduction of air and noise pollution, vehicle miles traveled, and greenhouse gas emissions.	Seek to provide financial incentives for private acquisition and operation of zero emission vehicles for on-road use. Support development of infrastructure to support privately-operated zero emission vehicles.
	Adopt and encourage Complete Streets principles in Solano County consistent with California Department of Transportation and the Metropolitan Transportation Commission’s Complete Streets policies.
	Reduce greenhouse emissions by encouraging the reduction of vehicle miles traveled and encouraging active transportation.
	Continue to integrate active transportation facility improvements when planning for transit facility improvements to encourage active transportation and first/last mile connections to transit.
	Include green infrastructure in roadway and trail design.
	Ensure that active transportation infrastructure is designed with resiliency to climate hazards in mind.

COLLABORATION

Proposed Changes Marked in Red

Goal	Objective
Solano County should work collaboratively with local and regional partners to realize shared active transportation values.	Develop and maintain partnership with local and regional bicycle and pedestrian planning agencies such as the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), and the Sacramento Area Council of Governments (SACOG), other county Transportation Authorities, other transit operators, <i>school districts in Solano County</i> , and non-governmental groups. Develop and maintain partnerships with non-governmental organizations that plan and/or fund bicycle and pedestrian facilities.
	Maintain separate Bicycle and Pedestrian Advisory Committees to provide different perspectives for the two modes of travel to the STA Board.
	Support cities in approving and constructing higher density development with mixed land uses that are oriented to use of all transportation options. Support transportation facilities in Priority Development Areas (PDAs), and work with local and regional agencies to obtain funds to support development of projects in PDAs.
	Maintain a countywide Active Transportation Plan and support development and maintenance of Active Transportation Plans for member jurisdictions.
	Continue to participate in and support regional public active transportation committees, such as with Caltrans and MTC.

INVEST IN OUR VALUES

Goal	Objective
Solano County and its seven cities take pride in investing in active transportation as an aspect of our community by funding mobility options for residents in their everyday lives.	Develop a Best Practices guide, standard specifications, model ordinance or similar documentation that member jurisdictions can adopt in order to promote inclusion of adequate bicycle and pedestrian facilities during the land use development process. Work with local jurisdictions to ensure that, for projects involving regional funds, bicycle and pedestrian facilities are included in approved plans, constructed, and maintained.
	Coordinate funding from various regional, state and federal sources, including OneBayArea Grants, clean air funds, state bonds, and other sources in order to support appropriate development in PDAs.
	Assist local jurisdictions in identifying and obtaining funds to support planning documents for PDAs. This includes community planning and design work, public outreach, environmental surveys and analysis, and preliminary project and infrastructure planning.

INVEST IN OUR VALUES (CONT.)

Goal	Objective
Solano County and its seven cities take pride in investing in active transportation as an aspect of our community by funding mobility options for residents in their everyday lives.	Maintain and update the Solano-Napa Activity-Based Model which includes land use forecasts that it can be used to support analysis of the implementation of Sustainable Communities Development projects.
	Continue to work with member agencies to develop selection criteria for active transportation projects.
	Encourage consistency with local jurisdictions to facilitate project implementation and grant-readiness.
	Maximize equitable funding for active transportation projects.

ARTERIALS, HIGHWAYS, AND FREEWAYS COMMITTEE – MEETING #3

ELEMENT GOALS AND OBJECTIVES/ROUTES OF REGIONAL SIGNIFICANCE

DEFINITIONS

Goal – milestones that reflect achievement of Statement of Purpose

Improve system safety



Strategy/Policy/Objective – specific actions to achieve goal

Fund improvements to locations with above average collision rates



Performance metric – how do we measure progress towards the goal?

Fatality or serious injury collision rate

MOBILITY

Proposed revisions for discussion (new text in bold):

Goal	Objective
Create an Arterials, Highways and Freeways System that improves mobility for all modes of travel.	Prioritize funds for projects that improve Routes of Regional Significance in an equitable manner.
	Seek consistent width to avoid congestion caused by reduction in number of lanes. Develop and fund projects that eliminate bottlenecks.
	Implement Complete Streets appropriate to the context of the roadway. Implement Complete Streets projects that serve all roadway users, including transit vehicles.
	Implement active transportation facilities that serve all ages and abilities.
	Improve system efficiency through technology prior to adding lanes. Prioritize projects that improve efficiency (e.g., through technology) versus increased capacity.
	Identify and preserve needed rights of way for future transportation projects.
	Develop and implement corridor plans.

SAFETY

Proposed revisions for discussion (new text in bold):

Goal	Objective
Improve system safety	Identify locations on local arterial streets with above-average number or rates of collisions, and fund improvements to reduce collisions to average.
	Implement Complete Streets projects that reduce conflicts between vehicles and vulnerable roadway users.
	Fund projects identified through systemic safety analysis to equitably and proactively identify safety enhancing projects.

STATE OF GOOD REPAIR

Proposed revisions for discussion (new text in bold):

Goal	Objective
Maintain the system at an appropriate level	Equitably invest funds to maintain a minimum Pavement Conditions Index (PCI) of Fair and an average rating of Good on the RORS network. Work with Caltrans to ensure that a similar standard is maintained on the State system.

ECONOMIC VITALITY

Goal	Objective
Support the creation of Solano County jobs and other locally decided land uses	Identify roadway improvements that improve goods movement or reduce the impact of goods movement in Solano County.
	Identify roadway improvements that support retention or expansion of regionally important employment centers, retail centers and civic facilities.
	Prioritize available funds to support Priority Development Areas (PDAs), and Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs) with special emphasis being given to support for Transit Facilities of Regional Significance.
	Support equitable access to economic opportunities throughout Solano County.

SUSTAINABILITY AND RESILIENCY

Proposed Changes Marked in Red

Goal	Objective
Anticipate and mitigate system construction and operation impacts Create a sustainable and resilient transportation network.	Special emphasis should be given to Emphasize projects and designs that reduce emissions of criteria pollutants and greenhouse gases.
	Where possible, use the avoidance and mitigation standards from the Solano Habitat Conservation Plan for STA transportation projects.
	Incorporate green infrastructure wherever possible practical.
	Explore the feasibility of establishing a countywide VMT mitigation program or exchange bank. Reduce or mitigate VMT within Solano County.
	Plan for climate adaptation and resiliency, including analysis of evacuation routes.
	Ensure that environmental impacts of the transportation network are not disproportionately concentrated within Solano County underserved/disadvantaged communities.

Comprehensive Transportation Plan Transit & Rideshare Committee Revised Draft Goals and Objectives

Kathrina Gregana

Associate Planner

STA

MOBILITY

Provide Rider Convenience and Choice

- A. Provide access to county and regionally significant population centers, employment and civic amenities
- B. Connect these land uses and adapt to changes in demographics and employment patterns with a focus on Priority Development Areas (PDA)
- C. Support an **equitable, efficient, and** reliable local and intercity mass transit system that conveniently connects to regional transit systems
- D. Develop and implement programs to coordinate the provision of interregional, intercity and local transit services. When requested, support transit operators who are interested in ~~system~~ and functional consolidation, **service expansion and innovation**
- E. Ensure **accessibility** ~~mobility~~ by providing services for ALL through the programs of *Solano Mobility*
- F. Address “first mile/last mile” gaps **by facilitating multimodal improvements such as mobility hubs**
- G. Increase transit and rideshare usage at a faster rate than population growth **to reduce regional VMT by tracking transit mode-share and passengers per vehicle-revenue hour**
- H. Ensure system effectiveness by preparing periodic and timely reviews of transit service performance

I. Implement effective paratransit services for ALL (i.e Solano County Intercity Taxi (ITX) Card program)

STATE OF GOOD REPAIR

Develop and Maintain Infrastructure

A. Maintain and develop conveniently located transit and **mobility** facilities ~~and policies~~ that support public transit service and accommodate private transit and support service providers

B. **Develop policies and** focus transit and **mobility** infrastructure investments into **Mobility Hubs** and Transit Facilities of Regional Significance (TFOR) **to expand commuter shared-ride participation**

50

C. ~~Expand commuter shared-ride participation, Identify, construct and expand convenient park and ride locations~~ **Mobility Hubs**, improve access to TFORs and implement an Express Lane system on major freeways

D. Improve safety by reducing accidents and injuries in the vicinity of Transit Facilities of Regional Significance ~~and develop a strategic plan to address the issue~~ **through the development of a Safe Routes to Transit plan**

E. ~~Implement effective paratransit services (i.e. Solano County Intercity Taxi (ITX) Card program)~~ **[moved to Mobility]**

SUSTAINABILITY AND RESILIENCY

Create a Sustainable and Resilient Transit Network ~~Help Improve Air Quality~~

- A. Reduce air pollutant emissions related to transit and rideshare by developing and implementing the Solano County Alternative Fuel and Infrastructure Plan.
- B. Assist transit operators who wish to upgrade fixed facilities to be more energy efficient.

51

- C. **Achieve a fully ~~electrified~~ zero-emission transit and mobility system that enhances air quality, and promotes equitable access to efficient and affordable mobility solutions**
- D. **Exceed Climate Action Plan for Transportation Infrastructure (CAPTI) goals to encourage mode-shift and reduce Vehicle Miles Travelled (VMT) while increasing person-throughput of transportation network**
- E. **Encourage the identification of transportation assets that are vulnerable or at risk of impact from climate change and recommend resiliency improvements**

SERVICE DELIVERY

Fund Vehicles, Facilities and Services

- A. To facilitate informed service and investment decisions, provide decision-makers with timely, accurate and sufficient information.
 - i. Ensure all major Transit Corridor Studies are conducted and kept up-to-date including for I-80/I-680/I-780, SR 12, SR 29 and SR 37
 - ii. Conduct Countywide Ridership Surveys every two to three years with specific target surveys of services to improve efficiency and productivity
 - iii. Assist transit operators to obtain and provide more accurate data and reporting

- B. Help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure **for regional service**

- C. Help fund ~~adequate maintenance and~~ strategic expansion of Transit Facilities of Regional Significance

52

- D. Facilitate informed service and investment decisions and provide decision-makers with timely, accurate and sufficient information

- E. Make investment decisions in partnership with regional and inter-regional transit providers, including local partners such as local transit providers, the Capitol Corridor Joint Powers Authority (CCJPA) and Water Emergency Transportation Authority (WETA) and regional partners such as BART, Metropolitan Transportation Commission, and Caltrans

- F. Participate in regional and mega-regional multimodal corridor studies and implementation on SR-37, I-80, and I-680.

- G. **Facilitate a dynamic, resilient, and accessible and cost-effective microtransit system that seamlessly integrates into the countywide transportation network**

MOBILITY

Provide Rider Convenience and Choice

A. Provide access to county and regionally significant population centers, employment and civic amenities	
B. Connect these to land uses and adapt to changes in demographics and employment patterns with a focus on Priority Development Areas (PDA)	
C. Support an equitable, efficient, and reliable local and intercity mass transit system that conveniently connects to regional transit systems	
D. Develop and implement programs to coordinate the provision of interregional, intercity and local transit services. When requested, support transit operators who are interested in system and functional consolidation, service expansion and innovation	
E. Ensure accessibility mobility by providing services for ALL through the programs of Solano Mobility	23
F. Address “first mile/last mile” gaps by facilitating multimodal improvements such as mobility hubs	
G. Increase transit and rideshare usage at a faster rate than population growth to reduce regional VMT by tracking transit mode-share and passengers per vehicle-revenue hour	
H. Ensure system effectiveness by preparing periodic and timely reviews of transit service performance	
I. Implement effective American with Disabilities (ADA) (including paratransit) services for ALL (i.e paratransit and Solano County Intercity Taxi (ITX) Card program) to ensure access to ADA eligible Solano residents	

STATE OF GOOD REPAIR

Develop and Maintain Infrastructure

A. Maintain and develop conveniently located transit and **mobility** facilities ~~and policies~~ that support public transit service and accommodate private transit and support service providers

B. **Develop policies and** focus transit and **mobility** infrastructure investments into **Mobility Hubs** and Transit Facilities of Regional Significance (TFOR) **to expand commuter shared-ride participation**

C. ~~Expand commuter shared-ride participation~~, Identify, construct and expand convenient ~~park and ride locations~~ **Mobility Hubs**, improve access to TFORs and implement an Express Lane system on major freeways

D. Improve safety by reducing accidents and injuries in the vicinity of Transit Facilities of Regional Significance ~~and develop a strategic plan to address the issue through the development of a Safe Routes to Transit plan~~

~~E. Implement effective paratransit services (i.e. Solano County Intercity Taxi (ITX) Card program)~~ **[Moved to Mobility]**

SUSTAINABILITY AND RESILIENCY

Create a Sustainable and Resilient Transit Network ~~Help Improve Air Quality~~

- A. Reduce air pollutant emissions related to transit and rideshare by developing and implementing the Solano County Alternative Fuel and Infrastructure Plan.
- B. Assist transit operators who wish to upgrade fixed facilities to be more energy efficient.

