California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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Jim Bermudez, Deputy City Manager
City of Suisun City
701 Civic Center Blvd.
Suisun City, CA 94585

Re: Suisun Expansion Project – Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)

Dear Jim Bermudez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Suisun Expansion Project. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the November 2025 NOP.

Please note this correspondence does not indicate an official position or approval by Caltrans on this project and is for informational purposes only.

Project Understanding
The Suisun Expansion Project would expand the boundaries of Suisun City through annexation of 22,873 acres of unincorporated Solano County near State Route (SR) 12 and SR 113. The project would establish an area plan covering approximately 7,136 acres of the site. A Specific Plan would be developed over two time periods: 20-Year Plan and Full Buildout. The 20-Year Plan would result in approximately 65,217 dwelling units, 60 million square feet of non-residential development, 84,479 jobs, and a population of 150,000. Full Buildout would result in approximately 173,913 dwelling units, 147 million square feet of non-residential development, 225,471 jobs, and a population of 400,000.

Travel Demand Analysis
With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and

multimodal improvements. For more information on how Caltrans assesses Vehicle Miles Traveled (VMT) analysis for land use projects, please review Caltrans' Transportation Impact (TIS) Study Guide (*link*). Caltrans looks forward to reviewing the VMT analysis in the DEIR when it is available.

The TIS should also refer to the Institute of Transportation Engineers (ITE) Trip Generation Manual when discussing project-trip generation (including discussion of net trips, pass-by trips, etc.). A travel demand model-based analysis will be needed to understand and compare the effects of internal trips (trips within the project area) versus external trips (trips between the project area and other cities or regions) on SR 12, SR 113, SR 84, SR 160, and Interstate (I)-80.

Please also include an Opening and Horizon Years safety/operational analysis with respect to Exist, Exist + Project, Cumulative + Project scenarios for queuing and delay on affected routes/interchanges and road segments, including but not limited to SR 12, SR 113, SR 84, SR 160, and Interstate (I)-80. Capacity analysis will be needed to make sure external trips commuting via all affected routes/intersections can be sufficiently accommodated. If such trips cannot be accommodated, mitigation measures such as intersection/interchange configuration improvements should be studied and proposed. Selected segment analyses for SR 12, SR 113, SR 84, SR 160, and I-80 are also required to make sure the capacity on these major corridors is sufficient to accommodate project generated trips.

Ensure proposed mitigation measures for the effects of project-generated congestion are documented. For example, any intersection or interchange that may not have sufficient capacity to accommodate the project-generated trips, where a rural intersection or freeway ramp termini intersection type modification is needed, the location would be required to go through the Caltrans Intersection Safety and Operational Assessment Process (ISOAP) , a 2-step process for evaluating existing and alternative intersection types. This could affect existing intersection and or freeway interchange configurations which include stop, yield control roundabout and signal type intersection controls within the study boundaries on state right of way. ISOAP guidance would be provided. Mitigation that may necessitate larger scale improvements needing feasibility study should be evaluated as needed. Any needed funding associated with mitigation measures should also be identified.

Freight
Please provide additional information on infrastructure for freight vehicles in the Transportation System section. Specifically, clarify how truck parking and warehousing will be handled within non-residential zones intended for commercial or industrial uses. Also provide any additional information regarding how and where freight vehicles

would be stored and refueled, given the existing industrial park and proposed new manufacturing and industrial zones.

The proposed street grid and variety of street types is encouraging. With parking garages and arterials situated along the edges of the project area, freight traffic should be concentrated away from residential areas and local streets with more pedestrian and cyclist activity.

The NOP maps indicate an existing railroad with a possible branching connection to the newly expanded industrial zone along the northwestern edge of the development area. Please provide additional information on how existing freight infrastructure will be used in this project. Making use of multimodal freight connections like cargo rail depots could help reduce the potential truck VMT generated by this project's new manufacturing and industrial zones, thereby making goods movement to and from the new subdivision more sustainable.

Active Transportation
Please review and include reference to the *Caltrans District 4 Pedestrian Plan* (2021) and the *Caltrans Bay Area Bike Plan Update* (2025) in the DEIR. These two plans studied existing conditions for walking and biking along and across the State Transportation Network (STN) in the nine-county Bay Area and developed a list of location-based and prioritized needs, including the following projects within and near the project area:

- Shoulder improvements along SR 113 between SR 12 and the City of Dixon
- Class II bikeways along SR 12 between Walters Road and Azevedo Road
- Class I multi-use path along SR 12 between Azevedo Road and Drouin Drive

Note that more separated facilities, such as Class I multi-use paths or Class IV separated bikeways, may be a satisfactory or preferred substitute for the proposed Class II bikeways. The District 4 Bike Plan Update did not anticipate the scale of development proposed in this project, and more separated, lower-stress facilities may be more suitable, given higher anticipated bicycle volumes. Any proposed regional bike paths should interconnect with existing and planned local and regional bikeway networks.

Please note that any Complete Streets reference should be updated to reflect Caltrans Director's Policy 37 (*link*) that highlights the importance of addressing the needs of non-motorists and prioritizing space-efficient forms of mobility, while also facilitating goods movement in a manner with the least environmental and social impacts. This supersedes Deputy Directive 64-R1 and further builds upon its goals of focusing on the movement of people and goods.

Transit
The External Specific Plan Improvements section does not include mention of transit infrastructure or service enhancements. Multimodal connections are referenced, but there is no specific discussion of transit modes, operators, or service integration. The Transportation System section identifies a grid pattern intended to support internal transit operations; however, additional details should be provided on who would operate this service, what mode(s) are envisioned, and how it would be funded or implemented.

