



**BICYCLE ADVISORY COMMITTEE (BAC)
MEETING AGENDA**

6:00 p.m. - 7:30 p.m., Thursday, March 5, 2026

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

STA Zoom Link

<https://us02web.zoom.us/j/87114082633?pwd=bOBgEZBSRcTay7Om52YXE8VWgqXwpb.1>

Join by Phone: 1 (669) 900 6833

Meeting ID: 871 1408 2633, Passcode: 463116

ITEM

STAFF PERSON

- 1. CALL TO ORDER/INTRODUCTIONS/CONFIRM QUORUM** (6:00 – 6:05 p.m.) Jacob Francisco, Chair
- 2. APPROVAL OF AGENDA** (6:05 – 6:10 p.m.) Jacob Francisco, Chair
- 3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS** (6:10 – 6:15 p.m.) Jacob Francisco, Chair
 - Upcoming Proclamation for Nancy Lund at the March 11, 2026 STA Board Meeting Dulce Jimenez, STA
- 4. CONSENT CALENDAR** (6:15 – 6:20 p.m.) Jacob Francisco, Chair
Approve the following consent items in one motion.
 - A. BAC MEETING MINUTES** Josue Jimenez, STA
Recommendation:
Approve BAC Meeting Minutes of January 8, 2026
Pg. 3
- 5. PRESENTATIONS**
 - A. Upcoming May Bike Month Events (6:20 – 6:35 p.m.)**
 - **Safe Routes to School Program** Amy Antunano, STA
 - **Solano Mobility Program** Steven Lowe, STA

The complete Bicycle Advisory Committee packet is available on STA’s website: www.sta.ca.gov

2026 BAC MEMBERS

<u>Nancy Lund</u> City of Benicia	<u>David Belef</u> City of Vallejo	<u>Jacob Francisco</u> City of Fairfield Chair	<u>Jason Gray</u> Solano County	<u>Joshua Blissett</u> Member at Large Vice Chair	<u>Neal Iverson</u> City of Vacaville	<u>Tyler Meirose</u> City of Suisun City
		<u>Terry Stenz</u> City of Dixon		<u>VACANT</u> City of Rio Vista		

6. ACTION NON-FINANCIAL

A. None

7. INFORMATIONAL ITEMS – DISCUSSION

A. Solano Rail Hub – Review of Complete Streets Checklist Jasper Alve, STA
(6:35 – 6:50 p.m.)
Pg. 7

B. Discussion of Upcoming One Bay Area Grant Cycle 4 Jasper Alve, STA
(6:55 – 6:05 p.m.)
Pg. 15

C. MTC Community Action Resource and Empowerment (CARE) Program Grant Opportunity Kathrina Gregana, STA
(7:05 – 7:20 p.m.)
Pg. 29

8. INFORMATIONAL ITEMS – NO DISCUSSION

A. None.

9. MEMBER UPDATES/ ROUND TABLE BAC Members
(7:20 – 7:30 p.m.)

10. ADJOURNMENT
The next meeting will be held on **May 7, 2026**, at STA.

BAC 2026 Meeting Dates:

(The BAC meets every First Thursday on odd months, unless otherwise rescheduled)

Please mark your calendars for these dates

6:00 p.m., Thursday, May 7, 2026

6:00 p.m., Thursday, July 2, 2026

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

6:00 p.m., Thursday, November 5, 2026

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



**Bicycle Advisory Committee (BAC)
Minutes for the Meeting of January 8, 2026**

1. CALL TO ORDER/CONFIRM QUORUM

The meeting of the BAC was called to order by Chair Francisco at approximately 6:00 p.m. A quorum was confirmed.

BAC Members Present

(In Alphabetical Order by Last Name):

David Belef	City of Vallejo
Joshua Blissett – Vice Chair	Member at Large
Jacob Francisco – Chair	City of Fairfield
Jason Grey	Solano County
Neal Iverson	City of Vacaville
Nancy Lund	City of Benicia
Tyler Meirose	City of Suisun City

Absent BAC Members

Terry Stenz	City of Dixon
VANCANT	City of Rio Vista

Others Present:

Bob Berman	PAC Member
Dennis Elliott (Zoom)	Member of the Public
Kathrina Gregana	STA
Barry Hill	Solano Land Trust
Dulce Jimenez	STA
Josue Jimenez	STA
Riley Martinson	County of Solano
Flint Olson	County of Solano

2. APPROVAL OF AGENDA

On a motion by Tyler Meirose and a second by Nancy Lund, the STA BAC unanimously approved the agenda. (7 Ayes)

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENT

- Riley Martinson, an Engineering Services Supervisor from Solano County, commented that the Stevenson Bridge in North Dixon will be getting rehabilitated this summer; therefore, the bridge will be closed from the beginning of May until August 2026.

4. CONSENT CALENDAR

Approve the following consent items in one motion

A. BAC MEETING MINUTES

Recommendation:

Approve BAC Meeting Minutes of November 6, 2025

On a motion by Neal Iverson and a second by Tyler Meirose, the STA BAC unanimously approved the Consent Calendar. (7 Ayes)

5. PRESENTATIONS

A. Upcoming Project – Bay Area Ridge Trail at Vallejo Swett Ranch

Barry Hill, a senior project manager from Solano Land Trust, presented on the Bay Area Ridge Trail at Vallejo Swett Ranch.

B. Solano County Farm to Market Phase 4 Project

Presented by Riley Martinson, Engineering Services Supervisor for Solano County.

Summary of BAC Committee Comments

- If feasible, the BAC strongly encourages that a Class I facility be considered for the project.
- BAC encouraged having sufficient space for biking/pedestrians to be protected from the oncoming traffic. Right-of-way may be an issue due to the neighboring landowners, the BAC recommended connecting with Vine Trail staff, who have experience negotiating with landowners to obtain right-of-way or having permission for the public to pass through sections that are privately owned.
- In areas that may include developing truncated domes, there needs to be a bypass for bicyclists.
- BAC commented that though red brick was aesthetic, it tended to be slippery for bicyclists. They noted that an alternative could be colored stamped concrete.
- BAC encouraged to have art that can be multi-use and/or safe for families. It was commented that in areas with higher pedestrian foot traffic, children may attempt to climb/use the artwork.
- Encouraged to have rumble strips that are not adhesive.
- The BAC encouraged that the project incorporates an actual “Welcome to Suisun Valley” sign at an exit close to the Fairfield auto mall, by the roundabout, and/or past Solano Community College.
- For any electric vehicle (EV) chargers, the County should also consider implementing security measures to deter vandalism or the theft of copper wire.

6. INFORMATIONAL ITEMS – DISCUSSION

A. Solano Comprehensive Transportation Plan (CTP) Draft Tiered List of Active Transportation Projects

Dulce Jimenez shared the timelines for the public comment period that will be allotted for the draft tiered list of active transportation projects, in which the BAC may review and provide individual comments during the public comment period. Ms. Jimenez mentioned that changes to the project list will need to be requested by their respective public works staff.

Kathrina Gregana shared that as part of the identification of priority active transportation projects, STA staff ask each jurisdiction to identify their top five projects, with no limits on submissions.

David Belef encouraged the committee to attend the CTP subcommittee meeting, but as members of the public to make bicycle-related comments.

7. ACTION NON-FINANCIAL

A. 2026 Draft Bicycle Advisory Committee Work Plan

Recommendation:

Forward the recommendation to the STA Board to adopt the 2026 Draft BAC Work Plan.

On a motion by Tyler Meirose and a second by Neal Iverson, the STA BAC unanimously approved the recommendation with the inclusion of adding language that encourages projects that incorporate *complete streets* elements. (7 Ayes)

8. INFORMATIONAL ITEMS – NO DISCUSSION

A. None.

9. MEMBER UPDATES/ ROUND TABLE

- Tyler Meirose commented that there is cycling on Sundays at Rockville Cycle at Solano Community College.
- David Belef shared that for Bike Month in May 2026, there may be two bike rodeos in Vallejo hosted by Safe Routes to School (SR2S). The Napa Bike Fest will be held on Saturday, May 3, 2026.
- Neal Iverson recommends traveling to the Foothill connector in Vacaville.
- Nancy Lund noted a potential project to have a Class I road from the end of Goodyear to the Pacific Flyway Center.

- 10.** The STA BAC meeting adjourned at approximately 7:35 p.m. The next meeting of the STA BAC is on Thursday, **March 5, 2026**, via Zoom and in person.

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DATE: February 27, 2026
TO: STA BAC
FROM: Jasper Alve, Senior Project Manager
RE: Regional Measure 3 Allocation Request for Solano Rail Hub Project Study Report, Project Approval/Environmental Documentation, as well as Plans, Specifications, and Estimate

Background:

The Solano Transportation Authority (STA) has been working, in partnership with the County of Solano and Cities of Fairfield and Suisun City, Capitol Corridor Joint Powers Authority, and the Caltrans Department of Rail and Mass Transit, towards advancing improvements at the Solano Rail Hub at the Suisun City and Fairfield Train Station, which the STA Board designated as the Solano Rail Hub. These improvements are designed to upgrade and expand the current station, track alignment, and park and ride facility, as well as create seamless and safe connections between the downtown areas of the Cities of Fairfield and Suisun City.

STA staff have identified the pre-construction work needed to advance the improvements. The first phase includes developing a Project Study Report (PSR) to evaluate the station, track alignment, and park and ride facility. Thereafter, STA staff will work to complete the Project Approval and Environmental Documentation (PA&ED) of the pedestrian rail overcrossing connecting the two cities. Once the preferred alternative of the overcrossing has been identified, development of the improvement will progress to completion of Plans, Specifications, and Estimate (PS&E). STA staff anticipates procuring the services of a team of consultants to complete the PSR, PA&ED, and PS&E.

Consistent with the STA Board action taken at its meeting in August 2024, STA staff released a Request for Proposals (RFP) on June 13, 2025, for preparation of PA&ED and PS&E. This RFP also included optional tasks to complete the PSR and PS&E. The RFP consultant selection process was open to the public and competitive, with proposals due to the STA on August 22, 2025. A panel interview with the most qualified consultants was also conducted on the week of September 15, 2025.

Discussion:

The RFP evaluation panel, which consisted of staff from the STA and Cities of Fairfield and Suisun City, has completed evaluation of the proposals and interviews. The most qualified consultant selected to perform the work needed to complete the PSR, PA&ED, and PS&E was Arup. Arup distinguished itself from the other consultants based on its relevant experience, skills set of key personnel, approach it will take to complete the work, as well as composition of the overall team including the subconsultants. Following Caltrans' consultant selection process, STA staff opened Arup cost proposals associated with the consultant services needed.

The STA Board, as its meetings in April and June 2023, authorized STA staff to submit a Regional Measure 3 (RM3) allocation request for the Solano Rail Hub. This allocation request, totaling \$2 million, was approved by the Metropolitan Transportation Commission in July 2023. This allocation ensures funding for completion of the PA&ED of the pedestrian overcrossing project.

Following the cost proposal opening, STA staff at the December 10, 2025 STA Board meeting requested approval to submit an additional \$6 million in RM3 allocation request for the Solano Rail Hub. This allocation request will ensure funding is secured for completion of the PSR and PS&E of the pedestrian overcrossing, as well as for grant preparation and right of way support.

The existing overcrossing, as identified in the following planning documents: *2022 Solano Rail Hub Advanced Planning Study* and *2023 Solano Rail Hub Project Study Report Equivalent*, is not compliant with the Americans with Disabilities Act standards and hinders any future rail track realignment. This track realignment, particularly adding a third rail, will ensure the Solano Rail Hub can accommodate the anticipated expanded rail service identified in the *2018 California State Rail Plan*, as well as the potential future expansion of rail service to Marin and Sonoma Counties.

Role of BAC:

At the upcoming March 5, 2026 BAC meeting, committee members can expect to receive a presentation on the Solano Rail Hub project. Additionally, STA staff request the BAC review the attached complete streets checklist, as shown in Attachment A in which STA staff will be requesting feedback on the complete streets checklist.

Recommendation:

Informational.

Attachment:

- A. Complete Streets Checklist for the Solano Rail Hub Project

1. Contact Name	Jasper Alve
2. Email Address	jalve@sta.ca.gov
3. Contact Phone Number	7073993204
4. Project Sponsor	Solano County Transportation Authority (STA)
5. If "Other" was selected above, please provide your jurisdiction name here.	N/A
6. County	Solano
7. Counties (if "Regional" was selected above, please list all counties impacted here)	N/A
8. Is your project seeking regional discretionary funds or an endorsement?	Regional discretionary funding
9. If your project is seeking regional discretionary funding, please choose which funding program. If you are unsure, please email completestreets@bayareametro.gov.	Regional Measure 3 (RM3)
10. Project Name/Title	Solano Rail Hub Station Project
11. Project Location	Suisun City
12. Project Area Map (Attach if applicable) Please save the file "Project Name_YourJurisdictionName_Map." Add the name of the file being uploaded below. Then Click Here to upload your file.	Solano Rail Hub Station Project
13. Project Description (200 character limit). Please include scope of project, project extents, length of segment(s), street names, transit stop/stations, etc.	The Solano Rail Hub Station Project will focus on improving rail service, safety, and infrastructure, as well as active modes of transportation connectivity between the rail station and the downtown areas of the Cities of Fairfield and Suisun City. Currently, in terms of the latter, the existing pedestrian overcrossing is not compliant with the Americans with Disabilities Act (ADA). Additionally, the supporting columns of this overcrossing are within the Union Pacific Railroad (UPRR) right-of-way. These columns are preventing UPRR from adding a third mainline track to the station. The third rail will ensure that trains going to the station will not be subject to

the “hold-out” rule. The existing rail station is also not safe as train riders will need to cross an at-grade crossing to reach the center platform. This platform is also not ADA compliant. Overall, the project will evaluate realigning the existing rail station (including the center island platform) and mainline tracks with the development of a Project Study Report, while going through the project selection (PA) analysis and environmental clearance (ED) of the preferred pedestrian overcrossing structure. Once the PA&ED phase is completed, STA will proceed with designing the grade-separated pedestrian overcrossing and construction to follow.

14. Please choose the project phase(s).

Planning (PLN)
Environmental (ENV)
Preliminary Engineering (PE)

15. Please check all the modes that the project includes:

Bicycle
Pedestrian
Non-Roadway Transit (heavy rail, ferries, etc.)

16. Do you think your project qualifies for a Statement of Exception?

No

Topic: Bicycle, Pedestrian and Transit Planning

17. Please check all of the relevant plans that this project helps to implement.

Bicycle, Pedestrian and/or Active Transportation Plan(s)
Community-Based Transportation Plan
Station Access Plan
Transit Plan
Safety-Related Plans

18. Please provide details on the Plan recommendation(s) affecting the project area, if any, with Plan adoption date. If the project is inconsistent with adopted plans, please provide explanation.

Solano Countywide Local Road Safety Plan (adoption in 2022); Solano County Active Transportation Plan (2020); City of Suisun City Community-Based Transportation Plan (2022); Solano Rail Hub Advanced Planning Study (2022); and SMART and SolanoExpress Station Feasibility Study (2021).

19. Does the project area contain segments of the regional Active Transportation (AT) Network? [See MTC's AT Network map here]

No

20. If yes, describe how the project adheres to the National Association of City Transportation Official's (NATCO's)

The pedestrian overcrossing realignment will replace the existing overcrossing that is currently not ADA compliant.

"Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities" and/or the Architectural and Transportation Barriers Compliance Board's "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way." Background: MTC's Complete Streets Policy states, "Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities" contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) (adopted July 2024,) by the U.S. Access Board should also be referenced during design."

21. Is there a MTC Mobility Hub (map) within the project area?

Yes

22. If yes, please describe outreach to mobility providers, and the project's Hub-supportive elements. Please view the Mobility Hubs Playbook Play 1.

STA staff has been coordinating with CCJPA staff operating the Capitol Corridor rail service with stop at the Solano Rail Hub Station. These coordination efforts include applying for a grant jointly, drafting jointly the scope of the Project Study Report for the rail and station area improvements, as well as previous in the development of the 2021 SMART and SolanoExpress Station Feasibility Study and 2022 Solano Rail Hub Advanced Planning Study. CCJPA staff will also be part of the Project Leadership Team of the Solano Rail Hub Station Project.

23. Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of killed or severely injured bicyclist/pedestrian-involved crashes within the project area?

No

24. Please summarize the traffic safety conditions and describe the project's traffic safety countermeasures. The Bay Area Vision Zero System may be a helpful resource.

Currently, the existing pedestrian overcrossing is not ADA compliant. The realignment of the overcrossing supports grade-separation between vulnerable road users with rail and roadway vehicles. The overcrossing will cross UPRR and State Route 12.

Please check all the infrastructure elements that will be included in this phase of the Project:

New grade-separated pedestrian overcrossing and center island platform rail crossing.

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Please list census tracts that are designated as EPCs and affected by this project.

Census tracts 252703, 252607, 252501, and 252502.

Will the Project integrate green infrastructure?

Yes

Compliance and Exemption with Bicycle and Pedestrian Committee (or Equivalent) Review

25. Please describe the transit routes, stations, etc., and include information about transit-supportive design elements included in the project.

CCJPA's Capitol Corridor service has a stop at the Solano Rail Hub Station. The project will support development of a third mainline track by realigning the pedestrian overcrossing away from UPRR's right-of-way. The project will also evaluate the rail station and center island platform to make them safer and more convenient to access.

26. If yes, list transit facilities (stop, station, and route) and all affected agencies.

The Solano Rail Hub Station is served by CCJPA's Capitol Corridor, which provides rail service between Sacramento and San Jose.

27. Have all potentially affected transit agencies had the opportunity to review this project? If yes, please save the email from transit operator(s) below.

Yes

Please upload the email documentation from the transit operator(s). Please save the files as "Project Name_YourJurisdictionName_TransitEmail" Add the name of the file being uploaded below. Then Click Here to upload your file.

Solano Rail Hub Station Project Scope, Schedule, and Fee

Is this project in compliance with MTC Complete Street's Policy (Resolution 4493)?

Yes

Has a local Bicycle and Pedestrian Advisory Committee/Commission (BPAC) reviewed this Checklist?

The Checklist is being submitted to send to the BPAC for review.

Please provide the meeting date(s).

Pedestrian Advisory Committee in February 2026 and Bike Advisory Committee in March 2026.

1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	No
If yes, please cite language and agency citing prohibited use.	N/A
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	No
If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling. Please share how that will be executed.	N/A
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	No
If Yes, describe alternative Plan/Project.	N/A
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	No
Describe condition(s) that prohibit implementation of CS policy requirements.	The pedestrian overcrossing crosses Caltrans (State Route 12) and UPRR rights-of-way.
Name of department director or equivalent for exceptions.	N/A
Director Approval File Upload Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then Click Here to upload your file.	N/A

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DATE: February 27, 2026
TO: STA BAC
FROM: Jasper Alve, Senior Projects Manager
RE: Discussion of upcoming One Bay Area Grant Cycle 4

Background:

Every four or five years, the Solano Transportation Authority (STA) works with the Metropolitan Transportation Commission (MTC) to program federal transportation funds. This process was formally called the federal cycle process until MTC renamed it to the One Bay Area Grant (OBAG) Program beginning in 2013. This federal transportation funding combined Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) into four- or five-year grant cycles. Each cycle, MTC develops policies about how the region will use this funding for projects and programs, as well as STA's countywide planning, programming, and project delivery functions.

Discussion:

MTC's meeting on February 25, 2026, approved the program framework for One Bay Area Grant Cycle 4 (OBAG 4), which will cover a four-year period starting from FY 2026-27 through FY 2029-30. Additional details on OBAG 4 is available in Attachment A.

OBAG 4 includes funding for Senate Bill 125 (SB 125). This funding totaling \$100 million serves as a local match to receive SB 125 funding to help transit agencies in the Bay Area address operating and capital budget shortfalls. Below is also a list of other key differences.

- Expand the existing minimum geographic investment threshold to include Transit Oriented Communities (TOCs) in addition to PDAs. This means that at least 50% of OBAG 4 funds in the County must be invested in projects located within a mile of a PDA or TOC.
- Update the Complete Streets Checklist and process to accommodate MTC's new Transit Priority Policy for Roadways.
- Augmentation funding for North Bay Counties totaling \$5 million. The estimate going to Solano County is \$1.250 million.
- Extend the CTA nomination to October 3, 2026, which is a month later than the OBAG 3 deadline.

The remaining OBAG 4 programming funding capacity totaling \$720 million is distributed, after taking into account the \$100 million commitment as part of the region's contribution to SB 125, equally between the Regional and County Programs. This means that each program will have a capacity totaling \$360 million. MTC also programmed or set aside, as part of the County Program, \$41 million of base planning and implementation funds. Following this, the unprogrammed balance for the County Program now equates to \$319 million. Attachment D shows a breakdown of MTC's County Nomination Targets for the County Program. It is important to note that these targets do not commit or imply a guaranteed share of funding for each County. Actual awards are subject to the competitive project evaluation and selection process. The targets are 120% of the available funding capacity to ensure that MTC receives a sufficient pool of project nominations.

Solano County's 120% nomination target is higher for OBAG 4 compared to OBAG 3. Specifically, the target increased from \$19.2 million in OBAG 3 to \$19.830 million – a difference of approximately \$630,000. Similar to the OBAG 3 process, STA will be conducting a Call for Project process, which will be further discussed at the March 11, 2026 BAC meeting.

Following the STA OBAG 4 Call for Projects, projects that are highly rated will be nominated to the MTC for further evaluation. MTC staff will then evaluate these projects based on the following scoring rubric below.

- **CTA Priorities (75 Points)**
The majority of the scoring is weighed heavily towards CTA's prioritization of the projects. CTA scores are normalized across counties.
- **Regional Alignment (10 Points)**
The project's alignment with *Plan Bay Area 2050+* strategies, Regional Safety/Vision Zero Policy, Complete Streets Policy, Bay Area Transit Transformation Action Plan, and the regional Transit Priority Policy for Roadways.
- **Federal Performance Goals (5 Points)**
The project improves safety, infrastructure condition, system reliability, freight movement, economic vitality, congestion, and environmental sustainability.
- **Deliverability and Risk (10 Points)**
Sponsor capacity and expertise, recent delivery of regional funds, and risks to the project schedule.
- **Air Quality Benefits (10 Points)**
This is for projects eligible to receive OBAG 4 Congestion Mitigation Air Quality funds. Evaluates project's relative cost-effectiveness in reducing criteria air pollutants.

Fiscal Impact:

None to the STA.

Recommendation:

Informational.

Attachments:

- A. MTC OBAG 4 Grant Program Guidelines

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 11, 2026

Agenda Item 4a-26-0192

MTC Resolutions Nos. 4505, Revised, and 4740, Revised

Subject:

Revisions to the One Bay Area Grant (OBAG 3 and 4) programs, including establishing additional OBAG 4 policies and procedures and programming a total of \$81 million in OBAG 4 funds to MTC for planning and implementation activities by County Transportation Agencies (CTAs) (\$41 million) and MTC (\$40 million).

Background:

The OBAG 3 and 4 programs establish the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for federal fiscal year (FY) 2023 through FY 2030. The Commission adopted the initial OBAG 4 framework last month, following a robust development process with extensive stakeholder input as detailed in **Attachment A**. This framework included key funding decisions related to the pre-commitment of OBAG 4 capacity for near-term transit operations through the Senate Bill (SB) 125 package and regional set-asides for implementation of the Transit-Oriented Communities (TOC) Policy.

This month, staff recommend revisions to the OBAG 3 and 4 programs as summarized below and detailed in **Attachment B**.

General OBAG 4 Policies

The general OBAG 4 policies as proposed are largely similar to prior cycles, and continue to require consistency with relevant federal, state, and regional requirements. Notably, staff recommend changes to accommodate MTC's new Transit Priority Policy for Roadways (MTC Resolution No. 4739) and associated updates to the Complete Streets checklist and process.

OBAG 4 County Program

Similarly, proposed revisions to the OBAG 4 county program largely maintain policies and procedures from prior cycles. Notable recommended changes include:

- Expand the existing minimum geographic investment thresholds to include Transit Oriented Communities (TOCs) as an eligible geography, in addition to Priority Development Areas (PDAs), reflecting the need to support both geographies. As proposed, at least 50% of funds in each North Bay county must be invested in projects within a mile or less of a PDA or TOC, and 80% of funds in the remaining counties must meet this requirement (up from the 70% PDA investment threshold in OBAG 3).
- Simplify the CTA minimum project evaluation criteria to increase flexibility and emphasize local expertise.

- Extend the CTA nomination deadline to October 31, 2026 (one month later than the comparable OBAG 3 deadline) in response to CTA feedback.

Staff propose to continue the CTA county target structure from OBAG 3, using the same formula with updated data (**Table 1**). Nomination target factors include:

- Population (50%),
- Recent housing production (30%) by building permits,
- Planned growth (20%) by Regional Housing Needs Allocation (RHNA) targets, and
- Additional weighting for affordability in the housing factors.

Draft OBAG 4 county program policies were shared with CTAs and other stakeholders for review in advance of this action, and the proposed policies incorporate their feedback. Notably, staff now recommend distributing the \$5 million in regional North Bay augmentation funds set aside by the Commission last month through the OBAG 4 county program (**Table 1**), as suggested by CTA staff.

Table 1: Proposed OBAG 4 County Program Summary

County	County Target Share	County Target*	North Bay Augmentation Target*	Total Nomination Target**
Alameda	20.3%	\$64,770,000	-	\$77,724,000
Contra Costa	13.6%	\$43,418,000	-	\$52,102,000
Marin	2.9%	\$9,275,000	\$1,250,000	\$12,630,000
Napa	1.5%	\$4,823,000	\$1,250,000	\$7,288,000
San Francisco	14.8%	\$47,213,000	-	\$56,656,000
San Mateo	9.5%	\$30,208,000	-	\$36,249,000
Santa Clara	26.7%	\$85,271,000	-	\$102,325,000
Solano	4.8%	\$15,275,000	\$1,250,000	\$19,830,000
Sonoma	5.9%	\$18,747,000	\$1,250,000	\$23,996,000
Total	100%	\$319,000,000	\$5,000,000	\$388,800,000

*Targets for reference, actual awards subject to competitive project evaluation and selection

**Nomination targets based on 120% of available funds

Following Commission approval, staff plan to coordinate with CTAs to initiate the OBAG 4 county call for projects using the nomination targets in **Table 1** above, according to the schedule and policies summarized in **Attachments A and B**, respectively. Staff plan to return to the Commission in early 2027 with recommended OBAG 4 county program awards.

In addition, staff recommend programming a total of \$41 million in OBAG 4 county funds to MTC for CTA base planning and implementation activities in support of OBAG 4 and *Plan Bay*

Area 2050+. The Commission previously approved \$18.7 million for CTA planning through an advance programming action in October 2025, and this month staff recommend incorporating the full \$41 million into the OBAG 4 program. As in prior cycles, CTAs may request to augment these base amounts through the project nomination process.

OBAG 4 Regional Program

Aside from the TOC Policy incentives established by the Commission last month, the proposed OBAG 4 regional program policies and structure remain similar to prior cycles. Staff recommend revisions to clarify and simplify the regional program categories and goal areas as follows:

- **Planning and Implementation:** Provide dedicated resources and staff support to carry out OBAG 4 programs and other performance-based planning and programming activities.
- **Growth Framework:** Assist local efforts to create a range of housing options that align with Plan Bay Area growth geographies.
- **Environment:** Reduce transportation emissions and protect and enhance open space.
- **Complete Streets:** Maintain and improve local streets and roads for all users, with a focus on safety and equity.
- **Multimodal Networks:** Improve mobility options and services across the Bay Area’s multimodal transportation system, with an emphasis on transit transformation.
- **TOC Incentive and North Bay Set-Asides:** Incentivize and reward TOC Policy implementation progress, address the unique transportation and land use needs of North Bay communities.

Staff recommend distributing OBAG 4 regional program capacity among these categories as detailed in **Table 2**. Staff will return to the Commission and relevant Committees later this year to recommend specific regional programs under each category, consistent with the goals above.

Table 2: Proposed OBAG 4 Regional Program Categories

Regional Program Category	Amount
Planning and Implementation	\$40 million
Growth Framework	\$35 million
Environment	\$90 million
Complete Streets	\$30 million
Multimodal Networks	\$115 million
TOC and North Bay Set-Asides	\$50 million
Total Regional Program	\$360 million

This proposed structure includes a recommendation to program \$40 million to MTC for planning and implementation of OBAG 4 Regional Programs. The Commission previously approved \$12.7 million for MTC planning and implementation through an advance programming action in October 2025, and this month staff recommend incorporating the full \$40 million into the OBAG 4 program.

Issues:

None.

Recommendations:

Refer MTC Resolutions Nos. 4505, Revised, and 4740, Revised to the Commission for approval. Resolution No. 4505 is also recommended for revisions under Agenda Item 2b, and is included once under that item with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission for approval.

Attachments:

- MTC Resolution No. 4740, Revised
 - Attachment A
 - Attachment B-1
 - Attachment B-2
- Attachment A: OBAG 4 Development Timeline
- Attachment B: Proposed OBAG 4 Policy Summary
- Presentation



Andrew B. Fremier

Attachment A: OBAG 4 Development Timeline

OBAG 4 Development Timeline

Month	Meetings and Topics
<i>December 2024</i>	<ul style="list-style-type: none"> • Bay Area Partnership Board: OBAG 4 kickoff and key considerations, including OBAG 4 pre-commitments to transit operations via the Senate Bill (SB) 125 framework, implementation of the Transit-Oriented Communities (TOC) Policy • Transit Finance Working Group (TFWG): OBAG 4 kickoff and key considerations • Local Streets and Roads/Project Delivery Working Group (LSR/PDWG): OBAG 4 kickoff and key considerations • Bay Area County Transportation Agencies (BACTA) Executive Director/Planning Director Standing Meeting: OBAG 4 kickoff and key considerations, Equity Priority Community (EPC) designations for <i>Plan Bay Area 2050+</i> and OBAG 4
<i>January 2025</i>	<ul style="list-style-type: none"> • BACTA Planning Directors: OBAG 4 development timeline (mail-out) • County Planning Collaboratives: introduction and feedback on OBAG 4 TOC Policy
<i>February</i>	<ul style="list-style-type: none"> • BACTA Staff Working Group: OBAG 4 county program structure
<i>March</i>	<ul style="list-style-type: none"> • Programming and Allocations Committee (PAC): OBAG overview and key OBAG 4 considerations • BACTA Staff Working Group: OBAG 4 county program policies and process
<i>April</i>	<ul style="list-style-type: none"> • BACTA Staff Working Group: OBAG 4 county program target formula
<i>May</i>	<ul style="list-style-type: none"> • Planning Committee: draft TOC scoring framework • BACTA Executive Directors Standing Meeting: OBAG 4 updates
<i>June</i>	<ul style="list-style-type: none"> • BACTA Executive Directors Standing Meeting: OBAG 4 updates • LSR/PDWG: OBAG 4 updates
<i>July</i>	<ul style="list-style-type: none"> • PAC: OBAG 4 principles, OBAG 3 regional programs • BACTA Staff Working Group: OBAG 3 regional programs • BACTA Executive Directors Standing Meeting: OBAG 3 regional programs • TFWG: OBAG 4 updates
<i>August</i>	<ul style="list-style-type: none"> • Commissioner Kitchen Cabinet: TOC Policy implementation in OBAG 4 • Bay Area Partnership Board: OBAG 4 updates • MTC/Caltrans Quarterly Executive Meeting: OBAG overview, regional programs, OBAG 4 timeline, shared priorities and opportunities • LSR/PDWG: OBAG 4 updates
<i>September</i>	<ul style="list-style-type: none"> • Commissioner Kitchen Cabinet: TOC Policy implementation in OBAG 4, workshop materials • BACTA Executive Directors Standing Meeting: TOC Policy implementation in OBAG 4 • Meetings with Select BACTA Staff: conformity lapse grace period and OBAG 4 base planning and Safe Routes to School Non-Infrastructure (SRTS NI) advances
<i>October</i>	<ul style="list-style-type: none"> • Commission Workshop: OBAG and TOC Policy background, OBAG 4 implementation • PAC: OBAG 4 advances for conformity lapse grace period • BACTA Executive Directors Special Meetings: TOC Policy implementation in OBAG 4 • Select BACTA Technical Advisory Groups: TOC Policy implementation in OBAG 4
<i>November</i>	<ul style="list-style-type: none"> • Commission: TOC Policy implementation in OBAG 4

Month	Meetings and Topics
<i>December</i>	<ul style="list-style-type: none"> • Ad Hoc Commissioner Group: TOC Policy implementation in OBAG 4 • BACTA Executive Directors Special Meeting: OBAG 4 county program recap
<i>January 2026</i>	<ul style="list-style-type: none"> • Ad Hoc Commissioner Group: TOC Policy implementation in OBAG 4 • Commission: OBAG 4 funding framework adoption, including SB 125 split and TOC incentive programs • BACTA Executive Directors Standing Meeting: OBAG 4 framework, draft February proposals
<i>February</i>	<ul style="list-style-type: none"> • PAC: detailed OBAG 4 guidelines • Commission: OBAG 4 and TOC policy approval, including detailed OBAG 4 guidelines and the TOC evaluation framework • TFWG: OBAG 4 updates, county call for projects
<i>March</i>	<ul style="list-style-type: none"> • Meetings with BACTA Staff: OBAG 4 county program and call for projects kickoff • LSR/PDWG: OBAG 4 updates, county call for projects
<i>March – September</i>	<ul style="list-style-type: none"> • Various Local Forums: CTA outreach and engagement on OBAG 4 county call for projects, consistent with MTC requirements
<i>October</i>	<ul style="list-style-type: none"> • CTA Governing Bodies: CTA county program project nomination approvals
<i>Early 2027</i>	<ul style="list-style-type: none"> • PAC and Commission: OBAG 4 county program of projects adoption

Note: future actions and dates subject to change

Attachment B: Proposed OBAG 4 Policy Summary

General Policies

Policy Area	Change(s)	OBAG 4 Proposal
Structure	<ul style="list-style-type: none"> Clarify and simplify program categories from OBAG 3 Add new regional set-aside category for TOC incentives 	<ul style="list-style-type: none"> Organize the regional program into six simplified categories by project type and goal area: planning and implementation, growth framework, environment, complete streets, multimodal networks, and set-asides Continue to organize the county program by county
Project Delivery	<ul style="list-style-type: none"> Introduce new obligation deadline extension request process to formalize current practice and respond to requests for flexibility and clarity 	<ul style="list-style-type: none"> Continue implementation of the Regional Project Delivery Policy (MTC Resolution No. 3606), including requirements related to the Single Point of Contact (SPOC), Resolution of Local Support, Transportation Improvement Program (TIP), and Annual Obligation Plan (AOP) and associated corrective actions Establish September 30, 2031 obligation deadline Formalize obligation deadline extension request process for unforeseen and extraordinary circumstances, subject to staff approval and limited to one extension of up to 24 months
Project Requirements	<ul style="list-style-type: none"> Accommodate MTC's new Transit Priority Policy for Roadways and associated updates to the Complete Streets checklist and procedures Minor updates consistent with federal requirements 	<ul style="list-style-type: none"> Continue to ensure that projects comply with applicable state and federal requirements, including federal STP/CMAQ eligibility, <i>Plan Bay Area</i> consistency, public participation and civil rights compliance, minimum non-federal match, TIP inclusion, Air Quality Conformity, environmental clearance, and CMAQ air quality benefit calculations Continue to ensure that projects comply with applicable regional policies and requirements, including: <ul style="list-style-type: none"> MTC's Complete Streets Policy (MTC Resolution No. 4493) MTC's Transit Priority Policy for Roadways (MTC Resolution No. 4739)
Fund Exchanges	<ul style="list-style-type: none"> No changes from OBAG 3 	<ul style="list-style-type: none"> Continue to allow STP/CMAQ exchanges with non-federal funds on a case-by-case basis consistent with MTC's exchange policy (MTC Resolution No. 3331)
Regional Fund Management	<ul style="list-style-type: none"> No changes from OBAG 3 	<ul style="list-style-type: none"> Continue regional management of OBAG 4 programming years and fund source assignment subject to availability and consistent with longstanding priorities Continue to pursue interregional STP/CMAQ apportionment loans when mutually beneficial for delivery Continue to permit MTC projects to expedite project delivery using Advance Construction (AC) procedures when appropriate

Regional Program Policies

Policy Area	Change	OBAG 4 Proposal
TOC Incentives	<ul style="list-style-type: none"> Introduce a regional TOC set-aside incentive and North Bay Augmentation (approved January 2026) 	<ul style="list-style-type: none"> Introduce a \$45 million TOC set-aside for top performers (approved January 2026) Introduce a \$5 million North Bay augmentation (\$1.25 million targets for Marin, Napa, Solano, and Sonoma Counties) (approved January 2026) Administer the North Bay augmentation through the county call for project process
Calls for Projects	<ul style="list-style-type: none"> Formalize best practices for regional calls for projects coordination 	<ul style="list-style-type: none"> Introduce the following guidelines for regional calls for projects: <ul style="list-style-type: none"> Outreach: standard call for project notice to working groups and on website Coordination: standard of one coordinated call for projects per year Timeliness: standard to conduct calls for projects between FY 2027 and 2029

County Program

Policy Area	Change	OBAG 4 Proposal
Roles	<ul style="list-style-type: none"> No changes from OBAG 3 	<ul style="list-style-type: none"> Continue to implement the county call for projects as a partnership between MTC and the CTAs, with <ul style="list-style-type: none"> CTAs responsible for administering the call for projects within their respective counties, including public outreach, initial project screening and evaluation, project nominations to MTC, and sponsor support and coordination throughout project delivery MTC responsible for administering the overall call for projects, final project evaluation and selection, and implementation of regional requirements throughout project delivery
Eligible Activities	<ul style="list-style-type: none"> Minimal clarifications from OBAG 3 	<ul style="list-style-type: none"> Continue broad project eligibility consistent with federal fund sources Continue to exclude select project types consistent with regional priorities, including air quality non-exempt projects, new roadways, roadway extensions, right-of-way acquisition for future expansion, operations, and routine maintenance
CTA Planning	<ul style="list-style-type: none"> Revise the CTA base planning formula to rely on total program capacity and other independent factors, rather than escalation from prior cycles 	<ul style="list-style-type: none"> Continue county program funding to support CTA planning and program implementation activities, including: <ul style="list-style-type: none"> Base planning amounts for each county determined by formula Optional augmentations to base planning funds, by CTA request Update the formula for determining CTA base planning amounts to incorporate: <ul style="list-style-type: none"> \$41 million in total funding (5% of OBAG 4 capacity) \$3.5 million minimum funding for each county Proportionate distribution of remaining funds over \$3.5 million minimum relative to county nomination target shares

Policy Area	Change	OBAG 4 Proposal
Nomination Targets	<ul style="list-style-type: none"> Update nomination targets using current population and housing data with the same formula as prior cycles Incorporate regional North Bay augmentation targets 	<ul style="list-style-type: none"> Continue the same CTA nomination target formula and factors using updated data, establishing target shares based on: <ul style="list-style-type: none"> Population (50%) Recent housing production (30%) by building permits Planned growth (20%) by Regional Housing Needs Allocation (RHNA) targets Additional weight in housing production and RHNA target factors for affordability Continue to set CTA nomination targets based on 120% of available county program funds, excluding CTA base planning amounts Incorporate regional North Bay augmentation targets into the county call for projects
Outreach	<ul style="list-style-type: none"> Minor updates consistent with federal requirements 	<ul style="list-style-type: none"> Continue to require CTAs to conduct equitable public engagement and agency coordination for their county call for projects consistent with MTC’s Public Participation Plan (MTC Resolution No. 4174) and applicable federal requirements
Sponsor Requirements	<ul style="list-style-type: none"> Introduce new compliance escalation process to formalize current practice and respond to requests for flexibility and clarity Clarify update frequency for safety plans (LRSPs) per state requirements (every 5 years) Eliminate self-certification resolution for state housing laws (MTC to monitor state reporting) 	<ul style="list-style-type: none"> Continue sponsor requirements from previous cycles, including: <ul style="list-style-type: none"> Compliance with general project requirements and delivery processes (above) State housing law compliance: ongoing state housing element certification, Annual Progress Report submission, compliance with the Housing Accountability Act and state laws related to surplus lands, accessory dwelling units, and density bonuses Safety planning: complete and maintain a Local Roadway Safety Plan (LRSP) that satisfies California Highway Safety Improvement Program (HSIP) requirements, including updates within 5 years Pavement management: ongoing MTC certification of a Pavement Management Program (PMP), participation in statewide local streets and roads needs assessment surveys Performance reporting: submission of annual traffic count data for the federal Highway Performance Monitoring System (HPMS) Eliminate the state housing law self-certification resolution requirement Formalize a process for delaying, withholding, and rescinding awards from sponsors that do not comply with ongoing requirements listed above
Project Requirements	<ul style="list-style-type: none"> No changes from OBAG 3 	<ul style="list-style-type: none"> Continue project requirements from previous cycles, including: <ul style="list-style-type: none"> Compliance with general project requirements and delivery processes Minimum award size of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara Counties) and \$250,000 for remaining counties (Marin, Napa, San Francisco, San Mateo, Solano, Sonoma Counties)

Policy Area	Change	OBAG 4 Proposal
Geographic Minimums	<ul style="list-style-type: none"> • Introduce TOCs as an eligible geography (in addition to PDAs) and increase thresholds for counties outside of the North Bay (70% to 80%) • Remove other targets for active transportation and safe routes to school investment 	<ul style="list-style-type: none"> • Modify the minimum investment thresholds for projects supporting growth geographies to include projects within a mile or less of a Priority Development Area (PDA) or Transit-Oriented Community (TOC), requiring that: <ul style="list-style-type: none"> ○ 50% of investments in each of the North Bay counties (Marin, Napa, Solano, and Sonoma) are PDA or TOC supportive ○ 80% of investments in each of the remaining counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) are PDA or TOC supportive • Continue to require that CTA nominations meet or exceed these minimum thresholds, excluding countywide programs or activities
CTA Evaluation	<ul style="list-style-type: none"> • Simplify CTA minimum criteria to increase flexibility and emphasize local expertise, addressing other considerations through the MTC evaluation process • Include specific references in support of stormwater management and ADA transition plans • Formalize CTA nomination requirements for clarity • Extend the nomination deadline from OBAG 3 	<ul style="list-style-type: none"> • Continue to require CTAs to screen applications for eligibility with project requirements • Reduce and simplify the minimum CTA evaluation criteria to include: <ul style="list-style-type: none"> ○ Need and benefits: safety, multi-modal accessibility, emission reduction, resilience, stormwater management, and state of good repair ○ Local priorities: community support demonstrated through Community-Based Transportation Plans, PDA plans, other local planning or project prioritization processes, letters of support, and/or other means determined by the CTA ○ Equity impacts: benefits to Equity Priority Communities or similar local designations, alignment with agency ADA transition plans, and/or other means determined by the CTA • Continue to permit CTAs to incorporate additional considerations and criteria • Formalize and clarify the requirement that CTAs nominate a single list of projects, scored on a scale from 0 to 75 points • Establish an October 31, 2026 CTA nomination deadline

Policy Area	Change	OBAG 4 Proposal
<p>MTC Evaluation</p>	<ul style="list-style-type: none"> • Incorporate regional considerations previously included in the minimum CTA criteria 	<ul style="list-style-type: none"> • Modify and clarify regional evaluation criteria to include: <ul style="list-style-type: none"> ○ CTA priorities (75 points): CTA scores normalized across counties ○ Regional alignment (10 points): support for <i>Plan Bay Area</i> strategies, the Regional Safety/Vision Zero Policy (MTC Resolution No. 4400), the Complete Streets Policy (MTC Resolution No. 4493), the Bay Area Transit Transformation Action Plan, and the regional Transit Priority Policy for Roadways (anticipated) ○ Federal performance goals (5 points): safety, infrastructure condition, system reliability, freight movement and economic vitality, congestion reduction, and environmental sustainability ○ Deliverability and risk (10 points): sponsor capacity and expertise, recent delivery of regional funds, and risks to the project schedule or delivery plan ○ Air quality benefits (10 points): relative cost-effectiveness in reducing criteria air pollutants, for CMAQ-eligible projects for the purpose of assigning CMAQ funding • Continue program balancing procedures to adjust award recommendations as needed to: <ul style="list-style-type: none"> ○ Satisfy minimum growth geography investment targets by county ○ Accommodate the relative availability of STP and CMAQ funds ○ Represent an equitable distribution of project types and geographic spread

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DATE: February 27, 2026
TO: STA BAC
FROM: Kathrina Gregana, Associate Planner
RE: MTC Community Action Resource and Empowerment (CARE) Program Grant Opportunity

Background:

The Metropolitan Transportation Commission's (MTC) *2001 Lifeline Transportation Network Report* identified transit needs in economically disadvantaged communities throughout the San Francisco Bay Area. In addition, the Environmental Justice Report for the *2001 Regional Transportation Plan* also identified the need for MTC to support local planning efforts in low-income communities throughout the region.

In response, MTC initiated and has continued to fund Community-Based Transportation Plans (CBTP) in low-income communities throughout the Bay Area. The CBTP process is designed to be a collaborative planning effort that identifies transportation gaps, proposes and prioritizes strategies to address the gaps, and identifies potential funding sources and project leads for implementation. A central objective of the CBTP program is ensuring that the low-income population most directly affected by the transportation plan is guiding the planning process.

Over the past several years, STA has partnered with Solano jurisdictions to develop and update their CBTPs. STA completed CBTPs for the City of Dixon in 2004, Cordelia, Fairfield, and Suisun Cities in 2008, and East Fairfield, and Vacaville in 2012. In partnership with the City of Vallejo, STA completed an updated CBTP in September 2020, followed by a second phase focused on youth perspectives that was supported by a grant from the California Air Resource Board (CARB), which was completed in December 2024. More recently, the updated Suisun City CBTP was completed in August 2022, the Rio Vista CBTP in October 2024, and is currently advancing the updated City of Dixon CBTP, with completion anticipated in Winter 2026.

As a result of these CBTP planning processes, transportation improvement recommendations specifically benefiting low-income communities in Solano County have been identified and are positioned for future implementation.

Discussion:

Building on prior investments in CBTP planning in Equity Priority Communities (EPCs), MTC recently created the Community Action Resource and Empowerment (CARE) Program with the goal of supporting implementation of adopted CBTPs. The CARE Program aims to provide funding to advance transportation projects identified in CBTPs to facilitate their progression from planning through project delivery.

Given the number of completed and updated CBTPs in Solano County, this program presents an opportunity for Solano jurisdictions to advance community-prioritized projects and move from planning to implementation.

The CARE Program includes two primary components, which are summarized below:

1. CBTP Project Development Technical Assistance (CBTP TA) Component:

- Total Funding Available (Regionwide): \$12 million (non-federal exchange funds)
- Solano County Funding Target: Approximately \$1,044,000. These funds will be administered in coordination with the OBAG 4 County Program anticipated in early 2026.
- Objective: This component is intended to strengthen the pipeline from planning to implementation by supporting activities that advance project concepts from early-stage development toward design and construction readiness. Eligible activities include public outreach and engagement, alternatives analysis; and conceptual, detailed, and final design.
- EPC and Community Support Requirements: Projects must be located within an EPC. For non-infrastructure proposals, applicants must demonstrate that the project will benefit vulnerable populations, such as seniors, low-income individuals, people with disabilities, and communities of color. In addition, applicants must provide clear and verifiable evidence of meaningful, current community support. For CBTPs completed in 2021 or earlier, at least two forms of supplemental documentation are required to demonstrate ongoing support. Examples include letters of support from residents, particularly from historically underserved populations, and from organizations representing these communities.
- Funding Flexibility: CTAs may adjust their CBTP TA funding target by up to ± 30 percent, with corresponding adjustments to their Participatory Budgeting–Project Delivery (PB-PD) funding target (described in more detail below).

2. Participatory Budgeting and Project Delivery Component

- Total Funding Available (Regionwide): \$10 million (federal and non-federal funds)
- Solano County Funding Target: \$840,000
- Objective: This component will fund the construction and delivery of smaller-scale neighborhood transportation projects from CBTPs and/or participatory budgeting processes or something similar.
- Proposed Process: Under the proposed framework, STA will nominate a prioritized list of projects to MTC with funds distributed to CTAs following project nomination and review from MTC. Implementation is expected to begin in late 2026.

STA staff recently met with public works staff from cities with active CBTPs, including Dixon, Rio Vista, Suisun City, and Vallejo as well as SolTrans, to discuss the CARE funding opportunity and explore potential project concepts for consideration.

This item is being presented to the STA BAC to provide information regarding this funding opportunity. Additional details will be shared as MTC releases further guidance through the forthcoming Call for Projects.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. MTC Presentation on the CARE Program

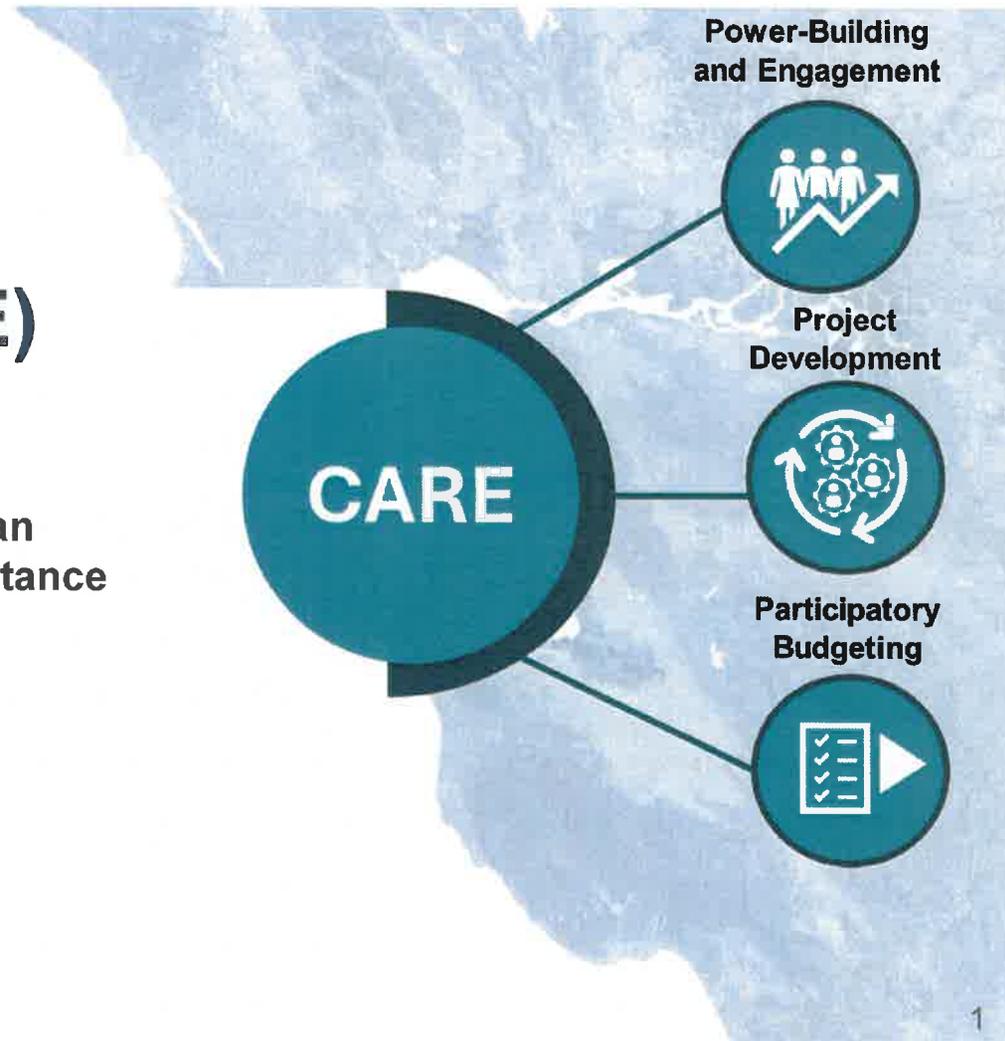
Community Action Resource and Empowerment (CARE) Program

- **Community-Based Transportation Plan Project Development Technical Assistance (CBTP TA)**
- **Participatory Budgeting and Project Delivery (PB-PD)**

MTC Programming and Allocations Committee
February 11, 2026



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



CARE Program & Components

CARE is a funding and implementation program that centers community voices, strengthens community and multi-sector partnerships, and supports community-led solutions that improve livability for all people in the Bay Area, comprised of three key components:



Community Power-Building and Engagement (Pb+E)

- **Total Funding:** \$5 million
- **Objective:** Provide technical assistance and capacity building for/from/with community-based organizations and local government.
- **Timeline:** Fall 2025 – Winter 2026



Project Development Technical Assistance for CBTP Projects (CBTP TA)

- **Total Funding:** \$12 million
- **Objective:** Advance CBTP concepts to construction-ready projects.
- **Timeline:** Early 2026 – Winter 2026



Participatory Budgeting and Project Delivery (PB-PD)

- **Total Funding:** \$10 million est.*
- **Objective:** Implement high-priority neighborhood projects from Participatory Budgeting processes or similar.
- **Timeline:** Winter 2027 - Onward

**Dependent on final OBAG 4 program funding level and future programming actions.*

CBTP TA Overview

- **Background**
 - Builds on the long-standing CBTP program, which funds planning in Equity Priority Communities.
 - CBTPs emphasize meaningful community engagement, while identifying projects/programs that improve access and mobility for EPC residents.
- **Program Objective**
 - Deliver community-identified projects from CBTPs by advancing construction readiness.
- **Funding**
 - **\$12 million** for project development and design.
- **Eligible Activities**
 - Technical assistance to move projects from early to final design stages, and construction-readiness, including public and stakeholder engagement.



**ADVANCE
CARE
MODEL**



Photo Credit: John Huseby (top), Noah Berger (bottom)

Feedback Themes on Program Design

Funding flexibility is needed to be able to deliver community projects.

CBTP technical assistance funds should be managed at the **county level**.

Prioritize projects that have **long-lasting impact** within their community.

Best practices for public engagement should be incorporated throughout the project nominations process.

CBTP TA Proposal and Revised Framework

Proposal: Revise the CARE Program (MTC Resolution No. 4604) to implement a streamlined delivery framework that ensures timely execution while advancing community projects.

Revised Delivery Framework

- **Funding:** \$12M in non-federal funds.
- **MTC Role:** Establish county funding targets, program guidelines and review CTA project nominations.
- **CTA Role:** Conduct a project nomination process and develop a project nomination list.
- **Eligibility:** Projects must originate from a CBTP or comparable community-driven process, be located within or clearly serve an Equity Priority Community (EPC), demonstrate meaningful community support*, and consist of capital transportation projects**. Projects advancing to final design will receive additional consideration.
- **Engagement:** Public outreach requirements will align with the OBAG 4 county framework.

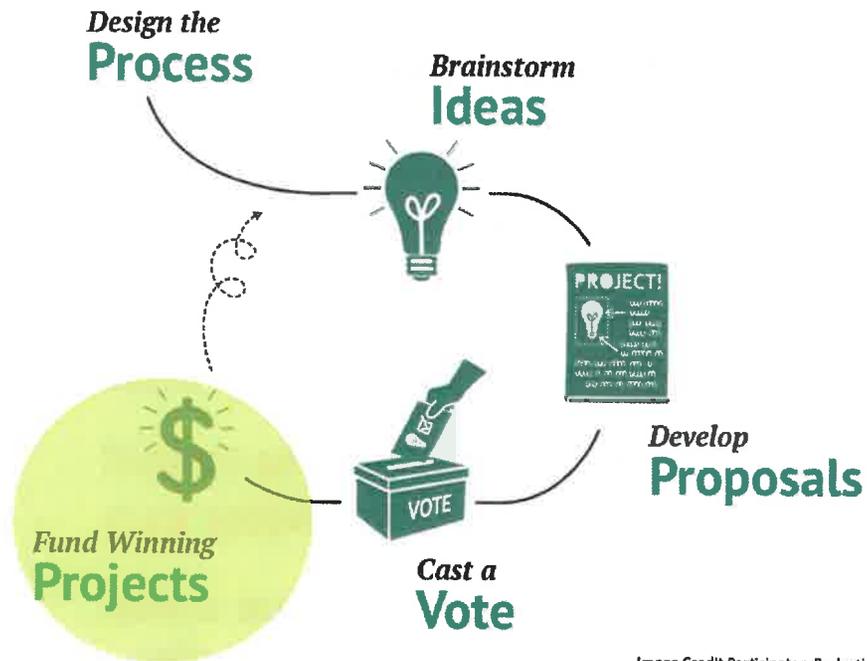
**Sponsors will have flexible ways to demonstrate support. **Operational studies may be considered for funding, subject to MTC review.*

CBTP TA County Funding Targets

- Funding targets are based on the following methodology:
 - Distribute **30%** of funds equally to each county as a base amount.
 - Distribute **70%** of funds according to each county's share of the regional low-income population (<200% Federal Poverty Level).
- CTAs may adjust targets by **up to +/-30%**, with any adjustment reflected as an equal and opposite change to future PB funding targets.

County	Funding Target
Alameda	\$2,379,000
Contra Costa	\$1,692,000
Marin	\$668,000
Napa	\$562,000
San Francisco	\$1,456,000
San Mateo	\$1,095,000
Santa Clara	\$2,110,000
Solano	\$1,044,000
Sonoma	\$994,000
<i>Total</i>	<i>\$12,000,000</i>

PB - Project Delivery Focus Overview



- **Background**
 - PB is a formal community-driven process where residents and community champions help spend part of a public budget by developing and voting for project ideas to benefit their community.
- **Program Objective**
 - Fund and construct neighborhood projects that have been prioritized through a robust community-driven process.
- **Eligible Activities**
 - Construction of community supported projects developed through the CBTP TA category or derived from an eligible PB / community-driven process.
 - PB process implementation.

PB-PD Component Framework Development

- **Framework Proposal:** Staff plans to propose revisions to the CARE Program (MTC Resolution No. 4604) this spring to include programming levels and guidelines.
- **CTA Role:** Nominate a prioritized list of community projects and select project teams.
- **MTC Role:** Establish funding targets and guidelines, screen projects, and help facilitate PB processes as needed.
- **Funding:** Staff anticipate funding of approximately \$10 million contingent on future programming actions.
- **Implementation:** Anticipated for Fall/Winter of 2026.

Staff Recommendation and Next Steps

Current Recommended Action

- Revise the CARE Program (MTC Resolution No. 4604) to establish CBTP TA funding targets and guidelines for a CTA-led project nomination process.

Next Steps

- Return to PAC to establish PB-PD funding targets and guidelines, following future programming.