55

C. **Achieve a fully ~~electrified~~ zero-emission transit and mobility system that enhances air quality, and promotes equitable access to efficient and affordable mobility solutions**

D. **Exceed Climate Action Plan for Transportation Infrastructure (CAPTI) goals to encourage mode-shift and reduce Vehicle Miles Travelled (VMT) while increasing person-throughput of transportation network**

E. **Encourage the identification of transportation assets that are vulnerable or at risk of impact from climate change and recommend resiliency improvements**

SERVICE DELIVERY

Fund Vehicles, Facilities and Services

- A. To facilitate informed service and investment decisions, provide decision-makers with timely, accurate and sufficient information.
- i. Ensure all major Transit Corridor Studies are conducted and kept up-to-date including for I-80/I-680/I-780, SR 12, SR 29 and SR 37
 - ii. Conduct Countywide Ridership Surveys every two to three years with specific target surveys of services to improve efficiency and productivity
 - iii. Assist transit operators to obtain and provide more accurate data and reporting

- B. Help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure **for regional service**

- C. Help fund ~~adequate maintenance and~~ strategic expansion of Transit Facilities of Regional Significance

56

- D. Facilitate informed service and investment decisions and provide decision-makers with timely, accurate and sufficient information

- E. Make investment decisions in partnership with regional and inter-regional transit providers, including local partners such as local transit providers, the Capitol Corridor Joint Powers Authority (CCJPA) and Water Emergency Transportation Authority (WETA) and regional partners such as BART, Metropolitan Transportation Commission, and Caltrans

- F. Participate in regional and mega-regional multimodal corridor studies and implementation on SR-37, I-80, and I-680.

- G. **Facilitate a dynamic, resilient, and accessible and cost-effective microtransit system that seamlessly integrates into the countywide transportation network**

Questions?

Kathrina Gregana
Associate Planner



Transit & Rideshare Committee STA staff response to submitted comments for the Draft Goals and Objectives

Kathrina Gregana
Associate Planner
STA

Submitted Comments and Responses

Submitted By	Comment	STA Response	Next Steps
Mobility – Provide Rider Convenience and Choice – slide 4			
Solkans	1) Item B - What does "these land uses" refer to. a) Please note that with a focus on PDAs, we would not be focused on any area North of Vacaville.	Goal B. should state "Connect to land uses:." Priority Development Areas are locally nominated areas, which are ultimately approved by the Metropolitan Transportation Commission (MTC), centered around regional transit hubs where local jurisdictions are focusing housing, jobs and services. Focusing our efforts on improving and coordinating public transit within PDAs most effectively supports sustainable mode shift and helps reduce GHG emissions - consistent with Metropolitan Transportation Commission Plan Bay Area 2050. Given that regional funding programs prioritize transportation investments in these areas, we believe it is both strategic and practical to concentrate transportation improvements in these areas. However, the STA recognizes that two Solano jurisdictions, specifically Dixon and Rio Vista, do not have designated PDAs. As the countywide transportation agency, STA is committed to ensuring that these jurisdictions continue to receive reliable and effective transit and rideshare services that are tailored to meet their unique needs. An example of this commitment is the SolanoExpress Blue Line, which connects the Bay Area Region through Solano County (including Dixon) to Davis and the broader Sacramento Region. STA will continue to support these jurisdictions in securing funding to address their transit priorities.	Amend the objective to state: Connect these to land uses and adapt to changes in demographics and employment patterns with a focus on Priority Development Areas (PDA)
Solkans	2) Item E - The term "ALL" is an impossible goal. Need to define what ALL means - is it all residents regardless of age, ability, income, etc. or are you saying be all things to all people, which is not a feasible goal. a) This also directly refers to programs of Solano Mobility - currently there is a mish mash of programs designed for very specific groups of people without regard to equity between communities.	The phrase "for ALL" in this goal underscores STA's commitment to ensuring transportation accessibility meets the diverse needs of ALL Solano residents, including individuals with disabilities, seniors, veterans, commuters, students, and low-income individuals. The STA defines transportation equity as providing fair and inclusive access to mobility options for all people , regardless of age, ability, income, or where they live. The Solano Mobility Programs were specifically designed to address these needs and help close the transportation accessibility gaps. We disagree with the comment regarding Solano Mobility. The Solano Mobility Program is collectively designed to be equitable for all residents to participate in. The program continues to evolve to meet the needs of Solano's most vulnerable residents.	No action needed
Solkans	3) Item G - Increase transit and rideshare usage - this is what SolTrans is attempting to do with the CDA and we are being told by STA to do the opposite and provide mediocre service to all to ensure coverage. We cannot grow ridership keeping the system exactly as it is and without additional funding, we have limited options.	The STA is committed to advancing the goal of increasing transit and rideshare usage while ensuring equitable access to mobility options for all Solano residents. Central to this commitment is ensuring that no community should be left out of the public transit network. We believe these two goals, expanding ridership and maintaining lifeline coverage to promote equity, are complementary and can be successfully achieved through a thoughtful and balanced approach. Although current funding is limited and we recognize that additional resources will be needed to make significant improvements to the public transit system, there are other efficient ways to move these goals forward and beyond additional funding. This includes exploring innovative strategies to expand transit options in response to changing ridership patterns and the dynamic transit landscape. A prime example is the transition by Solano transit operators to microtransit services. Transit operators in the cities of Fairfield, Rio Vista, Suisun City, and Vacaville have adjusted their transit service to preserve coverage and increase ridership. Fairfield Transit (FAST) and Vacaville City Coach have transitioned from a fixed route system to incorporate a hybrid of microtransit and fixed route service to offer greater flexibility and efficiency. In addition, Rio Vista and Suisun City recently evaluated their local transit services through their Community Based Transportation Plans and have made adjustments to make their demand-response and microtransit systems more flexible, reliable, and better able to meet the unique needs of their local communities.	No action needed
Solkans	4) Item I - implement effective paratransit services for ALL - what does this mean? Each transit operator must provide complementary paratransit service. STA's mobility programs fills in some gaps but it is not paratransit service by definition. Also the term ALL needs to be defined because by definition, all residents do not qualify for paratransit services. Do you mean all that qualify for paratransit but are outside of the complementary paratransit service area or need regional transportation?	The STA offers mobility programs through Solano Mobility to complement the Solano public transit system and address accessibility gaps, including those in paratransit services. This objective aims to ensure that paratransit services are available to all eligible individuals by expanding coverage to those who reside outside the current service area or require transportation beyond local routes. Solano Mobility Programs are designed to serve these individuals and bridge the gap in access. This clarification will be added to the goals and objectives.	Amend the objective to state: Implement effective American with Disabilities (ADA) (including paratransit) service for ALL. The paratransit and Solano County Intercity Taxi (ITX) Card program) to ensure access to ADA eligible Solano residents.

State of Good Repair – Develop and Maintain Infrastructure – slide 6			
Soltrans	5) Please define Mobility Hubs. Is there a way to better group these so that transit facilities are separated from Highway projects?	Mobility Hubs are defined as places in a community that bring together public transit, bike share, car share, vanpools, and other ways for people to get to where they want to go without a private vehicle, as defined by the MTC. It is important to note that Mobility Hubs are not stand alone projects; rather, they are multi-modal hubs that incorporate transit, and arterial, highway, freeways, and active transportation infrastructure elements. Given the regional and state goals to reduce VMT and GHG, it is beneficial to consider Mobility Hubs within the broader context of local, regional and state projects regardless of whether the project is a highway project.	No action needed
Service Delivery – slide 7			
Soltrans	6) Item A.iii – Why would STA assist transit operators on accurate data and reporting when some operators have robust systems and know far more about operations than STA staff? I would change this goal to assist operators in the region to get their systems and reporting up to current standards.	As the countywide transportation agency, the STA is committed to supporting member agencies and transit operators in ensuring a reliable, efficient, and equitable transportation system throughout Solano County. While we fully support transit operators who are already collecting and reporting accurate data, STA will continue to offer assistance to those who request it. Additionally, STA plays an active role in helping member agencies and transit operators obtain grant funding for transit and rideshare projects. These grants often come with specific reporting requirements that could include this data, and this goal is intended to further support these needs.	No action needed
Soltrans	7) Item C – Why expansion? There is no funding at this time. What about focusing on upgrades or rehabilitation of existing facilities or help facilitate the infrastructure needed to transition to zero emission fleets?	STA is committed to simultaneously advancing expansion and upgrading existing transit infrastructure. Current projects that the STA is actively working on include enhancing transit access to the future mobility hub at Fairgrounds Drive in Vallejo, designing rail access at the Solano Rail Hub in Suisun City and working with Fairfield on the expansion of the Fairfield-Vacaville Hannigan Station train depot and parking facilities. Other notable examples of expansion projects completed by the STA are the York Street Expansion Project in Vallejo and the Slip Ramp project at the Fairfield Transportation Center. It is also important to note that most grant opportunities tend to prioritize the expansion of transit facilities, with fewer opportunities available for maintenance-focused projects. Furthermore, to address the last comment made, the STA remains committed to supporting transit operators in their transition to a zero-emission emission fleet, as outlined in Objective C under Sustainability and Resiliency.	No action needed
Soltrans	8) Item G – STA focuses on the region vs local service. Microtransit is really a local service that should be left to the transit operators and is widely known to not really be cost effective (many agencies have tried and have had to scale back or cancel their programs). A better goal may be to support transit agencies in assessing if microtransit is right for any areas of their community.	This proposed objective aims to support local agencies interested in implementing microtransit services within their communities. Solano County has one of the longest running microtransit services in the region through the demand response service, which has been running for 40 years. More recently, the Cities of Dixon and Suisun City completed their Community Based Transportation Plan, which included a comprehensive evaluation of transit access options and through this process, microtransit was identified as the best fit that aligns with the city's needs and available resources. Additionally, Suisun Microtransit, Vacaville City Coach and FAST have successfully transitioned to a hybrid model, combining fixed routes with microtransit options. These five transit operators are all fiscally solvent, operating within their existing resources, and are not projected to face a fiscal cliff in the near future. STA supported these local efforts when requested.	No action needed
Sustainability and Resiliency – slide 8			
Soltrans	9) Item A – What is the scope of the Solano County Alternative Fuel and Infrastructure Plan? Transit already has a mandate from the state and every agency has a plan to get there.	In addition to transit operators, Solano member agencies are required to transition their public fleet to zero-emission vehicles. Several member agencies have already requested assistance from the STA in developing a countywide Solano County Alternative Fuels and Infrastructure Plan to support this transition, citing limited staff capacity to undertake this effort on their own. Additionally, the STA provides support to Rio Vista Delta Breeze and Suisun Microtransit in operating their transit services, and is assisting these agencies, along with Dixon, in developing their respective implementation plans. While we fully support transit operators who wish to proceed with their own planning effort to meet the zero-emission fleet mandate, we will also continue to offer assistance to those agencies that request support.	No action needed
Soltrans	10) Item B – Assist Transit operators who wish to upgrade fixed facilities to be more energy efficient - How would STA assist agencies? Research? Financially? With what dollars?	While the STA has access to limited transit funding, we have extensive knowledge of federal, state and regional grant and funding programs and can provide support in securing the necessary funding for these energy efficient upgrades. More recently, STA successfully secured a Transit and Intercity Rail Capital Program (TIFCIP) grant to support the electrification efforts of Soltrans. Additionally, several member agencies have already requested assistance from the STA in developing a countywide Solano County Alternative Fuels and Infrastructure Plan to support their transition to a zero-emission fleet.	No action needed

Soltrans	11) Item C - Similar to item A and again we have long had a mandate from CARB and all transit agencies have a plan already so how would STA assist in ensuring we achieve our plans?	Not all Solano transit operators have completed a zero-emission plan to comply with the CARB mandate. As stated in our response to #9, while the STA fully supports transit operators who choose to independently develop their plans to meet the zero-emission transit fleet mandate, we will continue to offer assistance to those agencies and transit operators that request support. The STA will be assisting Rio Vista, Suisun City and Dixon to develop their plans. As previously mentioned, STA possesses extensive knowledge of federal, state and regional grant and funding programs. In addition to the development of their plans, we can also support transit operators in securing the necessary funding to cover the expensive vehicle and charging equipment purchases required in the zero-emission transition.	No action needed
Soltrans	12) Item D- to achieve reduced VMT and increase PMT on mass transit then we need to implement changes to Solano Express to increase ridership which is the opposite of STA staff recommendations on the CDA.	As stated in our response to the comment on Mobility -Item G , the STA is committed to advancing the goal of increasing transit and rideshare usage while ensuring equitable access to mobility options for Solano residents. Our recommendations include both increasing ridership and preserving service coverage.	No action needed
Soltrans	13) Item E - Need specifics - the 2 things that I can identify immediately is that we need solar and battery storage for our electrical infrastructure and we need local roads and highways to be maintained to reduce damage to transit vehicles. We lost our entire road supervisor fleet of vans due to the poor condition of the roads in Vallejo. All 5 had cracks in the rear suspension framing and have to be scrapped.	The STA is currently developing the Solano Transportation Resiliency Plan, which will assess the Solano Routes of Regional Significance, regional transit facilities, rail and ferry facilities and the active transportation network. The plan aims to identify vulnerable transportation assets and develop a prioritized capital projects list to enhance their resilience. The plan is expected to be completed by the summer of 2026, and further details will be provided once the recommendations are established from this effort.	No action needed
Transit Facilities of Regional Significance – slide 3			
Soltrans	14) Vallejo Transit Center is misclassified and should be under Passenger stations.	We agree with this comment and will incorporate the requested change	The Vallejo Transit Center will be included under the Passenger Stations category within the Transit Facilities of Regional Significance
Soltrans	15) Sereno is mislabeled and should be Sereno Transit Center	We agree with this comment and will incorporate the requested change	The Sereno Transfer Station will be corrected to the Sereno Transit Center and will be categorized under Passenger Stations within the Transit Facilities of Regional Significance
Soltrans	16) To be consistent, the Dixon Park and Ride should be under Passenger Transfer Sites	We agree with this comment and will incorporate the requested change	The Dixon Park and Ride Lot will be included under the Passenger Transfer Sites category within the Transit Facilities of Regional Significance

General Comments			
Mayor Alma Hernandez, City of Suisun City	There is a need to define equity through a transportation lens for the CTP to ensure we are using a shared common definition across the CTP elements	STA staff will reference the 2020 CTP Equity Chapter and Equity Principles to develop a definition of transportation equity for the 2026 CTP Update	The following transportation equity definition is proposed: "Transportation equity means ensuring the meaningful participation of Solano County's vulnerable populations in all aspects of mobility and infrastructure planning to ensure that disadvantaged communities' unique and unmet needs are prioritized. It aims to advance a just, healthy, and prosperous quality of life in all Solano County communities while addressing transportation and the diverse mobility needs of our residents, businesses, and visitors to provide a safe, innovative, equitable multi-modal system in Solano County."
Avery Livengood, PAC Representative for CTP Transit and Rideshare Committee	Asked to separate the performance measures from the draft goals and objectives	We agree with this comment and will incorporate the requested change	Amendments were made to the draft goals and objectives to remove references to performance measures



Project Background

Extreme weather events increasingly threaten Solano County’s transportation system, with wildfires and flooding disrupting key routes and infrastructure. In response, local jurisdictions have initiated climate adaptation and resiliency plans.

Building on this work, the Solano Transportation Authority (STA) is developing the Solano Transportation Resiliency Plan to make the county’s transportation network more reliable and resilient to the extreme weather events of both today and the future. The Solano Transportation Resiliency Plan, in partnership with all seven Solano County cities and the County of Solano, will assess the existing transportation system—from Routes of Regional Significance, Transit Facilities of Regional Significance (such as the Vallejo Ferry Terminals and the Solano Rail Hub and Hannigan Station), and active transportation facilities—to identify infrastructure vulnerable to extreme weather events and recommend improvements.

Project Goals

- Protect Solano County’s transportation infrastructure by developing proactive responses to extreme weather event risks
- Make the system more adaptable and resilient to future hazards
- Identify and prioritize capital projects that preserve vital transportation routes
- Identify funding opportunities to support recommended projects

Get Involved

During this process, STA will ask for your feedback, experiences of extreme weather event impacts to the local transportation infrastructure, and your priorities for the Solano Transportation Resiliency Plan. Get involved and share your input at bit.ly/solano-resiliency-plan.

Project Timeline