Although Amtrak and the Fairfield Transit Center are located nearby, Suisun City currently has limited intercity transit service. The DEIR should discuss how the project may enhance or connect to existing transit services. Any transportation analysis should consider the project's impact on the demand for transit, specifically the availably of local and regional transit operations and infrastructure, and opportunities for short- and medium-term transit improvements.

A Passenger Rail Feasibility Study should be considered to evaluate the potential for regional rail connectivity and the installation of higher quality passenger rail that can enhance regional access. Coordination with transit operators such as SMART, Amtrak/Capitol Corridor, and other relevant passenger rail providers would be needed.

The City of Rio Vista, Delta Breeze, a door-to-door dial-a-ride service runs through the project vicinity, east and west along SR 12. The project should preserve the existing bus routes and coordinate with the applicable transit agency on any needed relocations, including during construction. If there is potential to disrupt transit service, the City should coordinate with the City of Rio Vista.

Integrated Transportation and Land Use Planning
Please review and include reference to the current California Transportation Plan (CTP) in the DEIR. CTP 2050 envisions that the majority of new housing located near existing housing, jobs, and transit, and in close proximity to one another will reduce vehicle travel and greenhouse gas (GHG) emissions, and be accessible and affordable for all Californians, including disadvantaged and low-income communities. The location, density, and affordability of future housing will dictate much of our future travel patterns, and our ability to achieve the vision outlined in CTP 2050.

Caltrans looks forward to reviewing the DEIR that should demonstrate how the future housing development patterns align with the City's adopted VMT policies. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through efficient and equitable land use planning and policies. The City should also continue to coordinate

with Caltrans to identify and implement necessary network improvements and impact mitigation.

Hydrology
Please conduct a drainage impact report including the following information: watershed descriptions, existing drainage, post-project changes in drainage, existing and post-project peak flow estimates (screening-level, not full design), potential for increased flooding, potential downstream impacts, and impacts on nearby Caltrans drainage systems on SR 12 and SR 113.

Air Quality
Please include a health risk assessment (HRA) as part of the air quality emission calculations.

Landscape Architecture
As part of the California Environmental Quality Act Aesthetics Checklist and the plans for evaluation of aesthetics, please consider views from SR 12 and SR 113 for highway users (the viewer group) to the proposed development areas. Consider preservation of rural and agricultural panoramas that respect the line of the hills and colors and textures of the valley regarding views from and toward the development. Please establish key views from highways to subdivision development areas and on-site infrastructure areas (two visual assessment units) to evaluate where the most visual (resource) change occurs.

Regarding Figure 5 of the NOP, the inclusion of open space along the SR 12 corridor lends itself to a large, City-owned planted buffer that sets back development and avoids the need for soundwalls. A planted buffer along SR 12 would reduce air impacts by catching pollution before it travels into developed areas and affords space for water treatment areas.

Biology
The project site includes habitats for several federally listed species, such as California tiger salamander (*Ambystoma californiense*), Conservancy fairy shrimp (*Branchinecta conservatio*), vernal pool fairy shrimp (*Branchinecta lynchi*), and vernal pool tadpole shrimp (*Lepidurus packardi*), as well as aquatic resources such as vernal pools. If the proposed project produces a need for increased capacity on SR 12 or SR 113, a substantial amount of habitat would be impacted. The resultant impacts would require mitigation that may surpass existing credits that are available. Caltrans suggests considering creating mitigation credits for use by associated infrastructure improvements.

California tiger salamanders currently may cross SR 12 and SR 113 during their travel between breeding ponds and aestivation burrows. The proposed project would introduce additional traffic to the facilities that may increase mortality of California tiger salamanders that are crossing the facilities. Caltrans suggests considering crossings in project infrastructure, as well as partnership in consideration of future highway crossings for California tiger salamander.

Construction-Related Impacts
Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits (*link*). Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Equitable Access
If any Caltrans facilities are impacted by the project, those facilities must meet Americans with Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Equity and Public Engagement
Caltrans encourages the City to foster meaningful, equitable and ongoing public engagement in the project development process to ensure future transportation and land use decisions and investments reflect community interests and values. The public engagement process should include community-sensitive and equity-focused approaches seeking out the needs of individuals from underserved, Tribal, and low-income communities, the elderly, and individuals with disabilities.

Encroachment Permit
Please be advised that any temporary or permanent work including traffic control that encroaches in, under, or over any portion of the State highway ROW requires a Caltrans-issued encroachment permit.

The Office of Encroachment Permits requires 100% complete design plans and supporting documents to review and circulate the permit application package. The review and approval of encroachment projects is managed through the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP), depending on project scope, complexity,

and completeness of the application. Please use the following resources to determine the appropriate review process:

- TR-0416 Applicant's Checklist (*link*)
- Caltrans Encroachment Projects Processes – Information Video (*link*)
- Flowchart, Figure 1.2 in Section 108, Overview of the Encroachment Review Process, of Chapter 100 – The Permit Function, Caltrans Encroachment Permit Manual (*link*)

The permit approval typically takes less than 60 days, but may take longer depending on the project scope, size, complexity, completeness, compliance with applicable laws, standards, policies, and quality of the permit package submitted. Projects requiring exceptions to design standards, exceptions to encroachment policies, or external agency approvals may need more time to process.

To obtain more information and download the permit application, please visit Caltrans Encroachment Permits (*link*).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Llisel Ayon, Associate Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please visit Caltrans LDR website (*link*) or contact LDR-D4@dot.ca.gov.

Sincerely,

YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse