



MEETING AGENDA

**6:00 p.m., Regular Meeting
 Wednesday, March 11, 2026
 STA Board Regular Meeting
 STA Board Room
 423 Main Street
 Suisun City, CA 94585**

The STA Board meeting will be conducted in person. This meeting may be accessed by the following technology. If you anticipate wanting to speak during the meeting and want to participate remotely, please join in advance of the public comment period and register which agenda item you would like to address. Since the meeting will be conducted in person, the STA Board will continue and not recess if there are technological issues associated with the remote participation.

Join Zoom Webinar

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Mission Statement: To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality for all.

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.**

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 399-3203 during regular business hours at least 24 hours prior to the time of the meeting.

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Staff Reports: Staff reports are available for inspection at the STA Offices, 423 Main Street, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at jmasiclat@sta.ca.gov

Supplemental Reports: Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

Agenda Times: Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

2026 STA BOARD MEMBERS

Mitch Mashburn	Alma Hernandez (Chair)	Steve Young	Steve Bird (Vice Chair)	Catherine Moy	Edwin Okamura	John Carli	Andrea Sorce
County of Solano	City of Suisun City	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Vacaville	City of Vallejo

STA BOARD ALTERNATES

Wanda Williams	Jenalee Dawson	Terry Scott	Jim Ernest	K. Patrice Williams	Walt Stanish	Michael Silva (Pending)	J.R. Matulac
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AGENDA ITEMS

BOARD/STAFF PERSON

1. **CALL TO ORDER/PLEDGE OF ALLEGIANCE** (6:00 p.m.) Chair Alma Hernandez
2. **CONFIRM QUORUM/STATEMENT OF CONFLICT**
An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. CA Gov't Code § 87200
2. **APPROVAL OF AGENDA**
3. **OPPORTUNITY FOR PUBLIC COMMENT** (6:05 – 6:10 p.m.)
4. **EXECUTIVE DIRECTOR’S REPORT** (6:10 – 6:15 p.m.) Daryl K. Halls
Pg. 7
5. **PRESENTATIONS** (6:15 – 6:35 p.m.)
 - A. **Caltrans Presentation:**
State Highway Operations & Protection Program (SHOPP) Robert Effinger,
Caltrans District 4
 - B. **Proclamation of Appreciation for Departing BAC Member,**
Nancy Lund Mayor Steve Young
 - C. **Solano Express Systems Performance Monthly Report** SolTrans Staff
 - D. **STA Policy for Allocating Public Funding for Safe Routes to Schools to**
Benefit Private Schools Students Amy Antunano
 - E. **STA Director Reports:**
 1. **Programs**
 - a. **Solano Mobility Program – Older Adults and People with**
Disabilities and Veterans for FY 2025-26 Debbie McQuilkin
 2. **Planning**
 - b. **Comprehensive Transportation Plan (CTP) Update** Robert Guerrero
 - c. **SR 12 and SR 113 Corridor Studies Update**
 3. **Projects**
 - d. **SR 37 Fairgrounds Drive Improvement Project Update** Nick Burton
 - e. **Express Lanes Operations Update**
6. **CONSENT CALENDAR** (6:35 – 6:40 p.m.)
Recommendation: Approve the following consent items in one motion.
(Note: Items under Consent Calendar may be removed for separate discussion.)
 - A. **Minutes of the STA Board Meeting of February 11, 2026** Johanna Masiclat
Recommendation:
Approve the minutes of the STA Board Meeting of February 11, 2026.
Pg. 13
 - B. **Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting**
of February 25, 2026 Johanna Masiclat
Recommendation:
Receive and file.
Pg. 21

- C. Approved/Draft Minutes of STA Advisory Committees in the Month of February 2026** Johanna Masiolat
Natalie Quezada
Josue Jimenez
Recommendation:
 Receive and file.
Pg. 25
- D. 2026 Draft Pedestrian Advisory Committee (PAC) Work Plan** Dulce Jimenez
Recommendation:
 Adopt the 2026 Draft Pedestrian Advisory Committee (PAC) Work Plan as shown in Attachment A.
Pg. 39
- E. 2025 Final Congestion Management Program (CMP) Report** Recommendation: Dulce Jimenez
 Approve the 2025 Final Congestion Management Program (CMP) Report as shown in Attachment A.
Pg. 43
- F. Replica Subscription Renewal**
Recommendation: Lorene Garrett
-
- Authorize the Executive Director to enter into an agreement with Replica for \$35,000/year for a total of \$105,000 for three years for a Replica data subscription to include ten hours of custom analysis.
Pg. 45
- G. Request for Proposals (RFPs) for the City of Suisun City Microtransit Service** Brandon Thomson
Recommendation:
 Authorize the Executive Director to release a Request for Proposals for the City of Suisun City Microtransit Service.
Pg. 47
- H. Advertise and Award of Follow-up Plant Establishment Period Contract for the I-80 Express Lanes Project** Nick Burton
Recommendation:
 Approve the following:
1. I-80 Express Lanes Plant Establishment Period Project, Notice to Contractors and Special Provisions, including issued Addenda;
 2. Authorize the Executive Director or his designee to sign the I-80 Express Lanes Plant Establishment Period Contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance;
 3. Authorize the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount and enter in a contract amount not-to-exceed is \$640,000 for the I-80 Express Lanes Plant Establishment Period Project Contract; and
 4. Resolution No. 2026-01 for the I-80 Express Lanes Plant Establishment Period Contract.

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- I. Low Carbon Transit Operations Program (LCTOP) Cycle B: Population-Based and Revenue Funds for FY 2025-26** Ron Grassi
- Recommendation:
 Approve the following:
1. Solano County LCTOP Cycle B Population-Based Fund Allocations with funding swaps; and
 2. Submit to MTC to allocate funds according to Attachment C.
- Pg. 53**

8. ACTION NON-FINANCIAL ITEMS

- A. Community Based Transportation Plan (CBTP) for the City of Dixon** Debbie McQuilkin
- Recommendation:
 Approve the Community Based Transportation Plan (CBTP) for the City of Dixon as shown in [Attachment A](#).
 (6:40 – 6:45 p.m.)
Pg. 59

- B. Comprehensive Transportation Plan (CTP) - Draft Prioritized Transit and Rideshare Projects** Dulce Jimenez
- Recommendation:
 Approve the release of Draft Tiered Projects list for a 30-day public comment period of the following:
1. Active Transportation as shown in Attachment A;
 2. Arterials, Highways, Highways Freeways as shown in Attachment B; and
 3. Transit and Rideshare Projects as shown in Attachment C.
- (6:45 – 6:55 p.m.)
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9. ACTION FINANCIAL ITEMS

- A. Subcommittee Recommendations regarding Reduction of Solano Mobility Funding to Assist Funding Solano Express Blue Line Options** Ron Grassi
Lorene Garrett
- Recommendation:
 Approve phasing out the STA Lyft program subsidy for the cities of Benicia and Vallejo, generating an estimated savings of \$80,000 annually from the Benicia Lyft Program and \$27,000 annually from the Lyft Programs for the Cities of Vallejo and Benicia and utilize the estimated cost savings to fund a Solano Mobility Express Pilot Program to serve the Cities of Vacaville, Dixon, and UC Davis (Memorial Union).
 (6:55 – 7:05 p.m.)
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- B. Solano Mobility Express Pilot Program Serving Vacaville, Dixon, UC Davis, and Sacramento** Ron Grassi
Lorene Garrett
- Recommendation:
 Review the service options between Vacaville, Dixon, and the UC Davis Memorial Union, and select a service option 1-4.
 Authorize the Executive Director to:
1. Execute a Solano Mobility Express Pilot Program service agreement with ProPark
 2. Authorize the Executive Director to execute a purchase or lease agreement for vehicles to provide Solano Mobility Express Pilot Program service to the Cities of Vacaville, Dixon, UC Davis (Memorial Union), and Sacramento.

3. Authorize the Executive Director and Finance Manager to make the necessary budget adjustments and/or TDA Matrix changes required for these actions.

(7:05 – 7:30 p.m.)

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10. INFORMATIONAL –DISCUSSION ITEM

- A. Regional Transportation Impact Fee – Fiscal Year 2025-26 1st Quarter Report** Jasper Alve
(7:30 – 7:35 p.m.)
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- B. STA Policy for Allocating Public Funding for Safe Routes to Schools to Benefit Private Schools Students** Amy Antunano
(7:35 – 7:40 p.m.)
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NO DISCUSSION ITEMS

- C. One Bay Area Grant Cycle 3 and 4 Update** Jasper Alve
Pg. 153
- D. Solano Mobility Program – Older Adults and People with Disabilities and Veterans for FY 2025-26** Debbie McQuilkin
Pg. 195
- E. Legislative Update** Sean Person
Pg. 211
- F. Summary of Funding Opportunities** Jasper Alve
Pg. 221
- G. STA Board and Advisory Committees Meeting Calendar for 2026** Johanna Masiclat
Pg. 223

11. BOARD MEMBER COMMENTS

12. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, April 8, 2026** at STA Board Room - 423 Main Street in Suisun City.

STA Board Meeting Schedule for Calendar Year 2026

6:00 p.m., Wed., April 8th

6:00 p.m., Wed., May 13th

6:00 p.m., Wed., June 10th

6:00 p.m., Wed., July 8th

NO MEETING IN AUGUST – STA Board Recess

6:00 p.m., Wed., September 9th

6:00 p.m., Wed., October 14th

NO MEETING IN NOVEMBER – STA’s 29th Annual Awards

6:00 p.m., Wed., December 9th

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DATE: March 3, 2026
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Executive Director's Report – March 2026

The following is a brief status report on some of the major issues, plans, projects, and programs currently being advanced by the Solano Transportation Authority (STA). An asterisk (*) notes items included in this month's Board agenda.

Caltrans SHOPP Presentation

Caltrans staff has been invited to provide a status of the State Highway Operation and Protection Program (SHOPP). The SHOPP statewide program has been impacted by multiple factors including fire and flooding on the statewide system. These SHOPP funds are programmed every two years, statewide, and will provide four years funding for SHOPP eligible projects on the state highway system. Two of the high profile SHOPP funded projects include SR 29/Sonoma Blvd. currently under construction and SR 12 which is scheduled to start construction in FY 2026-27.

Community Based Transportation Plan (CBTP) for the City of Dixon*

The Solano Transportation Authority (STA), in partnership with the City of Dixon, have completed a CBTP which evaluated the transportation challenges facing Dixon's 20,000 plus residents. The analysis identified and used to develop this plan included recurring issues related to transit availability, pedestrian safety, connectivity to locations outside of Dixon, and accessibility. Over 900 Dixon residents responded to community survey which was conducted as part of the CBTP. The Dixon CBTP was presented to and adopted by the Dixon City Council on February 17, 2026. This item was presented to the February Consortium and STA TAC and unanimously recommended to forward to the STA Board for approval at their meeting in March.

2025 Congestion Management Plan (CMP) Report*

STA Planning staff has completed the 2025 CMP Report which is ready for adoption by the STA Board.

Comprehensive Transportation Plan (CTP) - Draft Prioritized Transit and Rideshare Projects *

During Fall 2025, STA staff commenced evaluating member agency projects submitted for all three CTP elements, utilizing the Board-approved Project Prioritization Criteria to categorize projects and programs into priority tiers. At this point, STA staff have completed the evaluation process of the Transit and Rideshare, Active Transportation and Arterials, Highways, Freeways projects. The draft project lists for all three elements were presented at their respective CTP Policy subcommittees in January, February and March and recommended the STA Board release of the project lists for public comment. After the public comment period, STA Planning staff will complete the CTP elements and will bring back the full plan for adoption of the STA Board in July 2026.

SR 12 and SR 113 Corridor Studies

STA staff is preparing to reconvene SR 12 and SR 113 Corridor Adhoc Committees. The SR 12 Corridor Subcommittee is scheduled to meet at 3:00 p.m., Wednesday, April 8, 2026 at the STA Board Room. The SR 113 Corridor Subcommittee is scheduled to meet at 4:00 p.m., Wednesday, May 13, 2026 at the STA Board Room.

Regional Transportation Impact Fee (RTIF) – Fiscal Year 2025-26 1st Quarter Report

Projects staff will present the RTIF revenues for the first quarter of FY 2025-26. The presentation will provide a status of the RTIF funded projects.

Low Carbon Transit Operations Program (LCTOP) Cycle B: Population-Based and Revenue Funds for FY 2025-26*

Last month, the STA Board approved the allocation of LCTOP Cycle A funds. Subsequently, MTC informed STA staff that additional LCTOP funds are available for Cycle B. Similar to Cycle A, several transit operators have agreed to swap funds which are reflected in the staff report.

Advertise and Award of Follow-up Plant Establishment Period Contract for the I-80 Express Lanes Project*

As part of the work completed under the new I-80 Express Lanes, was highway planting, in the City of Vacaville area. This planting was required due to the removal of the median oleanders and trees within this area of the project. The Project plans for the contract are being prepared by AECOM, STA's design engineering consultant. In accordance with legal requirements, the construction of this project will be advertised in the Daily Republic. Bids will be received through an eBidding site and opened at STA offices at 423 Main Street, Suisun City, CA.

Solano Mobility Program – Older Adults and People with Disabilities and Veterans 2nd Quarter Report for FY 2025-26*

STA Solano Mobility staff has provided the Older Adults and People with Disabilities and Veterans 2nd Quarter Report for FY 2025-26. Programs staff will present this item at the meeting

Subcommittee Recommendations regarding Reduction of Solano Mobility Funding to Assist Funding Solano Express Blue Line Options*

The Board's Solano Express Subcommittee held its 4th meeting on March 2, 2026 and continue addressing remaining issues associated with the funding of the Solano Express service. This included a follow-up recommendation on continuation of providing service between Vacaville, Dixon, and UC Davis (Memorial Union). Four options were presented to replace the Solano Express Blue Line which connects Vacaville to Dixon to UC Davis with a Solano Express Pilot Program similar to this service which connects from Vacaville to Dixon to Sacramento. The Subcommittee recommended four options to be presented to the STA Board. At the same meeting, the Subcommittee recommended that the proposed service be funded with additional cost savings to be identified by transitioning STAF funding for the Benicia Lyft Program and miscellaneous local Lyft Programs for Benicia and Vallejo to local transit funds to be provided by SolTrans beginning in the next fiscal year 2026-27. This provides the necessary STAF Population based funds of \$450,000 combined with the previous action taken by the STA Board to phase out the Guaranteed Ride Program and delay by one year the Solano Express Ridership Survey.

Attachment:

- A. STA Acronyms List of Transportation Terms

A	
AADT	Average Annual Daily Traffic
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACTC	Alameda County Transportation Commission
ADA	American Disabilities Act
ADT	Average Daily Traffic
AFFH	Affirmatively Furthering Fair Housing
AHSC	Affordable Housing and Sustainable Community
AMPO	Association of Metropolitan Planning Organizations
APDE	Advanced Project Development Element (STIP)
AQMD	Air Quality Management District
ARPA	American Rescue Plan Act
ARRA	American Recovery and Reinvestment Act
ATP	Active Transportation Program
ATWG	Active Transportation Working Group
AVA	Abandoned Vehicle Abatement
B	
BAAQMD	Bay Area Air Quality Management District
BAC	Bicycle Advisory Committee
BACTA	Bay Area Counties Transportation Agencies
BAIFA	Bay Area Infrastructure Financing Authority
BARC	Bay Area Regional Collaborative
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BCDC	Bay Conservation & Development Commission
BUILD	Better Utilizing Investments to Leverage Development
C	
CAF	Clean Air Funds
CalSTA	California State Transportation Agency
CALTRANS	California Department of Transportation
CAPTI	California State Transportation: Climate Action Plan for Transportation
CARB	California Air Resources Board
CARL	California Academy for Regional Leaders
CCAG	City-County Association of Governments (San Mateo)
CCCC (4'Cs)	City County Coordinating Council
CCCTA (3CTA)	Central Contra Costa Transit Authority
CCJPA	Capitol Corridor Joint Powers Authority
CCTA	Contra Costa Transportation Authority
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CHFA	California Housing Finance Agency
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMIA	Corridor Mobility Improvement Account
CMAQ	Congestion Mitigation & Air Quality Program
CMGC	Construction Manager/General Contractor
CMP	Congestion Management Plan
CNG	Compressed Natural Gas
CPI	Consumer Price Index
CRRSAA	Coronavirus Response and Relief Supplemental Appropriation Act of 2021
CSAC	California State Association of Counties
CSIS	Caltrans System Investment Strategy
CTA	California Transit Agency
CTC	California Transportation Commission
CTP	Comprehensive Transportation Plan
CTSA	Consolidated Transportation Services Agency

D	
DAC	Disadvantaged Communities
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
E	
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EV	Electric Vehicle
F	
FAST	Fairfield and Suisun Transit
FAST Act	Fixing America's Surface Transportation Act
FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FPI	Freeway Performance Initiative
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program'
FY	Fiscal Year
G	
GARVEE	Grant Anticipating Revenue Vehicle
GHG	Greenhouse Gas
GIS	Geographic Information System
GO	Governor's Office
H	
HCD	California Department of Housing & Community Development
HIP	Housing Incentive Program
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan
I	
INFRA	Infrastructure for Rebuilding America
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System
J	
JARC	Jobs Access Reverse Commute Program
JPA	Joint Powers Agreement
L	
LATIP	Local Area Transportation Improvement Program
LCTOP	Low Carbon Transit Operations Program (LCTOP)
LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation Program
LOS	Level of Service
LS&R	Local Streets & Roads
LTF	Local Transportation Fund
LTR	Local Transportation Funds
M	
MAP-21	Moving Ahead for Progress in the 21 st Century
MAZ	Micro Analysis Zone
MIS	Major Investment Study
MLIP	Managed Lanes Implementation Plan
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTAC	Model Technical Advisory Committee
MTC	Metropolitan Transportation Commission

MTS	Metropolitan Transportation System	SCS	Sustainable Community Strategy
N		SCTA	Sonoma County Transportation Authority
NARC	National Association of Regional Counties	SFCTA	San Francisco County Transportation Authority
NCTPA	Napa County Transportation & Planning Agency	SGC	Strategic Growth Council
NEPA	National Environmental Policy Act	SHCC	Self Help Counties Coalition
NHS	National Highway System	SHOPP	State Highway Operations & Protection Program
NOP	Notice of Preparation	SJCOG	San Joaquin Council of Governments
NVTA	Napa Valley Transportation Authority	SMAQMD	Sacramento Metropolitan Air Quality Management District
O		SMART	Sonoma Marin Area Rapid Transit
OBAG	One Bay Area Grant	SMART	Safety, Mobility and Automated Real-time
OPR	Office of Planning and Research	SMCCAG	San Mateo City-County Association of Governments
OTS	Office of Traffic Safety	SNABM	Solano-Napa Activity-Based Model
P		SNCI	Solano Napa Commuter Information
PAC	Pedestrian Advisory Committee	SoHip	Solano Highway Partnership
PCA	Priority Conservation Area	SolHIP	Solano Housing Improvement Program
PCC	Paratransit Coordinating Council	SolTrans	Solano County Transit
PCI	Pavement Condition Index	SOV	Single Occupant Vehicle
PCRP	Planning & Congestion Relief Program	SPOT	Solano Projects Online Tracking
PDS	Project Development Support	SP&R	State Planning & Research
PDA	Priority Development Area	SPUR	San Francisco Bay Area Planning and Urban Research
PDT	Project Delivery Team	SR	State Route
PDWG	Project Delivery Working Group	SR2S	Safe Routes to School
PID	Project Initiation Document	SR2T	Safe Routes to Transit
PMP	Pavement Management Program	S RTP	Short Range Transit Plan
PMS	Pavement Management System	SSARP	Systemic Safety Analysis Report Program
PNR	Park & Ride	SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee
POP	Program of Projects	STAF	State Transit Assistance Fund
PPA	Priority Production Area	STA	Solano Transportation Authority
PPM	Planning, Programming & Monitoring	STBG	Federal Surface Transportation Block Grant Program
PPP (P3)	Public Private Partnership	STIA	Solano Transportation Improvement Authority
PS&E	Plans, Specifications & Estimate	STIP	State Transportation Improvement Program
PSR	Project Study Report	STP	Federal Surface Transportation Program
PTA	Public Transportation Account	SubHIP	Suburban Housing Incentive Pool
PTAC	Partnership Technical Advisory Committee (MTC)	T	
R		TAC	Technical Advisory Committee
RABA	Revenue Alignment Budget Authority	TAM	Transportation Authority of Marin
RCTF	Rural Counties Task Force	TANF	Temporary Assistance for Needy Families
REPEG	Regional Environmental Public Education Group	TAZ	Transportation Analysis Zone
RFP	Request for Proposal	TCEP	Trade Corridor Enhancement Program
RFQ	Request for Qualification	TCI	Transportation Capital Improvement
RHNA	Regional Housing Needs Allocation	TCIF	Trade Corridor Improvement Fund
RLF	Regional Leadership Forum	TCM	Transportation Control Measure
RM 1/2/3	Regional Measure 1/2/3 (Bridge Toll)	TCRP	Transportation Congestion Relief Program
RMRP	Road Maintenance and Rehabilitation Program	TDA	Transportation Development Act
RORS	Routes of Regional Significance	TDM	Transportation Demand Management
RPC	Regional Pedestrian Committee	TE	Transportation Enhancement
RRP	Regional Rideshare Program	TEA	Transportation Enhancement Activity
RTEP	Regional Transit Expansion Policy	TEA-21	Transportation Efficiency Act for the 21 st Century
RTIF	Regional Transportation Impact Fee	TFCA	Transportation Funds for Clean Air
RTP	Regional Transportation Plan	TIF	Transportation Investment Fund
RTPA	Regional Transportation Planning Agency	TIGER	Transportation Investment Generating Economic Recovery
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategies	TIP	Transportation Improvement Program
RTIP	Regional Transportation Improvement Program	TIRCP	Transit and Intercity Rail Capital Program
RTMC	Regional Transit Marketing Committee	TLC	Transportation for Livable Communities
RTPA	Regional Transportation Planning Agency	TMA	Transportation Management Association
S		TMP	Transportation Management Plan
SACOG	Sacramento Area Council of Governments	TMS	Transportation Management System
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users	TMTAC	Transportation Management Technical Advisory Committee
SATP	Solano Active Transportation Plan	TNC	Transportation Network Company
SB	Senate Bill	TOD	Transit Oriented Development

TOS Traffic Operation System
T-Plus Transportation Planning and Land Use Solutions
TRAC Trails Advisory Committee
TSMO Transportation System Management and Operations

U, V, W

UZA Urbanized Area
USDOT United States Department of Transportation
VHD Vehicle Hours of Delay
VMT Vehicle Miles Traveled
VTA Valley Transportation Authority (Santa Clara)
W2W Welfare to Work
WCCCTAC West Contra Costa County Transportation Advisory
Committee
WETA Water Emergency Transportation Authority

Y, Z

YCTD Yolo County Transit District
YSAQMD Yolo/Solano Air Quality Management District
ZEV Zero Emission Vehicle

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SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
February 11, 2025

1. CALL TO ORDER

Chair Hernandez called the regular meeting to order at 6:02 p.m., and a quorum was confirmed.

MEMBERS

PRESENT: Alma Hernandez, Chair City of Suisun City
Steve Bird, Vice Chair City of Dixon
Steve Young City of Benicia
Cat Moy City of Fairfield
Edwin Okamura City of Rio Vista
Andrea Sorce City of Vallejo
Mitch Mashburn County of Solano

MEMBERS

ABSENT: John Carli City of Vacaville

STA STAFF

PRESENT: (In alphabetical order by Last Name.)
Nick Burton Director of Projects
Megan Callaway STA Legal Counsel
Erika Dohina Call Center Supervisor
Lorene Garrett Transit Mobility Coordinator I
Leslie Gould Project Manager
Ron Grassi Director of Programs
Kathrina Gregana Associate Planner
Janelle Gregorio SR2S Program Coordinator
Robert Guerrero Deputy Executive Director/Director of Planning
Daryl Halls Executive Director
Dulce Jimenez Assistant Planner
Josue Jimenez Administrative Assistant
Johanna Masiclat Clerk of the Board
Leigh Moilanen SR2S Program Coordinator
Crystal Peacher SR2S Program Coordinator
Natalie Quezada Administrative Assistant
Jayme Ziadeh SR2S Program Coordinator

Other Invited Participants (In alphabetical order by last name):

Kristina Botsford SolTrans
Ruben Brunt PCC Chair
Lori DaMassa Vacaville City Coach
Beth Kranda Solano County Transit (SolTrans)
Susan Lent Akin Gump
Terry Scott SolTrans Board Chair

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

A quorum was confirmed by the Clerk of the Board, Johanna Masiclat. There was no Statement of Conflict declared at this time.

3. APPROVAL OF AGENDA

On a motion by Vice Chair Bird and a second by Board Member Moy, the STA Board approved the agenda. (7 Ayes, 1 Absent)

4. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

5. EXECUTIVE DIRECTOR’S REPORT

- Legislative Update
- STA Budget Update for First and Second Quarter for FY 2025-26
- Solano Mobility Programs First Quarter Report for FY 2025-26 – Call Center
- Safe Routes to School (SR2S) Program Annual Report for FY 2024-25
- STA Policy for Allocating Public Funding for Safe Routes to Schools to Benefit Private Schools Students
- Funding Plan for I-80/I-680/SR 12 Interchange Construction Package (CP) 5
- Regional Transportation Impact Fee (RTIF) – Fiscal Year 2025-26 1st Quarter Report
- Solano Express Subcommittee Recommendations regarding Service Changes and Funding Agreement
- Subcommittee Recommendations regarding Reduction of Solano Mobility Funding to Assist Funding Solano Express Blue Line Options

6. STA PRESENTATIONS

- A. **Federal Legislative Update** *presented by Susan Lent, Akin Gump*
- B. **Solano Express Systems Performance Monthly Report** *presented by Beth Kranda, SolTrans*
- C. **STA Director Reports:**
 - 1. **Programs**
 - i. **Solano Mobility Programs – Call Center First Quarter Report for FY 2025-26**
presented by Erika Dohina
 - 2. **Planning** *presented by Robert Guerrero*
 - i. **CTP Update**
 - ii. **Priority Production Area (PPA) Update**
 - 3. **Projects – Construction Update** *presented by Nick Burton*
 - i. **I-80 Express Lanes Operations Update**
 - ii. **SR 37 Fairgrounds Drive Improvement Project**

7. CONSENT CALENDAR

On a motion by Vice Chair Bird, and a second by Board Member Moy, the STA Board approved the Consent Calendar Items B-D and F-K.

The motion passed by the following roll call votes:

- Ayes: Bird, Hernandez, Mashburn, Moy, Okamura, Sorce, and Young
- Noes: None.
- Absent: Carli
- Abstain: None.

Board Member Young requested to pull Item A., Minutes of the STA Board of January 14, 2026 and Board Member Sorce requested to pull Item E for a clarifying question.

A. (Pulled for Discussion) Minutes of the STA Board Meeting of January 14, 2026

Recommendation:

Approve the minutes of the STA Board Meeting of January 14, 2026.

The STA Board discussed and approved a motion (made by Board Member Sorce and seconded by Board Member Young) to strike the designation of the Vacaville Transportation Center as a hub for transition from the meeting minutes (shown below in ~~**strikethrough bold italics**~~), as this was not part of the original motion. Staff was directed to ensure future minutes reflect the exact language of motions as recorded in the meeting tapes. The STA Board also agreed to proceed with the COA recommendation for the Blue Line to go to Vacaville, with further discussion on the hub location and transportation options to Davis to be addressed at the next Subcommittee meeting.

The amended recommendation noted in the meeting minutes of January 14, 2026 should now read as follows:

“SolTrans’ COA recommendation of the Blue Line going to Vacaville with the hourly service and the two trips to Dixon. In addition, to look at alternative options of transit, potentially a Solano Mobility vanpool service/ micro transit fleet, from the City of Vacaville to the City of Dixon and ending at Memorial Union in the City of Davis. ~~and designating Vacaville Transportation Center (VTC) as the hub for the transition.~~”

B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of January 28, 2026

Recommendation:

Receive and file.

C. Approved/Draft Minutes of STA Advisory Committees in the Month of January 2026

Recommendation:

Receive and file.

D. Fiscal Year (FY) 2025-26 First and Second Quarter Budget Report

Recommendation:

Receive and file.

E. (Pulled for Discussion) Fiscal Year (FY) 2025-26 Transportation Development Act (TDA) Matrix – February 2026, which includes the TDA claims for the City of Dixon and Benicia Lyft Program

Board Member Sorce had a clarifying question regarding the \$40,000 TDA funds for Benicia Lyft.

Recommendation:

Approve the February 2026 TDA Matrix for FY 2025-26, which includes the TDA claims for the City of Dixon and the Benicia Lyft Program as shown in Attachment C.

By consensus, the STA Board approved the recommendation.

F. Solano County Travel Training and ADA Evaluators – Request for Proposals (RFPs)

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposals (RFP) for Travel Training Services and enter into an agreement not-to-exceed \$100,000 annually for two years, with up to three one-year extension options.
2. Release a Request for Proposals (RFP) for Countywide ADA In-Person Eligibility Assessments and enter into an agreement not-to-exceed \$200,000 annually for three years, with two one-year extension options.

G. 2026 Paratransit Coordinating Council (PCC) Work Plan and 2026 PCC Outreach Plan

Recommendation:

Approve the following:

1. 2026 PCC Work Plan as shown in Attachment A; and
2. 2026 PCC Outreach Plan as shown in Attachment B.

H. 2026 Draft Bicycle Advisory Committee (BAC) Work Plan

Recommendation:

Adopt the 2026 Draft Bicycle Advisory Committee (BAC) Work Plan as shown in Attachment A

I. Contract Budget Augmentation for Project Manager Services for the Solano Napa Activity Based Model (SNABM) Base Year Update Effort

Recommendation:

Authorize the Executive Director to execute a contract amendment with SS Consultants to augment their budget amount by \$25,000, and therefore, their contract is set to not exceed \$35,000 to continue to provide Project Manager services for the Solano Napa Activity-Based Model Base Year Update.

J. Contract Amendment for Construction Management Support for Plant Establishment Period of the Interstate 80 Express Lanes Project with Mark Thomas On-Call Services

Recommendation:

Authorize the STA Executive Director to:

1. Amend the original on-call CM agreement with Mark Thomas to add the Scope of Work described in Attachment A; and
2. Increase the budget for the amount not-to-exceed \$439,595.70.

K. Request for Qualifications (RFQs) for On-Call Planning Consultants

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Qualifications to develop an on-call bench of consultants that will provide countywide plan development support services; and
2. Enter into contract agreements with the shortlisted consultants on the on-call bench.

8. ACTION NON-FINANCIAL ITEMS

A. Solano Safe Routes to School (SR2S) Program Annual Report for FY 2024-25

Amy Antunano and Janelle Gregorio presented the annual report and program's status of completed tasks related to Bicycle and Pedestrian Education, Community Engagement, and SR2S Grant Cycle 3. Ms. Gregorio noted that the report also provides additional information related to some of the challenges, opportunities, and successes related to school participants.

Recommendation:

Approve the Solano Safe Routes to School Annual Report: July 2024-June 2025 as shown in Attachment A.

On a motion by Vice Chair Bird and a second by Board Member Mashburn, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

B. I-80/I-680/State Route (SR) 12 Interchange Project Construction Package 5 (CP5) Funding Plan

Nick Burton provided an update on CP5 and outlined three funding strategies: pursuing SB1 grants through the state, applying for INFRA grants, and potentially adding SR 12 lane widening to enhance competitiveness for grant funding. He noted that the project has a total cost of \$173 million and is scheduled for construction to begin in 2028 or 2029, pending approval of design and right-of-way acquisition.

Recommendation:

Approve the following:

1. Authorize the Executive Director to move forward with all three funding strategies for the I-80/I-680/SR 12 Construction Package 5;
2. Authorize the Executive Director or his designee, to submit grant applications for funding for CP 5; and
3. Authorize RM3 funds dedicated to the I-80/I-680/SR 12 Interchange Complex be used in the CP 5 funding plans for grants.

On a motion by Vice Chair Bird, and a second by Board Member Moy, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

C. Release Draft 2025 Comprehensive Management Program (CMP) Report

Dulce Jimenez presented the Draft 2025 CMP Report. She requested the Board to release the draft report for a 30-day public review and comment period the return to the STA Board for adoption at their March 11, 2026 meeting.

Recommendation:

Release the Draft 2025 Congestion Management Program (CMP) Report for a 30-day public review and comment.

On a motion by Board Member Moy, and a second by Board Member Okamura, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

9. ACTION FINANCIAL ITEMS

A. Low Carbon Transit Operations Program (LCTOP) Population-Based and Revenue Funds FY 2025-26

Ron Grassi summarized the allocation process of the LCTOP population- and revenue-based funds for Solano County. He noted that MTC needs to know the percent breakdown of the total Countywide amount for each operator and if there are any revenue-based funding swaps by Wednesday, February 20, 2026.

Recommendation:

Approve the Solano County LCTOP Population and Revenue Based Fund Allocations with funding swaps and forward a recommendation to MTC to allocate funds according to Attachment C.

On a motion by Vice Chair Bird and a second by Board Member Sorce, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

B. STA Solano Express Subcommittee Recommendation

Robert Guerrero outlined the six primary service changes recommended by the Solano Express Subcommittee at their last meeting on February 2, 2026.

Summary of Board and Public Comment:

Ruben Brunt, PCC Chair, advocated changing the route to Concord station, citing its connections to Diablo Valley College and potential for increased ridership.

Chair Hernandez stated for the record that although she agrees with the changes that have to happen to the COA, she expressed her continued concerns about the reduction of the Green Line and the Blue Line, and the increase of local stops going through the entire city which is not the intent of a regional transit system. She concluded by noting that these should be studied further for equity and the spirit of express lines.

After discussion, Board Member Sorce made a motion (seconded by Board Member Moy) to approve recommendations 1 through 6 as outlined below.

Recommendation:

Approve the following STA Solano Express Subcommittee recommendations:

1. Cancel Route 82 and utilize cost savings for the Solano Express Red Line;
2. Reduce Green Line service and utilize cost savings for the Solano Express Red Line;
3. Yellow and Blue Line service discontinue service at Walnut Creek with new stops added for Concord and North Concord BART stations;
4. Blue Line discontinue service to UC Davis with new service added between Fairfield and Vacaville and limited service to Dixon;
5. STA staff work with the Cities of Vacaville and Dixon to study a vanpool service from Vacaville to Dixon and UC Davis; and
6. SolTrans coordinate with STA in studying a Solano Express service stop at the Fairgrounds Drive Project in Vallejo.

On a motion by Board Member Sorce, and a second by Board Member Moy, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

C. Subcommittee Recommendations regarding Reduction of Solano Mobility Funding to Assist Funding Solano Express Blue Line Options

The STA Board discussed and approved Recommendation Nos. 1 and 2 regarding the STA Lyft program, while tabling Recommendation No. 3 for further subcommittee review. They also approved moving forward with an implementation plan for expanding the Solano Mobility Express Vanpool Pilot Program to serve UC Davis, with staff to return with two funding options in the coming months. The board expressed concern about the high cost per rider for the vanpool program, but staff explained that the cost per ride was more appropriate for analysis and noted that riders contribute fees and receive YSAQMD grant subsidies.

Recommendation:

Approve the following and utilize the estimated cost savings to fund a new vanpool service replacing the Blue Line connection from Vacaville, Dixon to UC Davis:

1. Phase out the Guaranteed Ride Program by June 30, 2026, generating an estimated savings of \$150,000;
2. Delay the 2026 Intercity Cost and Fund Sharing Agreement Ridership Survey, generating an estimated savings of \$200,000; and

On a motion by Vice Chair Bird and a second by Board Member Moy, the STA Board approved recommendations 1 & 2. (7 Ayes, 1 Absent)

After discussion, the STA Board recommended to table this item for further review by the Solano Express Subcommittee.

3. Phase out the STA Lyft program subsidy for the cities of Benicia and Vallejo, generating an estimated savings of \$80,000 annually from the Benicia Lyft Program and \$27,000 annually from the Lyft Programs for the Cities of Vallejo and Benicia.

D. Solano Mobility Express Vanpool Pilot Program Expansion with Service to UC Davis’s Memorial Union

Lorene Garrett presented the cost reduction opportunities for The Guaranteed Ride Program, Intercity Cost and Fund Sharing Agreement Ridership Survey, and the Benicia Lyft and miscellaneous Lyft Programs for the Cities of Benicia and Vallejo.

Summary of Board Comments:

The STA Board discussed funding and efficiency concerns for vanpool services to Davis and Sacramento and emphasizing the need to analyze costs per rider and exploring more efficient options. They approved a motion to direct staff to develop a comprehensive plan for service between Vacaville-Dixon, Davis, and Sacramento, considering stops and funding sources.

Recommendation:

Authorize the Executive Director to:

1. Work with the Cities of Vacaville and Dixon to develop an implementation plan to expand the Solano Mobility Express Vanpool Program to include service between Vacaville, Dixon, and UC Davis’s Memorial Union.
2. Present the implementation plan to the STA Board’s Transit Subcommittee and STA Board at their March meetings.

On a motion by Vice Chair Bird and a second by Board Member Moy, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

10. INFORMATIONAL – DISCUSSION ITEMS

Items A & B were tabled until a future meeting.

A. (TABLED) STA Policy for Allocating Public Funding for Safe Routes to Schools to Benefit Private Schools Students

Board Member Young requested staff to attach an existing policy for Safe Routes to School on terms of who's eligible being part of a school district.

B. (TABLED) Regional Transportation Impact Fee – Fiscal Year 2025-26 1st Quarter Report

NO DISCUSSION ITEMS

C. Solano Mobility Call Center 1st Quarter Report FY 2025-2026

D. Summary of Funding Opportunities

E. STA Board and Advisory Committees Meeting Calendar for 2026

11. BOARD MEMBER COMMENTS

Board Member Okamura sought consensus from the STA Board to prepare support letter to Assemblymember Wilson’s office explaining the importance of the Rio Vista SHOP program, which was granted.

12. ADJOURNMENT

The meeting adjourned at 8:30 p.m. The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, March 11, 2026** STA Board Room - 423 Main Street in Suisun City.



TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the Meeting of
February 25, 2026

1. CALL TO ORDER

The regular meeting of the STA’s Technical Advisory Committee (TAC) was called to order by Daryl Halls at approximately 1:30 p.m. in person and via Zoom.

TAC Members

Present:	Derek Linsley for Neil Leary (Zoom)	City of Benicia
	Chris Fong (Zoom)	City of Dixon
	Jason Riley for Sanjay Mishra	City of Fairfield
	Greg Malcolm	City of Rio Vista
	Nick Lozano for Noaue Vue	City of Suisun City
	Brian Oxley	City of Vacaville
	Oscar Alcantara (Zoom)	City of Vallejo
	Matt Tuggle (Zoom)	County of Solano

TAC Members

Absent: None.

STA Staff and

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Jasper Alve	STA
	Nick Burton	STA
	Tony Chu	City of Vallejo
	Leslie Gould	STA
	Ron Grassi	STA
	Kathrina Gregana	STA
	Janelle Gregorio	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Dulce Jimenez	STA
	Josue Jimenez	STA
	Johanna Masielat	STA
	Sean Quinn	Solano EDC
	Vikrant Sood	BAM Planning
	Brandon Thomson	STA

2. APPROVAL OF THE AGENDA

On a motion by Greg Malcolm and a second by Jason Riley, the STA TAC unamously approved the agenda. (8 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

- ✓ Planning Update
 - PPA presented by Sean Quinn and Vikrant Sood
- ✓ Construction Update reported by Nick Burton
 - I-80/I-680/SR 12 CP5 Update
 - SR 37 Fairgrounds Drive
 - Westbound Truck Scales Design

5. CONSENT CALENDAR

On a motion by Jason Riley and a second by Greg Malcolm, the STA TAC unanimously approved Consent Calendar Items A - C. (8 Ayes)

A. Minutes of the TAC Meeting of January 28, 2026

Recommendation:

Approve TAC Meeting Minutes of January 28, 2026.

B. Low Carbon Transit Operations Program (LCTOP) Population-Based and Revenue Funds for FY 2025-26

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. Solano County LCTOP Cycle B Population-Based Fund Allocations with funding swaps; and
2. Submit to MTC to allocate funds according to Attachment C.

C. Community Based Transportation Plan (CBTP) for the City of Dixon

Recommendation:

Forward a recommendation to the STA Board to approve the Final Community Based Transportation Plan (CBTP) for the City of Dixon as shown in Attachments A.

6. ACTION FINANCIAL ITEMS

A. Bay Area Air District Transportation Funds for Clean Air (TFCA) 40% Fund Program Fiscal Year (FY) 2026-27 Call for Projects

Dulce Jimenez outlined funding schedule and availability in FY 2026-27. She explained the programming of funding to the Solano Mobility Employer Commuter Programs.

Recommendation:

Forward the recommendation to the STA Board to authorize the Executive Director to:

1. Program \$273,597 of FY 2026-27 Bay Area Air District TFCA 40% Fund to Solano Mobility Employer Commuter Programs; and
2. Issue a Call for Projects for the FY 2026-27 TFCA 40% Funds for the remaining balance of \$1,000,000.

On a motion by Jason Riley, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (8 Ayes)

7. ACTION NON-FINANCIAL ITEMS

A. 2025 Final Congestion Management Program (CMP) Report

Dulce Jimenez noted that the report was released last month for a 30-day comment period and no comments were submitted, therefore STA staff request the STA TAC forward a recommendation to the STA Board to approve the Final 2025 CMP Report at their meeting on March 11, 2026.

Recommendation:

Forward the recommendation to the STA Board to approve the following:

1. Approve the 2025 Final Congestion Management Program (CMP) Report as shown in Attachment A; and
2. Authorize the Executive Director to submit the report to the Metropolitan Transportation Commission.

On a motion by Jason Riley, and a second by Greg Malcolm, the STA TAC unanimously approved the recommendation. (8 Ayes)

8. INFORMATIONAL ITEMS

A. Comprehensive Transportation Plan (CTP) - Draft Prioritized Transit and Rideshare Projects

Dulce Jimenez noted that STA staff is requesting the TAC, in coordination with the Solano County Intercity Transit Consortium, review the project list and provide feedback on the list. Feedback submitted by both committees will be incorporated into the draft project list that will be provided to the Transit and Rideshare Committee at their March 11, 2026, meeting.

B. One Bay Area Grant (OBAG) Cycles 3 and 4 Update

Jasper Alve outlined the programming process of OBAG 4. He reviewed the proposed program framework, nomination targets and draft schedule.

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

Kathrina Gregana reviewed the two primary components of the CARE Program. She noted that 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.

NO DISCUSSION

D. Solano Mobility Programs FY 2025-26 Q2 Report for Older Adults and People with Disabilities, and Veterans Programs

E. Summary of Funding Opportunities

9. FUTURE TAC AGENDA TOPICS

The Committee members reviewed and provided feedback on the agenda items listed in the months of March through June 2026.

10. ADJOURNMENT

The next regular meeting of the STA Technical Advisory Committee (TAC) is scheduled at **1:30 p.m., Wednesday, March 25, 2026**, at STA Office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

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DATE: March 2, 2026
TO: STA Board
FROM: Johanna Masiclat, STA Clerk of the Board
Natalie Quezada, Administrative Assistant
Josue Jimenez, Administrative Assistant
RE: Draft Meeting Minutes of STA Advisory Committees in the month of February 2026

Attached are the **Draft** Meeting Minutes of STA's Advisory Committee meetings in the Month of February 2026:

- A. Pedestrian Advisory Committee (PAC) Draft Minutes of February 5, 2026
- B. Safe Routes to School Advisory Committee (SR2S-AC) Draft Minutes of February 18, 2026
- C. Solano County Intercity Transit Consortium Draft Minutes of February 24, 2026

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**PEDESTRIAN ADVISORY COMMITTEE (PAC)
Minutes for the Meeting of
February 5, 2025**

1. CALL TO ORDER/CONFIRM QUORUM

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

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

Bob Berman	Bay Area Ridge Trail
Teresa Booth – Chair	City of Vallejo
Beatryce “Cookie” Clark (Zoom)	City of Vacaville
Dr. Diane Dooley	City of Benicia
David George – Vice Chair (Zoom)	City of Suisun City
Joseph Green-Heffern	City of Fairfield
Avery Livengood (Zoom)	Member-At Large
Patrick Murphy	Member-At Large

Absent PAC Members

VACANT	City of Dixon
VACANT	City of Rio Vista
Virginia Hernandez-Chavez	Solano County

Others Present:

Jasper Alve (Zoom)	STA
Annalee Barnard	STA College Intern
Dennis Elliott (Zoom)	Member of the Public
Kathrina Gregana	STA
Dulce Jimenez	STA
Josue Jimenez	STA
Drew Ledford	County of Solano
Riley Martinson	County of Solano

2. APPROVAL OF AGENDA

The *amended agenda* included moving Agenda Item 6, Presentations, before Agenda Item 5, Information Items– Discussion. On a motion by Joseph Green-Heffern and a second by Bob Berman, the STA PAC unanimously approved the amended agenda. (8 Ayes)

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

Riley Martinson, an Engineering Services Supervisor from Solano County, commented that the Sidewalk Project in the City of Vallejo will start construction in mid-February 2026 and to redirect any questions to him. In addition, he shared 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

On a motion by Bob Berman and a second by Dr. Diane Dooley, the STA PAC approved the Consent Calendar listed below. (8 Ayes)

A. PAC MEETING MINUTES

Recommendation:

Approve the PAC Meeting Minutes of February 5, 2026

5. PRESENTATIONS

A. Solano County Farm to Market Phase 4

Riley Martinson, an Engineering Services Supervisor from Solano County, presented on the project and sought feedback from the PAC on ways to improve the project.

Summary of PAC Committee Comments

- PAC strongly encouraged developing a multi-use facility, allowing for both pedestrians and bikers to use the facility, while also being protected from vehicles. The PAC also recognized the challenge of obtaining additional right-of-way from the adjacent landowners. The committee commented that having an accessible route that enables walking and biking access to Mankas was valuable for not only students but also for community members, since they can access agricultural resources and businesses.
- PAC commented on working together with the Solano Community College.
- Chair Booth highly encouraged working together with indigenous artisans for the public art component of the project.

B. Solano Rail Hub – Review of Complete Streets Checklist

Jasper Alve, Senior Project Manager for STA, provided an update on the Solano Rail Hub Project.

Summary of PAC Committee Comments

- PAC was interested in knowing the total cost of the project, and STA staff commented that the estimated project costs will be developed as the project moves forward into design.
- The PAC recommended that the project also be included in the active transportation project list that is being refined as part of the Comprehensive Transportation Plan (CTP) update effort.
- PAC committee members commented that as planning for access improvements for the train station moves forward, staff also need to continue to work together with Capital Corridor and support strategies that contribute to consistent train schedules and not have reduced operations. Additionally, the safety of passengers needs to be considered, with adequate lighting and surveillance around the area. A suggestion was given to place the blue light emergency posts around the train station.
- PAC committee commented on the historic importance of the train station, and in response, STA staff commented that, as part of the study, various alternatives will be analyzed, including the protection of the train station.

6. INFORMATIONAL ITEMS – DISCUSSION

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

Dulce Jimenez, shared the updated draft timeline of the CTP, and explained that the PAC may review and provide individual comments during the public comment period up until March 1st, 2026. She mentioned that changes to the project list will need to be provided by their respective public works staff.

Summary of Comments:

- Avery Livengood shared that the active transportation projects should only be scored based on the active transportation element-specific evaluation criteria.
- Joseph Green-Heffern handed out a summary of his comments for the tiered list of active transportation projects.
- Chair Booth suggested that for projects in Tier 1 that are and/or will be in construction should have an additional asterisk that provides clarification that these projects, though they are currently fully funded, may be eligible for future funding in the event of a funding shortfall.

7. ACTION NON-FINANCIAL

A. 2026 Draft PAC Work Plan

Recommendation:

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

On a motion by Joseph Green-Heffern and a second by Dr. Diane Dooley, the STA PAC unanimously approved the following recommendation, with the inclusion of One Bay Area Grant (OBAG) Cycle 4 as a future funding source the PAC will be involved in, and details on the PAC's role will be shared at a future PAC committee meeting. (8 Ayes)

8. INFORMATIONAL ITEMS – NO DISCUSSION

A. None.

9. MEMBER UPDATE/ ROUND TABLE

- Bob Berman announced that the Bay Area Ridge Trail has proposed legislation for national recognition.

10. ADJOURNMENT

The STA PAC meeting adjourned at approximately 7:32 p.m. The next meeting of the STA PAC is at 6:00 p.m., *Thursday, April 2, 2026*, at STA

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**SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE (SR2S-AC)
Minutes for the Meeting of
February 18, 2026**

1. CALL TO ORDER/SELF INTRODUCTIONS/ CONFIRM QUORUM

The meeting of the STA's SR2S-AC was called to order by Chair Tina Machado at approximately 1:30 p.m. at the STA.

(In Alphabetical Order by Last Name):

SR2S-AC Members

Present:

Teri Booth	Pedestrian Advisory Committee
Benjamin Ernest	Dixon Montessori Principal
Dan Healy	Suisun City Police Department
Brielle Jamros	YSAQMD
Tina Machado - Chair	City of Fairfield
Ana Petero - Vice Chair	Member at Large
Giselle Salinas-Zavala	Solano County Public Health

SR2S-AC Members

Absent:

Brant Beavers	City of Vacaville
Jason Gray	Bicycle Advisory Committee
Jennifer Leonard	Solano County Office of Education

Others Present:

Amy Antunano	STA
Officer Josh Bender	Fairfield Police Department
Annalee Bernard	STA
Lorene Garrett	STA
Janelle Gregorio	STA
Josue Jimenez	STA
Steven Lowe	STA
Leigh Moilanen	STA
Crystal Peacher	STA
Jayne Ziadeh	STA

2. APPROVAL OF AGENDA

On a motion by Teri Booth and a second from Ana Petero, the SR2S-AC approved the agenda unanimously.
(7 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES

Amy Antunano introduced Benjamin Ernest, Principal of Dixon Montessori, as the new SR2S-AC school representative.

5. PRESENTATION

A. Bike Month

Steven Lowe presented on behalf of Lorene Garrett on the Bay Area Bike to Wherever Days 2026. He highlighted the partnership with the Metropolitan Transportation Commission (MTC) and nine bay area counties and local businesses to celebrate and encourage communities to ride their bicycles in everyday life. He continued the months leading up to Bike Month in May, staff will be holding nominations for the Bike Champion of the Year, closing on March 1st. He added Bay Area has been challenged to reach 175,000 miles as a collective, and encouraging participation in a Pledge to Ride. He concluded with bike mobiles and community rides will be scheduled for community members and listed Bike to School Day on May 6th and Bike to Workday on May 14th.

Janelle Gregorio provided countywide list of community bike fairs, a school bike mobile, and an additional Safety Day at Nelda Mundy Elementary School.

Chair Machado indicated interest in the City of Fairfield to table at the Fairfield Transportation Center for these events in the future.

6. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

A. SR2S-AC Meeting Minutes of November 19, 2025

Recommendation:

Approve the SR2S-AC meeting minutes of November 19, 2025

On a motion by Teri Booth and a second from Ana Petero, the SR2S-AC approved the minutes of November 19, 2025. (7 Ayes)

7. ACTION ITEMS- FINANCIAL

A. Develop and Implement a Pilot SR2S Carpool Program

Amy Antunano indicated some schools do not have infrastructure for students to walk or bike to school and are having difficulties getting to school. She continued to initiate and request an allocation of \$10,000.00 to pilot a carpool program in Solano County. She concluded these funds would assist in marketing material and staff time in developing a work plan in prioritizing two to three schools. Ms. Antunano will be returning with a plan for the committee to provide feedback on and beginning the implementation process.

Summarized Discussion:

Chair and Vice Chair vocalized areas of interest such as Green Valley Middle, Oak Brook Academy, and Tolenas Academy. Ms. Booth inquired about the parameters and qualifications of the potential carpool drivers to be considered. Ms. Antunano acknowledged Ms. Booth's concerns and noted that all potential liabilities, driver qualifications, insurance requirements, and logistical considerations related to a carpool program will be thoroughly researched and incorporated into a draft plan.

Recommendation:

Staff recommend that the SR2S Advisory Committee authorize the Safe Routes to School Program to allocate SR2S funds in the amount of \$10,000 to support development, outreach, and implementation of a Pilot Carpool Program.

On a motion by Ana Petero and a second from Teri Booth, the SR2S-AC approved the recommendation to allocate funds to develop and implement a Pilot SR2S Carpool Program. (7 Ayes)

8. ACTION ITEMS NON-FINANCIAL ITEMS

A. Solano Safe Routes to School (SR2S) 2026 Work Plan

Janelle Gregorio shared that the SR2S 2026 Work Plan attached includes both program-wide goals and district-specific goals developed by each program coordinator. She highlighted the recently discussed pilot carpool program and noted plans to expand evaluation efforts, including enhancements to walk and helmet audits, to strengthen data collection and support future funding opportunities.

Recommendation:

Approve the SR2S 2026 Work Plan to support student safety and active transportation across participating school districts.

On a motion by Ana Petero and a second from Teri Booth, the SR2S-AC approved the SR2S Spring 2026 Work Plan recommendation. (7 Ayes)

9. INFORMATIONAL ITEMS

A. SR2S Program Coordinator Updates

1. Countywide Events

Janelle Gregorio highlighted May 6th as Bike to School Day for all coordinators.

2. Benicia/Rio Vista/Travis AFB Unified School Districts (USD)

Leigh Moilanen held a bike mobile event at Riverview Middle school in Rio Vista, where Solano Mobility was able to also attend. She added she has coordinated nine events happening in the next two months and will provide more information at the next meeting.

3. Dixon/ Fairfield-Suisun Unified School Districts

Crystal Peacher reported that Dixon Unified School District maintains 100% participation in the SR2S program. She noted that she presented this update to the Dixon USD Board at its November 2025 meeting, which was held at John Knight Middle as part of the district's rotating Board meeting model.

Ms. Peacher provided an update on the expansion of the Handlebar Helmet Check pilot program to additional schools in Dixon, Fairfield, and Suisun City. She also reported ongoing collaboration through the City of Fairfield's 3E Committee, delivery of a Safety Storytime event serving 80 kindergarten students at Cordelia Hills Elementary, participation in the Fairfield Adult School Community Resource Fair with Solano Public Health, reaching 125 attendees, and continued engagement through various meetings at schools and regular Walk or Wheel Wednesdays.

Tina Machado added the 3E Committee, comprised of representatives from SR2S, FAST, Fairfield Police Department, Fairfield-Suisun USD, and City of Fairfield, met in January will focus this year on education efforts to improve pedestrian visibility and safety. City of Fairfield marketing is working on a "Be Seen" campaign to help support this initiative. She also announced a new interim Traffic Engineer, Jason Riley, and shared that they will be developing monthly walk audits to improve accessibility and walkability

4. Vacaville/Vallejo Unified School Districts

Jayne Ziadeh mentioned successes at Vallejo Charter, now located on Mare Island, with 48 1st grade students participating in a Safety Storytime event, and 14 helmets fitted and distributed on a separate day. She highlighted upcoming events, including four Music Notes assemblies, a bike fair at Markham Elementary in Vacaville, a bike fair at Dan Mini Elementary in Vallejo, and two outreach events in Vallejo.

Teri Booth suggested marketing material for classrooms to promote helmet safety, and/or safety coloring books. Ms. Gregorio noted that some school districts have strict ADA accessibility and Spanish translation requirements for printed materials and graphics and shared that SR2S is working to ensure future materials comply with those standards.

B. Solano Public Health

Giselle Salinas-Zavala indicated outreach efforts at the Fairfield-Suisun Adult School where she distributed 21 helmets to children and families in need. She added collaborating with partner organizations to expand outreach for helmet and safety programs.

C. Community Task Force Updates

1. City of Fairfield
During Ms. Peacher's updates, under Item 9. A, Chair Machado provided updates related to Item 9. C. Tina Machado added that the West Texas Complete Streets Project is under construction, reducing five lanes to two for bike lanes and bus turnouts.
2. City of Vacaville
No report was provided for this item.

D. Enforcement Status Updates

1. Benicia Police Department
No report was provided for this item.
2. Suisun City Police Department
Commander Dan Healy announced the CSO position is still vacant, and the department has been utilizing officers to provide CSO presence during school hours.
3. Fairfield Police Department
Officer Josh Bender indicated speed trailers have been put in place on Lopes Road where over one hundred citations have been written. He mentioned working with Ms. Machado to address concerns at Oakbrook Academy.

10. COMMITTEE ROUNDTABLE AND FUTURE AGENDA TOPICS.

- Assembly Bill 382 – Reducing speed limits in school zones
Chair Machado indicated City of Fairfield is currently deliberating and trying to identify best courses of action and requested dialogue with group to discuss feedback.
 - Implementation in other jurisdictions
Currently no other jurisdiction is considering implementation.

Summarized Discussion:

Concerns were raised on many high-speed areas happening outside of school zones and lack of resources on how to enforce AB 382. Mr. Ernest has observed that during pick up and drop off times, intermittent enforcement presence has calmed drivers during school hours. Ms. Petero suggested outreach efforts to parent leader groups to self-monitor by wearing reflective vests outside of school zones, to report back to parent groups, schools, and PD. The discussion concluded with possible flock cameras on speed trailers to collect data and assist in identifying the culprits. Other pilot devices being used in San Francisco may be considerations, but not all jurisdictions may have access to these devices or resources.

ADJOURNMENT

The next meeting of the SR2S-AC is on **Wednesday, May 20, 2026, in person at 423 Main Street, Suisun City, CA 94585, and virtually via Zoom.**

**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM
DRAFT Meeting Minutes of February 24, 2026**

1. CALL TO ORDER

Chair Kotow called the regular meeting of the Solano County Intercity Transit Consortium to order at approximately 1:30 p.m.

Members (In Alphabetical Order by Last Name)

Present:

Kristina Botsford for	Solano County Transit (SolTrans)
Beth Kranda	
Lori DaMassa	Vacaville City Coach
	Solano County Health & Social Services for Older
Gwendolyn Gill	& Disabled Adult Services
Robert Guerrero	Solano Transportation Authority
Louren Kotow, Chair	Dixon Read-Ride
Greg Malcolm (Zoom)	Rio Vista Delta Breeze
Debbie McQuilkin	Solano Mobility
Nick Lozano for Nouae	Suisun Microtransit
Vue (Zoom)	
Shaun Vigil	Fairfield Transit

Members

Absent: None.

Also Present (In Alphabetical Order by Last Name):

Chris Fong	City of Dixon
Ron Grassi	STA
Kathrina Gregana	STA
Daryl Halls	STA
Tateyana Hendricks	Vacaville City Coach
Dulce Jimenez	STA
Johanna Masielat	STA
Natalie Quezada	STA
Jason Riley	City of Fairfield
Brandon Thomson	STA

2. APPROVAL OF AGENDA

On a motion by Lori DaMassa, and a second by Kristina Botsford, the Solano County Intercity Transit Consortium approved the agenda. (9 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. SELECTION OF 2026 CHAIR AND VICE CHAIR

Louren Kotow made a motion (seconded by Debbie McQuilkin) to nominate Lori DaMassa as Committee Chair for 2026. The Committee unanimously approved.

Robert Guerrero made a motion (seconded by Louren Kotow) to nominate Shaun Vigil, FAST, as Committee Vice Chair for 2026. The Committee unanimously approved.

5. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

None reported.

6. CONSENT CALENDAR

On a motion by Lori DaMassa, and a second by Robert Guerrero, the Solano County Intercity Transit Consortium approved the Consent Calendar Items A and B. (9 Ayes)

A. Minutes of the Consortium Meeting of January 27, 2026

Recommendation:

Approve the Minutes of the Consortium Meeting of January 27, 2026

B. 2025 Final Congestion Management Program (CMP) Report

Recommendation:

Forward the recommendation to the TAC and STA Board to approve the following:

1. Approve the 2025 Final Congestion Management Program (CMP) Report as shown in Attachment A; and
2. Authorize the Executive Director to submit the report to the Metropolitan Transportation Commission.

7. ACTION FINANCIAL ITEMS

A. Low Carbon Transit Operations Program (LCTOP) Population-Based and Revenue Funds for FY 2025-26

Ron Grassi commented that the STA Board approved the allocation and funding swaps for the initial Cycle A at their meeting on February 11, 2026. He noted that this item is being brought back due to the availability of additional funding in a second cycle (Cycle B) for a total addition funding of \$367,000.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the following:

1. Solano County LCTOP Cycle B Population-Based Fund Allocations with funding swaps; and
2. Submit to MTC to allocate funds according to Attachment C.

On a motion by Shaun Vigil, and a second by Kristina Botsford, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (9 Ayes)

8. ACTION NON-FINANCIAL ITEMS

A. Community Based Transportation Plan (CBTP) for the City of Dixon

Debbie McQuilkin presented the City of Dixon’s CBTP which was adopted by the Dixon City Council at their February 17, 2026 meeting. She noted that the CBTP is being forwarded for approval to the TAC at their meeting on February 25, 2026 and the STA Board at their meeting on March 11, 2026.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Final Community Based Transportation Plan (CBTP) for the City of Dixon as shown in Attachments A.

On a motion by Lori DaMassa, and a second by Gwendolyn Gill, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (9 Ayes)

9. INFORMATIONAL ITEMS – DISCUSSION

A. Solano Mobility Programs FY 2025-26 Q2 Report for Older Adults and People with Disabilities, and Veterans Programs

Debbie McQuilkin provided a 2nd quarter report for Older Adults and People with Disabilities, and Veterans Programs for FY 2025-26.

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

Kathrina Gregana commented that 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. She concluded that additional details will be shared as MTC releases further guidance through the forthcoming Call for Projects.

C. Comprehensive Transportation Plan (CTP) - Draft Prioritized Transit and Rideshare Projects

Robert Guerrero noted that STA staff is requesting Transit and Rideshare Committee review the draft list and take formal action at the March 11th meeting by approving the draft project list. This approval will allow STA staff to proceed with a tangible project list that will continue to be refined as part of the broader CTP planning effort, which is anticipated to be completed by the end of Fiscal Year 2025–2026.

D. Solano Express Q2 System Performance Report

Kristina Botsford presented the Q2 System Performance report.

E. Discussion Items Requested by SolTrans

- 1. Solano Express Metrics July – December 2025**
- 2. Solano Express Route Names**
- 3. Solano Express Fares**

Kristina Botsford provided handouts and reported on the items listed above.

F. Solano Express Subcommittee Update

NO DISCUSSION

G. Summary of Funding Opportunities

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

The Committee members reviewed and provided feedback on the agenda items listed in the month of March through May 2026.

11. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES TRANSIT CONSORTIUM MEMBER UPDATES

- A. County of Solano
- B. Benicia-Vallejo Solano County Transit
- C. Dixon Redit-Ride
- D. Fairfield Transit
- E. Rio Vista Delta Breeze
- F. Solano Mobility Update
- G. Suisun City Microtransit
- H. Vacaville City Coach
- I. STA

12. ADJOURNMENT

The meeting adjourned at 3:00 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, March 24, 2026.**



DATE: February 27, 2026
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: 2026 Draft Pedestrian Advisory Committee (PAC) Work Plan

Background:

The Pedestrian Advisory Committee (PAC) serves to advise the STA Board on the planning, funding, and implementation of countywide pedestrian-related projects, facilities, and programs.

Each calendar year, STA staff work with the PAC to create a calendar year work plan that will guide the agendas and work products for the PAC to anticipate for the upcoming year.

In 2025, the PAC was essential in coordinating with STA staff to prioritize projects to allocate \$532,820 in Fiscal Year (FY) 2024-25 Transportation Development Act Article 3 (TDA-3) funds.

Discussion:

The 2026 Draft PAC Work Plan focuses on five (5) main goals for the PAC to focus on in 2026:

- **RECRUIT REPRESENTATIVES FOR PEDESTRIAN ADVISORY COMMITTEE:** Support in the recruitment of any vacant positions on the PAC. The goal of the PAC is to have full representation from all the eight Solano jurisdictions as well as representation from the three (3) member-at-large positions. STA staff will provide relevant and appropriate enrichment materials for a fully engaged PAC.
- **PRIORITIZE FUNDING:** Discuss and provide constructive feedback on proposed active transportation projects put forth by the STA and/or City/County staff. Support STA staff and/or City/County staff in their pursuit of active transportation grant opportunities for projects identified in the 2020 Active Transportation Plan and upcoming Comprehensive Transportation Plan.
- **ADVOCATE FOR PEDESTRIAN IMPROVEMENTS IN THE EIGHT SOLANO JURISDICTIONS:** Help assure coordination and awareness of needed pedestrian improvements in City/County and STA planning efforts.
- **CONTINUE GROWING PUBLIC AWARENESS OF THE PAC:** Support with STA pedestrian outreach programs.
- **CONTINUE COORDINATING WITH THE STA BICYCLE ADVISORY COMMITTEE (BAC).**

The 2026 Draft PAC Work Plan was reviewed at the February 5, 2026, PAC meeting.

Recommendation:

Adopt the 2026 Draft Pedestrian Advisory Committee (PAC) Work Plan as shown in Attachment A.

Attachment:

- A. 2026 Draft PAC Work Plan

2026 Draft Pedestrian Advisory Committee (PAC) Work Plan

The goals for the 2026 PAC Work Plan are as follows

1. **RECRUIT REPRESENTATIVES FOR PEDESTRIAN ADVISORY COMMITTEE:**
Support in the recruitment of any vacant positions on the PAC. The goal of the PAC is to have full representation from all the eight Solano jurisdictions as well as representation from the three (3) member-at-large positions. STA staff will provide relevant and appropriate enrichment materials for a fully engaged PAC.
2. **PRIORITIZE FUNDING:**
Discuss and provide constructive feedback on proposed active transportation projects put forth by the STA and/or City/County staff. Support STA staff and/or City/County staff in their pursuit of active transportation grant opportunities for projects identified in the 2020 Active Transportation Plan and upcoming Comprehensive Transportation Plan.
3. **ADVOCATE FOR PEDESTRIAN IMPROVEMENTS IN THE EIGHT SOLANO JURISDICTIONS:**
Help assure coordination and awareness of needed pedestrian improvements in City/County and STA planning efforts by:
 - Encouraging PAC members to form relationships with City staff to identify and discuss priority projects in the respective jurisdiction PAC members represent
 - Encouraging the use of data to inform decision-making
 - Supporting local and countywide pedestrian-planning efforts, which include current plans, such as the 2020 Active Transportation Plan, Safe Routes to School Plan, and upcoming Comprehensive Transportation Plan (CTP), and any city/county pedestrian planning efforts.
 - Encouraging pedestrian projects that incorporate All Ages and Abilities Design to increase access to pedestrian infrastructure for Solano residents of all ages and abilities
 - Encouraging pedestrian projects that expand or connect to regional trail networks in Solano County, such as the San Francisco Bay Trail, Bay Area Ridge Trail, Napa Valley Vine Trail, Bay Area Water Trail, and the Great California Delta Trail.
4. **CONTINUE GROWING PUBLIC AWARENESS OF THE PAC:** Support with STA pedestrian outreach programs.
5. **CONTINUE COORDINATING WITH THE STA BICYCLE ADVISORY COMMITTEE (BAC).**

AREA	ACTIVITY	TIMELINE
Engage a Representative PAC	Develop 2026 Draft PAC Work Plan	December 2025 – February 2026
	Elect 2026 PAC Chair and Vice Chair	December 4, 2025
	Approve 2026 PAC Work Plan	February 5, 2026
	Support the recruitment of PAC members to fill vacant positions.	As needed
Prioritize Funding	Assist STA staff in reviewing and prioritizing the Transportation Development Act Article (TDA-3) funds, which are an STA discretionary fund source for active transportation projects.	May/June 2026
	Guide the development of the multi-year funding plan for Transportation Development Act Article 3 (TDA-3) funds.	As Needed
	Assist with the implementation of the 2020 Solano Active Transportation Plan (ATP) and the upcoming Comprehensive Transportation Plan (CTP), which includes the Active Transportation and Arterials/Highways/Freeways Elements and Transit & Rideshare Committee.	Ongoing
	Review and monitor funded priority pedestrian projects.	Ongoing

	Provide support to STA staff as necessary in pursuit of Active Transportation grants, such as the Regional Measure 3 (RM3) Bay Safe Routes to Transit Bay Trail (SR2TBT) Program, and One Bay Area Grant (OBAG) Cycle 4	As Needed
Advocate for Pedestrian Improvements	Develop communication channels between PAC committee members and Technical Advisory Committee members, such as sharing minutes and contact information between members.	Ongoing
	Increase member knowledge of data-driven tools to support decision-making, such as the Transportation Injury Mapping System (TIMS) and preventive measures to prevent injuries.	As Needed
	Monitor the effectiveness and enforcement of recent pedestrian improvements, such as limiting speed limits in some school zones and parking restrictions near pedestrian crossings.	As Needed
	Seek opportunities to fit pedestrian interests into STA's existing programs (e.g. Seniors and People with Disabilities, Safe Routes to Transit, Safe Routes to School).	Ongoing
	Have a PAC representative on the Active Transportation Committee, Arterials/Highways and Freeways Committee, Transit & Rideshare Committee, and Safe Routes to School Advisory Committee.	Throughout 2026
Continue Growing Public Awareness of the PAC	Support STA pedestrian outreach events, such as Pedestrian Safety Month and Safe Routes to School walking programs.	Throughout 2026
	Complete Volume II of the Top Ten Walks Brochure.	December 2026
Continue Coordinating with the BAC	Meet annually with the BAC to review TDA-3 recommendations.	May/June 2026
	Explore opportunities for another joint meeting with the BAC on presentations or topics that may be of interest to both committees.	As needed
	Collaborate and exchange relevant pedestrian information with the BAC.	Ongoing

Scheduled 2026 PAC Meeting Dates:

February 5, 2026

April 2, 2026

June 4, 2026

August 6, 2026 – *Proposing to have a summer recess*

October 1, 2026

December 3, 2026

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DATE: February 27, 2026
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: 2025 Final Congestion Management Program (CMP) Report

Background:

The Solano Transportation Authority (STA), as the Congestion Management Agency (CMA) for Solano County, is responsible for maintaining and implementing the Solano County Congestion Management Program (CMP). The Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency for the Bay Area Region is responsible for coordinating and approving the CMPs from each of the Bay Area counties that have CMPs. As the CMA for Solano County, STA is required to update the CMP biannually in odd years. The last CMP was completed in 2023.

Discussion:

Leveraging MTC’s latest CMP guidelines that were released in Spring 2025, STA staff targeted and limited update for the Draft 2025 CMP Report (Attachment A) on select chapters such as Chapter 4 Transportation Demand Management (TDM), which discusses programs and transit services in Solano County, along with Chapter 5 Land Use Analysis and Chapter 8 Capital Improvement Program (CIP), to reflect the most current project status.

The Draft 2025 CMP Report was presented to the Solano County Intercity Transit Consortium at the January 27, 2026 meeting and to the STA Technical Advisory Committee (TAC) at the January 28, 2026 meeting for review and submittal of comments. At this point, no additional comments have been submitted by the members of both committees, and therefore STA staff are recommending the 2025 Congestion Management Program Report for STA Board approval.

At the meeting held on February 24th and 25th the Solano County Intercity Transit Consortium and STA TAC unanimously approved the recommendation to forward for the STA Board approval at their meeting on March 11, 2026.

Fiscal Impact:

Funding for the CMP update is currently in the STA Budget, utilizing OBAG 3 planning funds.

Recommendation:

Approve the following:

1. Approve the Final 2025 Congestion Management Program; and
2. Authorize the Executive Director to submit the report to the Metropolitan Transportation Commission.

Attachment:

- A. For immediate review and printing:

[Final 2025 Congestion Management Program \(CMP\) Report](#)

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DATE: February 13, 2026
TO: STA Board
FROM: Lorene V. Garrett, Transit Mobility Coordinator I
Jasper Alve, Senior Project Manager
Dulce Jimenez, Assistant Planner
Steven Lowe, Program Coordinator I
RE: Replica Subscription Renewal

Background:

Big Data describes a large volume of information that updates at high velocity and is available in a variety of formats and venues. Solano Transportation Authority (STA) staff began evaluating incorporating Big Data into its analytical foundations in 2018. It has become a transportation industry standard to use a more data driven approach as part of an agency’s overall strategic plan to assist in decision making when developing transportation projects and programs. Specifically, it has benefited corridor studies, long-range planning, Vehicle Miles Traveled (VMT) analysis, origin-destination studies, and identifying multimodal transportation opportunities for cities, counties, and regions. After in-depth research and work with on-call data consultant, DKS and Associates, big data was implemented at STA with a two-year subscription to Replica in 2022. Jarrett Walker and Associates (SolTrans COA), SACOG, CCTA, CalTrans, TMD, MTC, and many other organizations use Replica for transportation-related analysis.

Discussion:

STA programs, planning, and projects staff have used Replica to support grant proposals, analyze SR 37 and I-80 corridor usage, examine transit connections, evaluate active transportation usage, analyze cost effectiveness, estimate regional transit ridership, evaluate and optimize commuter programs, create geofencing, and more.

STA Programs, Projects, and Planning staff would like to continue to use Replica to support: grant applications, evaluation of projects and programs, annual bike and pedestrian access assessments, VMT reduction evaluations, community-based transportation planning, comprehensive transportation planning, updates of geofencing for TNC programs, and evaluation and optimization of commuter programs.

In addition to workshops, user summits and monthly reviews, Replica staff have provided technical expertise to support quick reaction data requests. Replica provided ten hours of custom analysis dedicated to project-specific work and requests as part of their existing subscription. STA used the ten hours of analysis in the current contract to evaluate potential transit ridership to UC Davis and the Vallejo Fairgrounds/Six Flags. Replica has agreed to include ten hours of analysis in the upcoming agreement as well.

The current 2-year Replica subscription expires April 17, 2026. Staff proposes maintaining this effective evaluation tool by renewing the Replica subscription for three additional years.

Fiscal Impact

\$35,000 per year for three years for the Replica comprehensive data tool subscription renewal and technical assistance for three years. Funds are included in the approved FY 2025-26 budget. The subscription will be funded through One Bay Area Grant (OBAG) and State Transit Assistance Funds (STAF).

Recommendation:

Authorize the Executive Director to enter into an agreement with Replica for \$35,000/year for a total of \$105,000 for three years for a Replica data subscription to include ten hours of custom analysis.



DATE: February 23, 2026
TO: STA Board
FROM: Brandon Thomson, Senior Transit Mobility Coordinator
RE: Request for Proposals (RFPs) for the City of Suisun City Microtransit Service

Background:

Starting in 1990, Suisun City partnered with the City of Fairfield to provide local transit services linking Fairfield and Suisun City. Fairfield and Suisun Transit (FAST) is operated by the City of Fairfield. Suisun City has historically utilized its annual allocation of Transportation Development Act (TDA) to fund FAST services. Past FAST services provided within Suisun City included:

- FAST Route 5, which includes DART (operated solely within Suisun City),
- FAST Route 6, which includes DART (operated within Suisun City and Fairfield), and
- Local Reduced Taxi Program (subsidized for qualifying low-income and elderly residents).

On October 19, 2022, the Suisun City Council conducted a Public Hearing for the discontinuation of Routes 5 and 6, effective December 31, 2022, which was unanimously approved by the Suisun City Council. While plans for this service discontinuation were occurring, on August 16, 2022, the Suisun City Council approved partnering with Solano Transportation Authority (STA) for Microtransit Services.

Based upon the Suisun City Council's action, STA staff generated a Request for Proposals (RFP) for the Operation of Suisun Microtransit. Transportation Concepts was the apparent best bidder, and a contract was executed between the STA and Transportation Concepts for the operations of Suisun Microtransit with two base years, the last base year ending December 31, 2024. The contract also contained two option years, with the first option year starting January 1, 2025, and the last and final option year starting January 1, 2026, and ending December 31, 2026.

Discussion:

Suisun City Microtransit has been in operation for over three years, with Transportation Concepts providing bus operators and STA providing contract oversight. Given that the current contract expires on December 31, 2026, STA staff is requesting authority to release a new RFP, for service starting on January 1, 2027. Once staff have completed the RFP process, staff will seek authority from the Suisun City Council to enter into an agreement for four base years and two option years. Once the Suisun City Council has reviewed this item, staff will return to the STA Board for their review.

Fiscal Impact:

The cost for the Suisun City Microtransit Service has been programmed into the Fiscal Year (FY) 2025-26 and FY 2026-27 Suisun City TDA budget.

Recommendation:

Authorize the Executive Director to release a Request for Proposals for the City of Suisun City Microtransit Service.

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DATE: February 26, 2026
TO: STA Board
FROM: Nick Burton, Director of Projects
RE: Advertise and Award of Follow-up Plant Establishment Period Contract for the I-80 Express Lanes Project

Background:

In late 2025 the new I-80 Express Lanes opened to traffic. As part of the work completed under this major project, was highway planting, in the City of Vacaville area. This planting was required due to the removal of the median oleanders and trees within this area of the project. This I-80 Express Lanes major construction contract was administered by Caltrans. The Caltrans contract includes a one-year Plant Establishment Period (PEP) of the new plants and trees. The purpose of a PEP is to focus attention on new plants and trees to increase long term success. The work includes regular maintenance, such as re-staking, mulching, weed abatement and if needed replacement of plants and trees, as well as removal of above ground temporary irrigation systems upon completion. Watering of these areas is a mix of temporary irrigation systems, hand watering, and existing irrigation systems.

The locations of the planting work are Davis St. Median, Ulatis Creek, Allison Dr. Interchange, I-505/I-80 Interchange, and Leisure Town Rd Interchange.

The environment commitment related to the duration of this PEP is for 2 years. The Caltrans contract is currently administering the first year of this commitment. The Caltrans PEP began in early July 2025. Caltrans, by policy, only allows a maximum one-year PEP in a highway contract. Immediately following this first year of PEP, the STA will complete the remaining obligation for the PEP.

Discussion:

As mentioned above, to ensure continuity in the PEP, STA staff have been working to get this follow-on contract aligned to prevent any gaps in time. The current project schedule has a walk-through of the planting areas with both teams (Caltrans and STA) in early May 2026 to ensure any remediation is completed by Caltrans contractor prior to STA taking responsibility for the work. To meet this timeframe, staff is seeking Board approval as this time for the advertisement and award of this contract.

The Project plans for the contract are being prepared by AECOM, STA's design engineering consultant. In accordance with legal requirements, the construction of this project will be advertised in the Daily Republic. Bids will be received through an eBidding site and opened at STA offices at 423 Main Street, Suisun City, CA.

The Engineer's Estimate for the I-80 Plant Establishment contract is \$640,000. The contract budget includes a contingency of 20% of the bid amount to cover required contract change orders.

Once staff has verified that all the contract-related documents, such as bonds and insurance certificates, are in order as required by the contract, the lowest responsible bidder will be given a Notice to Proceed. At this time, staff is seeking to provide awarding authority to the Executive Director up to 120% of the engineers estimate for the construction contract.

Fiscal Impact:

The costs for this construction contract and construction administration will be funded with Bridge Toll funds which have already been allocated.

Recommendation:

Approve the following:

1. I-80 Express Lanes Plant Establishment Period Project, Notice to Contractors and Special Provisions, including issued Addenda;
2. Authorize the Executive Director or his designee to sign the I-80 Express Lanes Plant Establishment Period Contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance;
3. Authorize the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount and enter in a contract amount not-to-exceed is \$640,000 for the I-80 Express Lanes Plant Establishment Period Project Contract; and
4. Resolution No. 2026-01 for the I-80 Express Lanes Plant Establishment Period Contract.

Attachment:

- A. Resolution No. 2026-01 for the I-80 Express Lanes Plant Establishment Period Contract

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 2026-01**

**RESOLUTION OF THE
SOLANO TRANSPORTATION AUTHORITY
AWARDING THE I-80 EXPRESS LANES PLANT ESTABLISHMENT PERIOD
PROJECT CONTRACT AND AUTHORIZING RELATED ACTIONS
NECESSARY TO IMPLEMENT THE I-80 EXPRESS LANES PLANT
ESTABLISHMENT PERIOD PROJECT**

WHEREAS, on or about March 23, 2026 the STA will advertised the I-80 Express Lanes Plant Establishment Period Project in the City of Vacaville Contract; and

WHEREAS, bids will be received and opened on or about April 21, 2026 at the STA offices at 423 Main Street, Suisun City, California; and

WHEREAS, the engineer's estimate for the project was \$640,000 and

WHEREAS, the Caltrans approved the Initial Study and Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact for the I-80 Express Lanes Project on December 1, 2015; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Solano Transportation Authority:

1. Approves the I-80 Express Lanes Plant Establishment Period Contract, Notice to Contractors and Special Provisions, including issued Addenda.
2. Determines that I-80 Express Lanes Plant Establishment Period in the City of Vacaville Contract is in compliance with the California Environmental Quality Act (Public Resources Code §21000, et seq.), and has been fully analyzed in the Initial Study and Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact for the I-80 Express Lanes Project dated December 1, 2015.
3. Awards the contract for furnishing labor, equipment, and materials for the I-80 Express Lanes Plant Establishment Period Contract to the lowest responsive and responsible bidder and requires the contractor to present surety bonds for payment and faithful performance equal to the bid amount.
4. Authorizes the Executive Director or his designee to execute the contract on behalf of the STA Board subject to:
 - a. The contract amount being within the Engineer's estimate of costs for the project plus contingencies and supplemental funds, to wit: an amount not to exceed \$640,000; and
 - b. The Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor with all required surety bonds and certificates of insurance, and such other documents required under the contract.
5. Directs that, in accordance with the project specifications and/or upon the execution of the contract by the Executive Director or designee, any bid bonds

- posted by the bidders be exonerated and any checks or cash submitted for bid security be returned.
6. Authorizes the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount.
 7. Authorizes the Executive Director or his designee to sign any escrow agreements prepared for this project to permit direct payment of retention into escrow or the substitution of securities for moneys withheld by the STA to ensure performance under the contract pursuant to Public Contract Code section 22300.
 8. Delegates the STA Board's functions under Public Contract Code sections 4107 and 4110 to the Executive Director or his designee.
 9. Pursuant to Section 6705 of the Labor Code, delegate to a registered civil or structural engineer employed by the STA and so designated by the Executive Director, the authority to accept detailed plans showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection during trench excavating covered by that section.
 10. Declare that, should the contract award be invalidated for any reason, the STA Board in any event would not have awarded the contract to the second bidder or any other bidder but instead would have exercised its discretion to reject all of the bids received. Nothing herein shall prevent the Board from awarding the contract to another bidder in cases where the successful bidder establishes a mistake, refuses to sign the contract, or fails to furnish required bonds or insurance (see Public Contract Code sections 5100 et seq.).

I CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 11th day March, 2026, by the following vote:

Ayes: _____
 Nos: _____
 Absent: _____
 Abstain: _____

 Alma Hernandez, Chair
 Solano Transportation Authority

Attest by: _____
 Johanna Masielat
 Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of March 11, 2026.

 Daryl K. Halls, Executive Director
 Solano Transportation Authority



DATE: February 27, 2026
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: Low Carbon Transit Operations Program (LCTOP) Cycle B: Population-Based and Revenue Funds for FY 2025-26

Background:

The Low Carbon Transit Operations Program (LCTOP) is one of several programs within the Transit, Affordable Housing, and Sustainable Communities Program, established by the California Legislature in 2014 through Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, intermodal transit facilities, equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total money received shall be spent on projects that benefit those communities.

Senate Bill 862 continuously appropriates 5% of the annual auction proceeds to the Greenhouse Gas Reduction Fund (Fund) for LCTOP, beginning in Fiscal Year (FY) 2015-16. This Program is administered by the California Department of Transportation (Caltrans) in coordination with the California Air Resources Board (CARB) and the State Controller's Office to ensure that the program's statutory requirements are met in terms of project eligibility, greenhouse gas reduction, disadvantaged community benefit, and other requirements of the law.

Discussion:

On January 22, 2026, the Metropolitan Transportation Commission (MTC) released the initial LCTOP funding estimate for FY 2025-26. On February 4, 2026, MTC updated the initial estimate to include a second cycle of LCTOP funding as shown in Attachment A.

The LCTOP population-based funds for Solano County were initially estimated at \$734,000. A second funding cycle has added \$367,000, bringing the total available funding to an estimated \$1,101,000. The STA Board is responsible for recommending the allocation of population-based funds and any revenue-based swaps to MTC.

LCTOP funds aim to reduce greenhouse gas emissions and support clean transit. Infrastructure and equipment may include, but are not limited to, vehicle chargers, electrical equipment, temporary power generation, temporary bus washers, personal protective equipment (PPE), and scaffolding required to maintain battery electric vehicles.

The LCTOP Cycle B population-based allocations by agency are found in (Attachment B). MTC needs to know the percent breakdown of the total Countywide amount for each operator and if there are any revenue-based funding swaps, along with the following project information:

- Project title
- Brief project description

- Estimated amount of LCTOP population-based funds (an estimated amount of revenue-based funds on the same project, if applicable)
- Is the project within/benefiting a DAC, as defined by LCTOP guidelines?
- Submission of a [complete streets \(CS\) checklist](#), if applicable. The updated CS Guidance document can be found here <https://mtc.ca.gov/digital-library/5022906-complete-streets-checklist-guidance-resolution-4493>.

On February 11, 2026, the STA Board approved the allocation and funding swaps for the initial cycle A. However, this item is being brought back due to the availability of additional funding in a second cycle (Cycle B) of \$367,000.

On February 24, 2026, the Solano County Intercity Transit Consortium unanimously approved Cycle B LCTOP Allocations and funding swaps. The City of Suisun's swap of TDA funds for LCTOP Population with the Cities of Dixon, Rio Vista, and Solano County. City of Fairfield is swapping TDA Funds for LCTOP Population with the City of Vacaville. The STA TAC voted unanimously on February 25, 2026, to forward the recommended action to the STA Board for approval.

Fiscal Impact:

Allocating LCTOP population-based funds is a fiscal responsibility of STA. However, there is no direct impact on STA’s budget.

Recommendation:

Approve the following:

1. Solano County LCTOP Cycle B Population-Based Fund Allocations with funding swaps; and
2. Submit to MTC to allocate funds according to Attachment C.

Attachments:

- A. MTC LCTOP Apportionments for Cycle A & B Population-Based Program Funds
- B. Solano County LCTOP Population-Based Cycle B Allocations by Population
- C. Solano County LCTOP Population-Based Cycle B Allocations with Funding Swaps

DRAFT
MTC Estimate - Not Final

FY 2025 - 26
Low Carbon Transit Operations Program (LCTOP)
Estimated Apportionments for Population-Based Program

Operator / Entity / Program	MTC Cap and Trade Framework Amount (\$ millions)	Percent of Framework Amount	Estimated Population-Based Amount (For Planning Purposes)		State Controller's Office Confirmed Amount	
			Cycle A	Cycle B	Cycle A	Cycle B
CCCTA	20.4	7%	\$ 855,000	\$ 427,500	Official amounts to be issued spring 2026	Official amounts to be issued summer 2026
ECCTA	12.3	4%	\$ 517,000	\$ 258,500		
LAVTA	8.4	3%	\$ 354,000	\$ 177,000		
NCPTA	5.8	2%	\$ 244,000	\$ 122,000		
City of Union City	3.0	1%	\$ 124,000	\$ 62,000		
WCCTA	2.7	1%	\$ 114,000	\$ 57,000		
Marin County Operators (TBD)	10.8	4%	\$ 451,000	\$ 225,500		
Solano County Operators (TBD)	17.5	6%	\$ 734,000	\$ 367,000		
Sonoma County Operators (TBD)	20.6	7%	\$ 863,000	\$ 431,500		
SUBTOTAL	102	34%	\$ 4,256,000	\$ 2,128,000		
Clipper / Fare Policy*	100	33%	\$ 4,189,000	\$ 2,094,500		
Invest in key transit corridors (i.e. TPI)*	100	33%	\$ 4,189,000	\$ 2,094,500		
TOTAL**	302	100%	\$ 12,634,000	\$ 6,317,000		
Estimated Statewide LCTOP Population-Based Funds			\$ 65,142,688	\$ 32,571,344		
Estimated MTC Region LCTOP Population-Based Funds			\$ 12,634,000	\$ 6,317,000		
Estimated MTC Region Share of Statewide LCTOP Population-Based Funds			19.4%	19.4%		

MTC's Cycle A estimates are based on Cap and Trade Auction revenues and Caltrans staff estimates provided 12/3/2025.

MTC's Cycle B estimates are forecasted based on anticipated Cap and Trade Auction revenues, which are roughly estimated to be 50% of Cycle A revenues. Revised estimates can be released after upcoming Cap and Trade auctions in February and May 2026

Final numbers to be released by the State Controller's Office may be affected by actions by legislature, Caltrans, or State Controller's Office.

**For FY 2025-26, MTC Staff intend to recommend the Clipper/ Fare Policy funding be distributed along with the Key Transit Corridors funding through the Transit Performance Initiative (TPI) call for projects, as part of a swap between the two categories that was initiated last year.*

***Due to rounding, the total may not equal the sum of the estimates*

LCTOP Allocation

FY 2025-26

Agency	Population		% by Population	\$ 367,000
City of Dixon (Readi-Ride)	19,143	19,143	0.04265878	15,655.77
City of Rio Vista (Delta Breeze)	10,375	10,375	0.02311993	8,485.01
City of Suisun City (STA)	28,949	28,949	0.06451074	23,675.44
City of Fairfield (FAST)	119,338	119,338	0.26593604	97,598.53
City of Vacaville (City Coach)	101,918	101,918	0.22711684	83,351.88
City of Benicia (SolTrans)	26,567	150,131	0.334556	122,782.05
City of Vallejo (SolTrans)	123,564			
Unincorporated Solano County (STA)	18,893	18,893	0.04210167	15,451.31
Total	448,747	448,747	100%	\$ 367,000

LCTOP Allocations and Swaps

Attachment C

LCTOP Population Based Allocation Cycle 2

Draft Recommendation

Agency	Project Title	\$	Percentage of LCTOP Allocation
		367,000	
City of Suisun City/Claimed by STA*	Electric Bus and Infrastructure	63,267.55	17.24%
City of Fairfield (FAST)**	Electrification of Transit Yard	180,950.40	49.31%
Solano County Transit (SolTrans)	New and Expanded Bus Service with new signage and equipment	122,782.05	33.46%
Total		367,000.00	100.00%

*The City of Suisun is swapping TDA for LCTOP with the City of Dixon, City of Rio Vista and Solano County

** The City of Fairfield is swapping TDA for LCTOP with the City of Vacaville

|



DATE: February 26, 2026
TO: STA Board
FROM: Debbie McQuilkin, Program Manager
RE: Community Based Transportation Plan (CBTP) for the City of Dixon

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.

To advance the findings of these studies, MTC initiated and has been funding Community-Based Transportation Plans (CBTP) in low-income communities throughout the Bay Area. The objective of the Community Based Planning Process is to develop a plan through a collaborative process that identifies transportation gaps, proposes and prioritizes strategies to address the gaps, and identifies potential funding sources and project leads for implementation. This process ensured that the low-income population directly affected by the transportation plan is guiding the process.

STA completed CBTPs in the City of Dixon in 2004, Cordelia, Fairfield, and Suisun Cities in 2008, and East Fairfield, and Vacaville in 2012, and in September 2020, the STA and the City of Vallejo completed the updated phase of its CBTP. The second phase of the City of Vallejo CBTP is currently underway with support from a California Air Resource Board (CARB) Grant. The updated City of Suisun City CBTP was completed in August 2022. Additionally, the City of Rio Vista CBTP was completed in February 2025.

As a result of the CBTP planning processes, potential transportation improvements specific to low-income communities were identified and cost-estimates developed to implement these improvements. This information, including prioritization of improvements, is considered most critical to address. Funding opportunities were explored to support them, and an outline for an action plan to implement the solutions was developed.

Discussion:

The Solano Transportation Authority (STA), in partnership with the City of Dixon, began developing a CBTP to study and understand the transportation challenges facing Dixon’s 20,000 plus residents. This effort kicked off on January 22, 2025, at the City of Dixon’s City Hall. This represented the second CBTP for the city. This process enables the Dixon residents and STA to better understand current transit and mobility conditions and explore opportunities to make mobility and transportation services more accessible and efficient for all residents.

Extensive outreach, which included a direct mailer to each Dixon household, focus groups and pop-up events, was conducted to ensure good participation. In total, 920 surveys were completed, which was more than any previous CBTP. Additionally, feedback from focus groups was incorporated into potential options to enhance Dixon’s Readi-Ride transit and other projects,

such as pedestrian, bike, Safe Routes to School and ADA friendly projects. It should be noted that over 25% of those surveyed felt no improvement was needed to the Dixon Redit Ride service.

As the agency responsible for Solano County's transportation planning, programming, and project delivery, STA plays a key role in prioritizing improvements. The CBTP can be leveraged to seek funding for priority projects and guide transportation planning and implementation efforts in Dixon.

The analysis identified and used to develop this plan included recurring issues related to transit availability, pedestrian safety, connectivity to locations outside of Dixon, and accessibility. The plan was presented to and adopted by the Dixon City Council on February 17, 2026. This item presented to the February Consortium and STA TAC and unanimously recommended to forward to the STA Board for approval.

Fiscal Impact:

The cost to develop the for Dixon CBTP is \$200,000 utilizing \$115,000 of State Transit Assistance funding (STAF) and \$85,000 of MTC funding.

Recommendation:

Approve the Final Community Based Transportation Plan (CBTP) for the City of Dixon as shown in [Attachment A](#).

Attachment: [UPDATED Report 02 09 2026.pdf](#)



DATE: February 27, 2026
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: Comprehensive Transportation Plan (CTP) - Draft Prioritized Transit and Rideshare Projects

Background:

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

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

Discussion:

During Fall 2025, STA staff commenced evaluating member agency projects submitted for all three CTP elements, utilizing the Board-approved Project Prioritization Criteria to categorize projects and programs into priority tiers. At this point, STA staff have completed the evaluation process of the Transit and Rideshare, Active Transportation and Arterials, Highways, Freeways projects. The draft project lists for all three elements were presented at their respective CTP Policy subcommittees, as shown below, for their review and to recommend the release of the project lists for public comment.

- Active Transportation Committee – January 14, 2026, project lists are shown in Attachment A
- Arterials, Highways, Freeways Committee – February 11, 2026, project lists are shown in Attachment B
- Transit and Rideshare Committee – March 11, 2026, project lists are shown in Attachment C

To solidify the release of all three elements for public comment, STA staff is requesting the STA Board to approve the release of all three project lists for a 30-day public comment period. Comments received during this period will be considered and, as appropriate, incorporated into the refined list of projects that will be presented with the CTP Final Plan.

Fiscal Impact:

None.

Recommendation:

Approve the release of Draft Tiered Projects list for a 30-day public comment period of the following:

1. Active Transportation as shown in Attachment A;
2. Arterials, Highways, Highways Freeways as shown in Attachment B; and
3. Transit and Rideshare Projects as shown in Attachment C.

Attachment:

- A. Draft Tiered List of Active Transportation Projects
- B. Draft Tiered List of Arterials, Highways, Freeways Projects
- C. Draft Tiered List of Transit and Rideshare Projects

DRAFT ACTIVE TRANSPORTATION PROJECT LIST - PROPOSED TIER 1

Jurisdiction	Project Name	Project Description
Solano County	Sidewalk Gap Closures/Priority Conservation Areas <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *In Design, Environmental, and ROW are completed* *The Farm to Market project is OBAG 4 Project Priority*	Looking to Complete Farm to Market /Continue Safe Routes to School and Transit- want to build the Gateway to Suisun Valley" want to have a transit stop at Rockville Rd and Suisun Valley Road, continue promotion of Mankas Corner. Sidewalk gap closures in Vallejo. There are two segments 1). Rockville Corners and 2). Suisun Valley Road. Create the "Welcome" to Suisun Valley Area, to promote local small businesses and regional green spaces, encourage hotel and winery development, preserve the historic Pony Express station maker, and build better connectivity with Solano Community College. 1). Rockville Corners: General Design is at 50% with CON ready by summer 2027. There is a proposed bus stop, wine room bus, connection to proposed hotel and winery developments, build complete streets with sidewalks and site furnishing. Class II lanes and traffic calming, and EV charging stations. Suisun Valley Road - Preliminary Design, roadway improvements may include: Widening the roadway and better drainage, new Class II bike lanes, repair the roadway and new surfacing.
Solano County	Benicia Road Phase 2 <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *In Design, Environmental/ROW are completed, Funding for CON has been secured*	Beach St to Starr Ave (Class II Buffered Bicycle Lane)
Solano County	Suisun Valley Road <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *In Design, Environmental and ROW has been completed, funding for PE has been allocated*	Solano College to Rockville Rd (Class IV Separated Bikeway)
Solano County	Suisun Valley Rd/Rockville Rd Signal <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *In Design, Environmental, and ROW have been completed, funding for PE has been allocated*	Pedestrian Crossing (Intersection Upgrade and Crossing Improvements)
Solano County	Lewis Road <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i> *In Design, Environmental and ROW has been completed partial funding*	Fry Road to Midway Road (Add Class II bike lanes, may explore Class I)
Dixon	SR 113 Pedestrian Improvements <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *Currently in PS&E, Environmental has been completed, and funding has been allocated*	Proposed four Bulbouts and two high visibility crosswalks at E B St. At E C St two high visibility crosswalks and remove and relocate the RREBs at this intersection down to E B St. By John Knight Middle School.
Vallejo	Bluff Trail <i>*Submitted by member agency as a priority*</i> <i>*Bay Area Ridge Trail Gap #460, San Francisco Bay Trail, Great Delta Trail, Carquinez Strait Scenic Loop Trail*</i> *PA&ED A approval Phase* *Envir on mental Documentation (IS/MND completed and filed with Solano County* *Encroachment Permit to construct project* *Funding from Fund 201/221 - \$622,957*	Complete the engineering, obtain Caltrans Encroachment permit, and construct 1.97 mile Class I , paved Vallejo Bluff Trail. The Bluff Trail is built along the edge of Caltrans SR29 starting at the intersection of SR29/Sequoia Ave./Cal Maritime Drive west of I80 and extends under I-80 going east up to the intersection of Sequoia Ave. and the I80 EB off ramp near Lincoln Road East. A second leg of the trail will extend up the bluff slope above I80 and the Carquinez Bridge connecting into Vallejo's Glen Cove neighborhood at Clearview Drive. The Vallejo Bluff Trail has been an important objective of the City, STA, and regional trail organizations for many years. The project will close a gap in the Bay Trail, Ridge Trail, CA Delta Trail, and Carquinez Strait Loop Trail.
Benicia	City of Benicia - Active Transportation Program (ATP) Cycle 7 Safe Routes to School Improvements Project #22-07. <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *Connects to SF Bay Trail & Benicia State Recreation Area* *OBAG 4 Project Priority* *Design/Pre-Design, Environmental has been completed, and partial funding has been allocated*	The proposed project will enhance pedestrian and bicyclist safety for students attending Mary Farmer Elementary School, Benicia High School and Benicia Middle School. Improvements are planned for the following intersections and locations: <u>Location A</u> - Military West and Drolette Way - Install high visibility crosswalks and Rectangular Rapid Flashing Beacons (RRFB) with Light-Emitting Diode (LED) Crosswalk Illuminators and construct ADA curb ramps and pedestrian refuge island. <u>Location B</u> - Drolette Way and Corigan Court - Install high visibility crosswalks and construct Americans with Disabilities Act (ADA) curb ramps. <u>Location C</u> - Drolette Way and Cheryl Drive - Install high visibility crosswalks and construct ADA curb ramps. <u>Location D</u> - Cheryl Drive and Anita Circle / Charnin Court - Install high visibility crosswalks and construct ADA curb ramps. <u>Location E</u> - Cheryl Drive and Anita Circle / George Court - Install high visibility crosswalks and construct ADA curb ramps. <u>Location F</u> - West 7th Street between Military West and Lori Drive - Install high visibility crosswalks, ADA curb ramps, 300 LF of 5-ft wide sidewalk, 5 to 6-ft wide Class II Bike Lane with 2-ft separation, Rectangular Rapid Flashing Beacons (RRFB) with LED Crosswalk Illuminators, lane narrowing (15 ft wide to 11 ft wide) as traffic calming measure. <u>Location G</u> - Military West and West 11th: Install Pedestrian Exclusive Traffic Signal Phase Improvements (aka Pedestrian Scramble). Allows all pedestrians to cross the intersection at same time including diagonal crossings. <u>Location H</u> - West 7th Street Pavement Rehabilitation from Military West to I-80 and widening
Benicia	Military West/West K/I780 ramps Intersections Project <i>*Submitted by member agency as a priority*</i> *From 2020 STA ATP Plan* *OBAG 4 Project Priority* *Pre-design*	Pedestrian and bicycle safety improvements at the intersection of Military West / West K St / I-780 EB Off Ramp and at the entrance of the Benicia State Park, including extend the Class II bike lanes along Military West using green MMA markings for enhanced visibility; Green MMA markings for the bike lanes on westbound Military West will added to establish the start of the existing class II bike lane and aid in lane discipline for drivers. Finally, signage is proposed for the bicyclists exiting the Bay Area Ridge Trail and Benicia State Park.
Benicia	Military East Sidewalk Gap Closure project <i>*Submitted by member agency as a priority*</i> <i>*From 2022 Local Road Safety Plan*</i> *Bay Area Ridge Trail Gap #450/ Carquinez Strait Scenic Loop Trail* *OBAG 4 Project Priority* *Pre-design*	Pedestrian safety improvements along Military East from East 2nd Street to Adams Street including installing concrete sidewalk, curb and gutter to close the gaps in the sidewalk or convert the existing asphalt walk to concrete and installation of ADA compliant curb ramps; traffic striping and drainage improvements.
Dixon	Class II Bike Lanes on Pedrick Road (Northbound Lane) <i>*Submitted by member agency as a priority*</i> *OBAG 4 Project Priority* *Early planning phase, PS&E potentially starting in 2026*	Road reconstruction and widening along eastern portion of Pedrick Rd from the south side of the intersection at Sparling Lane to the northern side of the UPRR railroad tracks. Project to be done in conjunction with Northeast Quad Campus development for full buildout of Pedrick Rd. Improvements will include: two northbound travel lanes, Class II Bikeway, concrete curb/gutter, and minor drainage ditch improvements.
Fairfield	Linear Park Node 4 Trail - North Texas Street to Dover Avenue <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *Preliminary/Engineering Phase, Design is expected to be completed in FY26*	Provide a 0.5 mile Class I linear park trail from North Texas Street to Dover Avenue.
Vacaville	Vacaville Safe Routes to Schools at various locations in Vacaville <i>*Submitted by member agency as a priority*</i> *Preliminary Engineering, Categorically Exempt Project*	The project includes the installation of high-visibility uncontrolled crosswalks; installation of advanced motor vehicle stop bars; and installation of signs to reduce the current posted 25 MPH speed limit to 15 MPH.
Vacaville	Elmira Bike Trail <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *Planning/Feasibility & Cost estimate phase* *Improvements are within city ROW* *OBAG 4 Project Priority*	Class I- multi use gap closure/improvements on Elmira Rd from Leisure Town Rd to Edwin Dr., future OBAG 4 project submittal.
Vallejo	Broadway & Alameda St. Road Diet <i>*Submitted by member agency as a priority*</i> *OBAG 4 Project Priority* *In Design*	Reduce lanes, adding buffered bike lanes and pedestrian crossing improvements (bulb outs & supporting signage).
Rio Vista	Airport Road Multi-use Trail <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element*</i> *Design could start within 6 months of funding award*	<u>Segment 1</u> - Liberty Island Road to Church Rd. This segment already has separated 10 foot multi-use bike trail with streetlights, what is missing is landscaping and irrigation. <u>Segment 2</u> - Along Church Rd and put in a 10 foot (Class I) multi-use bike trail with streetlights and landscaping. <u>Segment 3</u> - install path to Harris Rd, with landscaping, lighting from Church Rd to Norman Richardson.
Vacaville	Ulatis Creek - I-80 to Gibson Canyon Rd <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *OBAG 4 Project Priority* *Planning*	Class I multi-use gap improvements on Ulatis Creek from I-80 to Gibson Canyon Rd to connect North and Southern part of the city. Part of the segment will need to go under I-80 to facilitate the safe crossing of bicyclists and pedestrians. The City anticipates coordinating with Caltrans for segments under Caltrans right-of-way. Class I multi-use gap improvements on Ulatis Creek from Allison Drive to Gibson Canyon Rd to connect North and Southern part of the city. Part of the segment will need to go under I-80 to facilitate the safe crossing of bicyclists and pedestrians. The City anticipates coordinating with Caltrans for segments under Caltrans right-of-way.

Benicia	Bike Safety Improvements at Southampton Road from Military West to I-780 <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *OBAG 4 Project Priority* *Pre-design*	Sidewalk and curb ramps on east side from Military West to approximately 200ft north of I-780 overpass. New 4ft retaining wall under overpass. High visibility crosswalks at I-780 on ramp. Road widening for curb & gutter bike lane. Green MMA bike lane striping.
Suisun City	McCoy Creek Trail Phase 3 <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Element*</i> *Project study/Report/Environmental*	Phase III will look to continue the 10 foot Class I multi-use bike path from Blossom Avenue up north to Rail Road Avenue. Phase III of the project will have a similar robust public outreach component that was implemented as part of phase II of the project. The project looks to have similar amenities that are provided by Phase II, such as lookout points, fitness equipment, bike racks, and wayfinding/interpretive panels. It will also look to have a prefabricated bridge to extend the Class I multiuse path from Blossom Ave to Sunset Avenue.
Benicia	Military West Pedestrian and Bicycle Safety Improvements project	Pedestrian and bicycle safety improvements along Military West from West 5th St to West 2nd St including 5-ft wide concrete sidewalk along the southside of Military West; install ADA-compliant residential driveways, and curb ramps.
STA/Suisun City/Fairfield	Solano Rail Hub Project - station improvements and pedestrian crossing <i>*From 2020 SMART Feasibility Study*</i> *Completed Planning Studies, initiating PA&ED and PS&E for the Pedestrian Crossing between Suisun City/Fairfield*	The Solano Rail Hub Project — located at the site of the current Suisun-Fairfield Amtrak/Capitol Corridor Station — seeks to make ADA upgrades and expand the current station and create seamless connections between the two cities.

DRAFT ACTIVE TRANSPORTATION PROJECT LIST - PROPOSED TIER 2

Jurisdiction	Project Name	Project Description
Solano County	Gibson Canyon Rd <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *In Design, funding has been allocated for this project*	Fruitvale Rd to Cantelow Rd (Class III Bike Route)
Solano County	McCormack Road Phase 3 <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i> *In ROW, partial funding has been allocated*	SR 113 to 1 mile east of SR 113 (Add Class II bike lanes, may explore Class I)
Suisun City	Extension of McCoy Creek Trail into Fairfield <i>*Submitted by member agency as a priority*</i> *Preliminary Planning*	Laurel Creek from side south of Railroad Avenue in Suisun City crossing over the UPRR railroad tracks and soundwall into Fairfield at Matthew Drive. This is overhead crossing project that will connect the future Phase 3 segment of the McCoy Creek Trail in Suisun City to the existing Class I trail in Fairfield.
Suisun City	Highway 12/Marina Boulevard Pedestrian/Bike Overhead Crossing <i>*Submitted by member agency as a priority*</i> *Preliminary Planning*	Highway 12 at Marina Boulevard. This safety project aims to eliminate movement conflicts between Highway 12 motorists and pedestrians—including bicyclists and students from nearby Crystal Middle School.
Suisun City	Humphrey Ditch Bike/Pedestrian Path Project <i>*Submitted by member agency as a priority*</i> *Design and Environmental Clearance will begin as soon as funding source is identified*	East of Humphrey Drive from the McCoy Creek Trail to Railroad Avenue. This is a planned 10-foot wide Class I concrete multi-use trail path. Improvements may include lookout points, minor landscaping, fencing, fitness equipment, bike racks, wayfinding and interpretive panel, and lighting.
Vallejo	Mare Island Causeway bike/ped access <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i> *Feasibility study*	Create Class I Pathway connecting Bay Trail/Vine Trail to the southside of Mare Island Causeway.
Fairfield	Nelson Hill Trail Extension <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i>	Construct a Class I multi-use trail on Nelson Road (parallel to EB I80) between Fairfield and Vacaville. This is in the 5-10 year time horizon.
Dixon	South First Street Corridor Improvements Phase B <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element/2025 Dixon CBTP*</i> *Project has yet to commence*	Sidewalk widening to create a 10 foot multi-use path.
Dixon	South First Street Corridor Improvements Phase C <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element/2025 Dixon CBTP*</i> *Project has yet to commence*	Sidewalk widening to create a 10 foot multi-use path.
Dixon	South First Street Corridor Improvements Phase D <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element/2025 Dixon CBTP*</i> *Project has yet to commence*	Installation of a concrete bulbouts at SW corner of W. Cherry/First Street intersection.
Dixon	South First Street Corridor Improvements Phase A <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP ATP Element/2025 Dixon CBTP*</i> *Project has yet to commence*	Installation of Class IV Separated Bikeway.
Dixon	West A Street Bikeway Improvements <i>*From in-progress Dixon CBTP Plan*</i> *Project has yet to commence*	Installation of bikes lanes on West A Street from Pitt School to N. Adams St.
Rio Vista	Airport Road Bicycle and Pedestrian Promenade <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i>	Airport Road from Highway 84 to Church Rd; Church Rd from Airport Rd to Trilogy. Sidewalk gap closure, landscaping, Class IV bike/ped facility with some roadway repairs.
Suisun City	Grizzly Island Trail Spur <i>*Submitted by member agency as a priority*</i> <i>*From 2022 STA ATP Amendment*</i>	Complete Class I multi-use along Grizzly Island Trail to Driftwood Court
Vacaville	Mariposa Bridge <i>*Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i>	The project is proposing to build the Mariposa Bridge to enhance connectivity and facilitate the safe crossing of students who walk to school North of the Alamo Creek Trail. Project Location is Alamo Creek Apartments to Alamo Creek Bike Trail.
Vallejo	Bay/Vine Trail Gap Closure in River Park <i>*Submitted by member agency as a priority*</i>	Look to partner with the Greater Vallejo Recreation District to start talking to them about paving the segment.

DRAFT ACTIVE TRANSPORTATION PROJECT LIST - PROPOSED TIER 3

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

Solano County	Putah Creek Rd	Pleasants Valley Rd to Stevenson Bridge Rd (Class III Bike Route)
Solano County	Stevenson Bridge Rd Phillips Rd Currey Rd	Creeksedge Rd County Line to Dixon C/L (Class III Bike Route)
Solano County	Mankas Corner Rd	Suisun Valley Rd to Abernathy Rd (Class III Bike Route)
Solano County	Cantelow Rd, Timm Rd, Midway Rd	Gibson Canyon Rd to Hartley Rd (Class III Bike Route)
Solano County	Allendale Rd, N Meridian Rd, Dixon Ave West	Hartley Rd to Jahn Rd (Class III Bike Route)
Solano County	Benicia Road	Home Acres Ave to west of Glen Cove Rd (Class III Bike Route)
Solano County	Lake Herman Rd	Vallejo C/L to Benicia C/L (Class III Bike Route)
Solano County	Lopes Road	Benicia C/L to Fairfield C/L (Class III Bike Route)
Solano County	Hawkins Road	Pitt School Rd to SR 113 (Class III Bike Route)
Solano County	Winters Road	250 feet north of Campos Lane to Allendale (Class II Bicycle Lane)
Solano County	Benicia Road	Sidewalk and Striping Improvements (Beach St to Starr Avenue)
Solano County	Mankas Corner Road	School Access (Southern end of Gordon Valley Rd)
Solano County	Magazine St, Fulton Ave	Transit Access
Solano County	Central Wy	Transit Access
Solano County	Abernathy Road	Sidewalk Improvements (Rockville Rd to Suisun Valley Pkwy)
Solano County	Cordelia Road	Lopes Rd to Pittman Rd
Solano County	Suisun Valley Road	Monte Vista Ct to Rockville Rd
Solano County	Rockville Road	Suisun Valley Rd to Oliver Rd
Solano County	Old Glen Cove Road	Bush Ave to Magazine Street
Solano County	Magazine Street	Palou St to Old Glen Cove Rd
Solano County	Peabody Road	Widen road from 2 to 4 lanes, add Class 2 bike/ped facility
STA	Implementation of the STA Safe Routes to School Program	
STA	Support Alternative Fuels and Implementation	
STA	Implementation of PDA/PPA/PCA	
STA	Implementation of Climate Resiliency Plan Projects	
STA	Implementation of the STA ATP Plan	
Ridge Trail Gap #413	Citadel to I-80	Class I trail connection included in the late phase of long-term I-80/I680/HWY12 interchange improvements and bike/ped crossing project.
Ridge Trail Gap #441	Rose Drive	Planned Route is designed to be a natural surface multi-use trail through the City of Benicia's open space. A passable route exists along the sidewalk without bike lane.
Ridge Trail Gap #428	I-80 Crossing to Hiddenbrooke	Route across narrow, 2-lane, high-traffic highway overpass without sidewalks and 4 at-grade road crossings. Class I improvements would require widening overpass. Considered passable gap by some.
Ridge Trail Gap #415	I-80 to McGary Road	Highway undercrossing along a busy road without a bike lane. Consider a passable gap (dirt shoulder).
Ridge Trail Gap #407	Rockville Road	Design and construction of a Class I trail and road crossing is needed along 2-lane, higher speed road to connect Rockville Trails Preserve to Rockville.
Ridge Trail Gap #434	Vallejo Sweett	Half of route along existing ranch roads. Would require 1-mile of new trail. Received RT partner grant for acquisition that requires public access.
Ridge Trail Gap #423	Lynch to I-80 (Brown & Souza)	Route requires use of existing roads and new trail construction. Trail design on 1-mile of route completed in 2019. Solano Land Trust in negotiations with 1 to 2 landowners for the remaining access rights.
Ridge Trail Gap #405	Vallejo Lakes to Rockville Trails	Route follows Green Valley Road and Green Valley Lane (both with narrow ROW) and then crosses one private property before connecting to Rockville Trails Preserve.
Ridge Trail Gap #402	Vallejo Lakes	Watershed land with no public access. Route follows fire roads/trails for over 5 miles with new trails needed on the north end for 1-3 miles to the terminus at the County line/property line. Extensive fire damage to roads and trails in 2017.

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

Jurisdiction	Project Name	Project Description
Benicia	Columbus Parkway Improvements <i>* Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *Design/Planning Phase, \$126k RTIF funds programmed for Design*	<u>Benicia Road to Rose Drive</u> : Widen road for 2 lanes in each direction to eliminate bottleneck. Install bike lanes and ADA compliant sidewalks and drainage.
Benicia	West 7th Improvements <i>* Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *Design/Planning Phase the non-ped/bike portion of the project has been included 2029 Citywide Pavement Rehabilitation Project*	<u>West 7th Street between Military West and Lori Drive</u> : Install high visibility crosswalks, ADA curb ramps, 300 LF of 5-ft wide sidewalk, 5 to 6-ft wide Class II Bike Lane with 2-ft separation, Rectangular Rapid Flashing Beacons (RRFB) with LED Crosswalk Illuminators, lane narrowing (15 ft wide to 11 ft wide) as traffic calming measure. <u>West 7th Street</u> : Pavement rehabilitation from Military West to I-780 and restriping.
Dixon	Vaughn Road Railroad Bypass Project <i>* Submitted by member agency as a priority*</i> <i>*From 2020 CTP AHF Element*</i>	Construct a four-lane auto and bike bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks.
Dixon	North 1st St Rail Crossing <i>* Submitted by member agency as a priority*</i> <i>*From RTIF Update*</i>	Improvements to include improved lighting and striping for the existing railroad crossing.
Fairfield	Markeley Lane <i>* Submitted by member agency as a priority*</i> <i>*From RTIF Update*</i> *Design is expected to be completed by winter 2026*	Markeley Lane will be extended to Peabody Road. The project would also reconstruct Markeley Lane to include new sidewalks and bike lanes.
Fairfield	Canon Road & Jepson Parkway <i>*Submitted by member agency as a priority*</i> <i>*From RTIF Update*</i> *Staff is working with Caltrans on NEPA Revalidation. Field Review Schedule. Plans 30% Complete*	Construct a grade-separated rail overcrossing at Canon Road.
Fairfield/Suisun	Grade Crossing At UPRR Tracks On Main Street <i>* Submitted by member agency as a priority*</i> <i>*From 2020 CTP AHF Element*</i>	Restore an at-grade crossing of the railroad tracks to connect downtown Suisun City with downtown Fairfield.
Rio Vista	SR-12/Church Rd <i>* Submitted by member agency as a priority*</i> *The project is currently in ROW. RTIF Funding has been committed. Phase 1 of this has been completed*	Analyze and implement, similar long-term improvements to the larger corridor area. Caltrans Project - SHOPP Project Phase 2
Suisun City	Railroad Avenue Realignment at Sunset Avenue <i>* Submitted by member agency as a priority*</i> <i>*From RTIF Update*</i> *Conceptual plan has been completed, and the project is currently in ROW acquisition* *ROW within one of the four parcels has been secured*	The project entails rerouting Railroad Avenue to an alignment that is generally along the east side of Laurel Creek, and connecting the realigned street segment to the Railroad Avenue West /Sunset Avenue T-intersection, resulting in a standard intersection having four approaches. The project includes installation of pedestrian and bicycle facilities, a median turn lane, street lighting, landscaping and wet utility installation.
Suisun City	Railroad Avenue Widening from Laurel Creek to Olive Road/East Tabor Avenue <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP AHF Element/RTIF Update*</i> *Conceptual plan has been completed, and the project is currently in ROW acquisition* *ROW acquisition has commenced but not completed*	The project entails widening Railroad Avenue from Laurel Creek to Humphrey Drive; constructing a new east-west road from Humphrey Drive to Olive Road; resurfacing Olive Avenue; and installing a traffic signal at the Olive Road/East Tabor Avenue intersection. The project includes installation of pedestrian and bicycle facilities, a median turn lane, street lighting, landscaping and wet utility installation.
Vacaville	I-505/Vaca-Valley Interchange Improvements Project <i>*Submitted by member agency as a priority*</i> <i>*From 2021 CMP*</i> *Design 95%. Staff is working with Caltrans to finalize environmental (ENV). \$27.7M funding secured from S34A/Earmark funding* *Construction anticipated 2026*	On Vaca Valley Parkway at E Monte Vista Ave and I-505 ramps: Install roundabouts and construct bicycle/pedestrian facilities over I-505 connecting to existing facilities and ADA improvements
Vacaville	Jepson Parkway Phase 2C – Mission Church north to I-80 <i>*Submitted by member agency as a priority*</i> <i>*From 2021 CMP*</i> *\$6.2 million in RTIF funds have been programmed*	Widen to 4 lanes with a median, multi-use sidewalk, and safety improvements.
Vallejo	Columbus Parkway Improvements <i>*Submitted by member agency as a priority*</i> *Design, Environmental and ROW has been completed, \$2.07 million from Fund 224*	Ultimate improvements for Columbus Parkway from Benicia City limits to Springs Road. Installation of 4 lanes of travel way, sidewalk, curb & gutter, street lighting, landscaped median, green infrastructure elements, bike lanes, and supporting signage and striping.
Caltrans/MTC/STA	State Route 37 Project Interim and Ultimate Project	<u>Interim Project (Sears Pt to Mare Island)</u> : Select, design, and deliver near term flood control, ecological and transportation improvements along the SR 37 corridor. This includes improvements to the SR 37 / Mare Island interchange. Highway 37 Sears Point to Mare Island Improvement Project - HOV lane and general purpose lane.

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

Jurisdiction	Project Name	Project Description
Benicia	Park Road Improvements * Submitted by member agency as a priority* *Partially constructed/ \$450k for pavement rehabilitation from Elm Street to Bayshore Rd, high visibility striping including bike lanes and shared lane bicycle markings to be installed in January 2026 *	<u>Adams Street to Industrial Way</u> ; Repave street, install bike lanes, retaining walls and drainage.
Benicia	Southampton Road Improvements at I-780 * Submitted by member agency as a priority* *From 2020 STA ATP Plan* *Design/ Project is also captured in the ATP Project List*	<u>Military West to 300' north of I-780</u> ; Install class II bike lanes, sidewalks on Southampton Road where missing to connect to existing bike lanes. Install high-visibility striping and ADA compliant curb ramps.
Dixon	Pedrick Road Corridor * Submitted by member agency as a priority* *From RTIF Update* *Project has not started, tentatively planned as part of the NEQ development*	Rehabilitation of existing Pedrick Road for approximately 1 mile between the Union Pacific Railroad and the I-80 Corridor. The project would expand the road to a 4-lane road and install new sidewalks and a bicycle lane.
Dixon	Pedrick Road Rail Crossing * Submitted by member agency as a priority* *From RTIF Update* *Project has not started, tentatively planned as part of the NEQ development*	Construction of a grade-separated railroad crossing at the UPRR crossing on Pedrick Road, and closure of the at-grade railroad crossing on Vaughn Road.
Dixon	Improve Interchanges in the City of Dixon along I-80 * Submitted by member agency as a priority* *From 2020 CTP AHF Element*	Install traffic signals and construct interchange improvements at I-80 and Pedrick Road, SR 113, Pitt School Road and West A Street.
Fairfield	North Connector West * Submitted by member agency as a priority* *From RTIF Update* *Bay Area Ridge Trail Gap#413 Citadel to I-80* *Staff Working with STA PDT for I-80/I-680/SR12 Package 5 project*	Construct North Connector from Business Center Drive to SR 12
Fairfield/Suisun	Railroad Avenue/East Tabor T-Intersection Right-In/Right-Out Project * Submitted by member agency as a priority*	This is a joint project with the City of Suisun City and Solano County which will prohibit left turns from all approaches at this T-intersection. This will be achieved by constructing raised median islands with mountable curbs.
Suisun City	Main Street Connector *Submitted by member agency as a priority* *From 2022 STA ATP Amendment* *\$800k RTIF funding has been programmed for preliminary design and environmental*	Future Street connecting Main Street and Railroad Avenue, alignment TBD, sidewalk improvements
Vallejo	American Canyon Overcrossing *Submitted by member agency as a priority* *From 2021 CMP* *Connection to Bay Area Ridge Trail Gap#428 I-80 Crossing to Hiddenbrooke* *PS&E for the roundabout, encroachment permit from Caltrans in early 2025 and bid project in 2026, \$379,835 in Fund 211*	A roundabout on the south side to improve operations of the I-80 EB on-/off-ramps intersection with Hiddenbrooke Parkway and McGary Road. Currently there is no plan to improve the overcrossing.
Solano County	Peabody Road *Submitted by member agency as a priority* *Project scope is under development, and potential funding sources are being evaluated*	Widen Peabody Road from 2 to 4 lanes ; from Fairfield CL to Vacaville CL
Solano County	Midway Road - Porter Road - Pitt School Road Connector Improvements *Submitted by member agency as a priority* *From 2020 CTP AHF Element* *PS&E*	Intersection and roadway improvements to connect City of Dixon with Midway. Supported by City of Dixon.
Solano County	Lake Herman Road Improvements *Submitted by member agency as a priority* *Project scope is under development, and potential funding sources are being evaluated*	Installation of roadway improvements to provide bicycle and pedestrian facilities incorporating necessary ADA compliant curb ramps and driveways, street lighting and green infrastructure elements. Vallejo C/L to Benicia C/L (Class III Bike Route)
STA	I-80/I-680/SR-12 Interchange: Package 5 *Connection to Bay Area Ridge Trail Gap#415 I80 to McGary Road*	Extend Business Center Drive to connect with Red Top Road and create a partial interchange on westbound HWY 12 at the Business Center Drive/Red Top Road intersection. Including the west end of the north connector.

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

Jurisdiction	Project Name	Project Description
Benicia	Industrial Park Highway Access Improvements <i>* Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i> *Planning Phase*	I-680 at Lake Herman Road, at Industrial Way, and at Bayshore Road intersections: Widen road for better truck access, install traffic signals.
Dixon	Parkway Boulevard Road Extension <i>* Submitted by member agency as a priority*</i> <i>*From RTIF Update*</i> *Project has not started, will likely be driven by future development*	Extension of existing East Parkway Boulevard to Pedrick Road.
Dixon	SR-113 Relocation to Kidwell Road Interchange <i>*From 2020 CTP AHF Element*</i> *No project phase indicated*	Relocate SR 113 out of the Dixon City Limits on the Mid-way-Kidwell Road alignment. This project is an option identified in the SR 113 MIS.
Fairfield	New Canon Road <i>* Submitted by member agency as a priority*</i> <i>*From RTIF Update*</i> *No project phase indicated*	Construct extension of New Canon Road from Jepson Parkway to Travis AFB
Rio Vista	Improve roadway quality and Rio Vista Bridge <i>* Submitted by member agency as a priority*</i> *No project phase indicated, unfunded*	Streets and roads with pavement quality issues, Trilogy, Airport Road, Church St., Main St., HWY12 (Trilogy-Town), River Road, Rio Vista Bridge, Liberty Island Road.
Vacaville	Lagoon Valley Interchange <i>*Submitted by member agency as a priority*</i> <i>*From 2021 CMP*</i> *Developer funded/ Design is at 35% level. Caltrans has approved the structure type selection in December 2025. Anticipated to be completed 2028/2029*	Widen Lagoon Valley Road bridge for additional left turn capacity, sidewalk, and intersection signal improvements
Solano County	Sievers Road <i>*Submitted by member agency as a priority*</i> *PS&E*	Stevenson Bridge Road to Currey Road
Solano County	McCrorry Road <i>*Submitted by member agency as a priority*</i> *Project scope is under development, and potential funding sources are being evaluated*	North Gate Road to Meridian Road (Truck Route)
Solano County	Dixon Ave West <i>*Submitted by member agency as a priority*</i> *PE&E*	North Meridian Road to Jahn Road
Solano County	Petersen Road <i>*Submitted by member agency as a priority*</i> *Project scope is under development, and potential funding sources are being evaluated*	Walters Road to Travis AFB (Truck Route)
Solano County	Midway Road <i>*Submitted by member agency as a priority*</i> <i>*From RTIF Update *</i> *\$200k RTIF for preliminary engineering work *	Provide at-grade rail crossing on Midway Road.
Solano County	Midway Road (Putah South Canal To I-80) <i>*This project was not mapped*</i> <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP AHF Element*</i> *Project scope is under development, and potential funding sources are being evaluated*	Widen Midway Road in both directions to provide a 4-lane, un-divided arterial
Solano County	Bridge Replace/Rehab <i>*Submitted by member agency as a priority*</i> <i>*From 2020 CTP AHF Element*</i> *PS&E*	Replace or Rehabilitate deficient bridges - Stevenson Bridge, Maine Prairie Bridge, and Bunker Station Bridge scheduled for replacement.
Solano County	Connector/intersection roadway improvements <i>*Submitted by member agency as a priority*</i> *PS&E*	Connector improvements, intersection & roadway improvements to connect the City of Dixon with Midway Rd.
Solano County	Transportation Improvements to I-80 in North Dixon <i>*Submitted by member agency as a priority*</i> *PS&E*	Pedrick Road, Tremont Road, Kidwell Road, Olmo Road

Solano County	McCormack Road Improvements Phase 3 *RTIF Funding for Design, County Priority*	Roadway Road Extension - Phase I and Phase II have been completed
STA/Dixon	Solano I-80 Managed Lanes	Dixon Segment Seeking Funding on PID
Mare Island Developer	Mare Island Highway 37 Interchange	Seeking Funding to update the PID
STA/Vallejo	Solano I-80 Managed Lanes	Vallejo Segment Seeking Funding to update the PID
Solano County	Meridian Road North	Vacaville C/L at Midway Rd to Dixon Ave West
Solano County	Meridian Road North	Dixon Ave West to Allendale Road
Solano County	Batavia Road	Weber Road to Midway Road
Solano County	Azevedo Road	SR 12 to Canright Road
Solano County	Creed Road	Branscombe Road to SR 113 (Truck Route)
Solano County	Branscombe Road	SR 12 to Creed Road (Truck Route)
Solano County	Denverton Road	SR 12 to Creed Road (Truck Route)
Solano County	Meridian Road	McCrary Road to Fry Road (Truck Route)
Solano County	Lambie Road	SR 12 to Goosehaven Road (Truck Route)
Solano County	Goosehaven Road	Flannery Road to Creed Road (Truck Route)
Caltrans	SHOPP Program	Support Caltrans in implementing SHOPP Program in Solano County
STA	Traffic signal coordination	
STA	Implementation of Solano County Climate Adaptation Plan	
STA	Implementation of the Local Road Safety Plan Projects	
STA	Corridor Studies	Implementation of Solano County Highways and Freeways Corridor Studies
Solano County	Routes of Regional Significance	Lake Herman, Lopes Rd, Lyon Rd, McCormack Rd, Midway Rd, Pedrick Rd, Lewis Rd, Fry Rd, Meridian Rd, McCrary Rd Lake Herman, Lopes Rd, Lyon Rd, McCormack Rd, Midway Rd, Pedrick Rd, Lewis Rd, Fry Rd, Meridian Rd, McCrary Rd Routes of Regional Significance to be added: Midway Road – 113 to 80 Midway Road – 80 to 505 Midway Road – 505 to Timm Road Cantelow Road – Timm Road to Gibson Canyon Road Gibson Canyon Road - Cantelow Road to Farrell Road Farrell Road – Gibson Canyon Road to Vaca Valley Road Vaca Valley Road – Farrell Road/Orchard Ave to Pleasants Valley Road Mankas Corner Road – Suisun Valley Road to City of Fairfield Lyon Road – Chery Glen Road to City of Fairfield Lopes Road – Lake Herman Road to City of Fairfield Lewis Road – Midway Road to McCrary Road McCormack Road – 113 to City of Rio Vista Fry Road – City of Vacaville to 113

DRAFT TRANSIT AND RIDESHARE PROJECT LIST - PROPOSED TIER 1

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

DRAFT TRANSIT AND RIDESHARE PROJECT LIST - PROPOSED TIER 2

Jurisdiction	Project Name	Project Description
Dixon	SR-113 Improvements <i>* Submitted by member agency as a priority*</i>	TSM, TDM and ITS (e.g., incentives for carpooling, transit services, park-n-ride facilities, advance curve warning signs, speed feedback signs, fog detection).
Fairfield	Hannigan Train Station Intermodal Center Phase 2 <i>*From 2020 CTP Transit Element*</i>	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station.
Suisun City	Denverton Curve Parcel Development <i>* Submitted by member agency as a priority*</i> <i>*New project*</i>	This vacant parcel will be developed into a paved park-and-ride lot, featuring enhancements such as street lighting, fencing, landscaping, bioretention facilities, and utilities including storm drainage and stubouts for water and sanitary sewer. Additionally, a sidewalk will be constructed along the western and northern perimeters.
Vallejo	Vallejo Station ferry terminal parking structure (Phase B) <i>*From 2020 CTP Transit Element*</i>	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking.
Vallejo	Transit Centers Lyft/Uber designated meeting zones <i>*From 2020 CTP Transit Element*</i>	Install designated meeting zones for Lyft/Uber rides at Curtola Park and Ride and downtown Vallejo Transit Center.

DRAFT TRANSIT AND RIDESHARE PROJECT LIST - PROPOSED TIER 3

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



DATE: March 3, 2026
TO: STA Board
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Transit Mobility Coordinator I
RE: Subcommittee Recommendations regarding Reduction of Solano Mobility
Funding to Assist Funding Solano Express Blue Line Options

Background:

At their Board meeting on January 14, 2026, the STA Board directed STA staff to reduce STA's Solano Mobility Programs for FY 2026-27 to fund a vanpool service to Dixon and UC Davis in lieu of the Solano Express Blue Line.

STA staff identified cost reduction opportunities for: 1. The Guaranteed Ride Program, 2. The Intercity Cost and Fund Sharing Agreement Ridership Survey, and 3. The Lyft Programs for the Cities of Benicia and Vallejo.

1. STA's Guaranteed Ride Program was created in September of 2022 to provide an Uber Voucher as a safety net for Solano Express riders whose route was cancelled or missed.
2. The Solano Express Ridership Survey and Analysis Study is assembled for use in establishing the cost-sharing formula set forth in the Intercity Transit Funding and Cost Sharing Agreement. The Intercity Transit Funding and Cost Sharing Agreement states that STA will conduct the on-board survey no less frequently than every three years to provide the Intercity Transit Funding Working Group (ITFWG) with data on the number of riders by jurisdiction of residence and intercity route. The last Ridership Survey update was completed as scheduled during 2024 and provided to the ITFWG for fiscal year 2025-26. The next Ridership Survey is scheduled for 2026. The study also includes an onboard passenger survey and analysis, on-time performance, and counts of on- and off-board passengers at various bus stops.
3. Following the completion of the 2018 SolTrans Comprehensive Operational Analysis (COA), SolTrans discontinued local Route 20 and requested replacing the General Public Dial a Ride (DAR) system with a Transportation Network Company. The elimination of the local route was expected to yield an estimated annual cost savings of \$252,900. The following year, STA, SolTrans, and Lyft partnered to introduce the Benicia and Vallejo Lyft Program, with guardrails imposed by the partners. In addition, 3 miscellaneous locations for the City of Benicia (Gateway Plaza) and Vallejo (Mare Island and Carquinez Mobile Park Home/Cal Maritime Academy) were established. The program was expanded in 2021 to help reduce traffic and parking congestion along the Benicia First Street Corridor. In May of 2022, SolTrans received a finding during a Federal Transit Administration audit that required them to no longer partner with STA on the Lyft programs. The following year, the City of Benicia entered into a 2-year funding agreement with STA. On July 9, 2025, the STA Board authorized the STA Executive Director to enter into a 2-year funding agreement with the City of Benicia for an amount not-to-exceed \$160,000. The Lyft Programs continued to be paid for by the Solano Mobility Programs.

Discussion:

On February 11, 2026, the STA Board took action to modify the following two Solano Mobility Programs to create savings to fund a Solano Mobility Express Pilot Program to serve the Cities of Vacaville, Dixon, and UC Davis (Memorial Union):

1. Based on the improved Solano Express reliability, the Solano Express Guaranteed Ride Program is scheduled to be phased out by June 30, 2026, generating an estimated savings of \$150,000.
2. The 2024 Solano Express Ridership Survey is utilized to develop the Solano Express cost-sharing formula and was scheduled for FY 2026-27. Delaying the 2026 Intercity Cost and Fund Sharing Agreement Ridership Survey generated an estimated savings of \$200,000.

The following third item required more time for discussion, and it was requested that a matrix of all Solano Mobility Programs funded with State Transit Assistance Funds (STAF) be provided (Attachment A). This item was discussed at the March 2nd, 2026, Solano Express Subcommittee meeting, and it is recommended that the regional STAF funds be eliminated from these local Programs.

- 3.A) STA and the City of Benicia have a fully executed agreement to fund the Benicia Lyft program for FY 2025-26 through FY 2026-27 with either TDA funds or General Funds. The City of Benicia has requested \$40,000 from SolTrans TDA, which is expected to be approved by the SolTrans Board on March 4th; however, the full agreement is for \$160,000 over 2 years. As a result, in FY 2026-27, \$120,000 will have to be allocated. (Attachment B reflects the Benicia Lyft Ridership by Fiscal Year). Discontinuing the STA subsidy for the Benicia Lyft Program will save \$80,000 per year in STAF costs.
- 3.B) STA has also been subsidizing Lyft programs for 3 miscellaneous locations benefiting the City of Benicia (Gateway Plaza) and Vallejo (Mare Island and Carquinez Mobile Park Home/Cal Maritime Academy). The annual regional subsidy for these programs is \$27,000. The Cities of Benicia and Vallejo, through their SolTrans JPA, can choose to eliminate one or all of these programs, or fund them with local TDA funds beginning in FY 2026-27. The net result would be a \$27,000 savings in STAF regional funding.

Fiscal Impact:

As of February 11, 2026, with the action taken on items 1 and 2, an STAF savings of \$350,000 has been generated for FY 2026-27. The recommended action at this time is to remove the regional funds from item number 3, which would generate an additional \$107,000 in STAF savings and complete the \$450,000 funding requirement to operate the Solano Express Pilot Program, to serve the Cities of Vacaville, Dixon, and UC Davis (Memorial Union).

Recommendation:

Approve phasing out the STA Lyft program subsidy for the cities of Benicia and Vallejo, generating an estimated savings of \$80,000 annually from the Benicia Lyft Program and \$27,000 annually from the Lyft Programs for the Cities of Vallejo and Benicia and utilize the estimated cost savings to fund a Solano Mobility Express Pilot Program to serve the Cities of Vacaville, Dixon, and UC Davis (Memorial Union).

Attachments:

- A. Solano Mobility Programs Matrix funded with STAF.
- B. Benicia Lyft Ridership by Fiscal Year
- C. Miscellaneous Lyft Programs for the Cities of Benicia and Vallejo

ATTACHMENT A

Solano Mobility Programs								
Programs for Older Adults, People With Disabilities and Veterans								
Employer Commuter Programs								
Call Center								
		Ordered by STAF Budget FY 25/26 amount highest to lowest						
Program Name	Description	Annual Budget (FY 25/26)	STAF Budget (FY 25/26)	Funding Sources (FY25/26)	Program Participation		% Use by City	
Employer/Commuter, First/Last Mile	The First/Last Mile program was established to provide countywide connections in all jurisdictions to Capitol Corridor, the San Francisco Bay Ferry, and Solano Express. The program provides 60% off subsidized Lyft rides (up to a maximum of \$20 per ride) to and from 12 Solano County transit hubs (Amtrak stations and Solano Express fixed stops) for Solano County employees and residents who have trouble connecting to transit for their work commute. Commuters qualifying for the low-income (LID) subsidy receive 80% off subsidized Lyft rides. STA's First/Last Mile program began as a pilot in 2017. The program moved to the tiered system and decreased the maximum amount covered per ride to significantly reduce costs in March of 2024. At the Transit Element Committee meeting in 2023 and at the Solano EDC's Transportation speaker series, the Water Emergency Transportation Authority (WETA) recognized STA's FLM program contribution to a 50% decrease in SOVs traveling to/from the Vallejo Ferry Terminal.	\$1,000,000.00	\$ 749,635.00	OBAG (100K), BAAD (\$150K), State Transit Assistance Funds (\$749.6K)	Program Participants (Aug 2022-Present)			
						Residents	Employees	Percentage
					Benicia	155	38	11%
					Dixon	9	6	1%
					Fairfield	198	109	17%
					Rio Vista	2	1	0%
					Suisun City	50	11	3%
					Vacaville	102	48	8%
					Vallejo	815	257	60%
					Total Rides for non-LID (FY 24/25)			
						Origin	Destination	Percentage
					Benicia	1,584	1,794	4%
					Dixon	83	93	0%
					Fairfield	5,788	5,692	15%
					Rio Vista	1	2	0%
					Suisun City	1,449	1,548	4%
					Vacaville	2,719	2,704	7%
					Vallejo	27,160	27,057	70%
					Total Rides for LID (FY 24/25)			
						Origin	Destination	Percentage
Benicia	451	453	6%					
Dixon	3	3	0%					
Fairfield	1,583	1,753	20%					
Rio Vista	0	0	0%					
Suisun City	887	690	10%					
Vacaville	616	600	7%					
Vallejo	4,669	4,723	57%					
Solano Mobility Express Vanpool	This program was launched in 2023 to provide a replacement option for Solano Express Blue Line riders traveling between Vacaville, Dixon, and Sacramento during commute hours. 4 vans travel to and from Sacramento each day. The introductory rate is \$50/month. Solano Express Blue Line riders transfer for free.	\$ 606,840.00	\$ 556,840.00	State Transit Assistance Funds (\$556.8 K), Yolo Solano Air Quality Management District (\$50 K)	Participants by City of Residence (FY 23/24-25/26)			
						Residents	Percentage	
					Benicia	1	2%	
					Dixon	9	20%	
					Fairfield	9	20%	
					Rio Vista	0	0%	
					Suisun City	0	0%	
					Vacaville	21	48%	
					Vallejo	4	9%	

Program Name	Description	Annual Budget (FY 25/26)	STAF Budget (FY 25/26)	Funding Sources (FY25/26)	Program Participation	% Use by City		
Call Center	<p>In February 2014, the Solano Transportation Authority (STA) expanded its services by launching the Solano Mobility Call Center — a key initiative identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities. The Call Center serves as a centralized resource for all transportation-related needs within, through, and beyond Solano County. Whether you're a senior, a person with a disability, a veteran, a student, or a commuter, our team is here to help you find the right mobility solutions. We provide guidance and information on a wide range of programs, including:</p> <ul style="list-style-type: none"> • GoGoGrandparent • ADA Paratransit • Intercity Taxi Card • First/Last Mile services • Guaranteed Ride Home • Trip planning • Travel training and so much more <p>Our knowledgeable staff also participate in community events across Solano County to connect directly with residents and promote accessible transportation options.</p>	\$ 400,000.00	\$ 350,000.00	State Transit Assistance Funds (\$350K), FTA 5310 (\$200K, grant)	Program Results (FY 24/25)			
					Calls	7,816		
					Walk-ins	431		
					Website Hits	167,716		
					Events	17 events/1000 attendees		
					Percentage of Calls by City			
							Percentage	
					Benicia		6%	
					Dixon		3%	
					Fairfield		20%	
					Rio Vista		2%	
					Suisun City		11%	
					Vacaville		17%	
Vallejo		35%						
Other		6%						
Older Adults Medical Concierge Program (GoGo Grandparent)	<p>The Solano Older Adults Medical Trip Concierge Program, operated through GoGo Grandparent, was developed in direct response to the highest priority mobility need identified by older adults and individuals with disabilities across Solano County access to reliable transportation for medical appointments. This need was highlighted through extensive outreach conducted countywide by STA during community summits held in Fiscal Year 2017–18 as part of the update to the Solano County Mobility Plan for Older Adults and People with Disabilities. The program provides 30 subsidized Uber and Lyft rides through GoGo Grandparent for Solano County residents age 60 and older or those ADA eligible. Wheelchair Accessible Vehicles (WAV) rides are also available. Rides may be used for medical and other essential trips, including travel to grocery stores, pharmacies, and food pantries, within Solano County. Rio Vista residents also have access to trips to and from three Antioch medical facilities. Certain locations in neighboring counties may also be accessed. As part of STA's Veterans Mobility Program, Solano County Veterans of any age or ability may also register and receive the same benefits, with additional trip access to Travis Air Force Base, the Martinez VA Clinic, and the Hume Center.</p>	\$ 600,000.00	\$ 300,000.00	50% STAF (\$300K)/50% County TDA (\$300K); Kaiser Foundation Grant Funding (\$25k)(mid-year adjustment)	Program Results (FY 24/25)			
						Participants	Rides	Percentage
					Benicia	99	1,153	5%
					Dixon	45	289	1%
					Fairfield	478	8,626	34%
					Rio Vista	225	66	0%
					Suisun City	118	1,602	6%
					Vacaville	272	4,843	19%
					Vallejo	428	8,970	35%
					Solano Express Guaranteed Ride	<p>The Guaranteed Ride program was initiated in September 2022, to increase equity and accessibility for those who are not able to afford to pay for their ride and wait for reimbursement under the GRH program. Qualified emergencies included those identified under GRH with participants receiving an Uber Voucher. In August of 2025 the GR program was limited to Solano Express route cancellation to decrease escalating costs while still serving as insurance to maintain Solano Express ridership. The program has scaled down as the number of missed trips have continued to diminish. The budget for FY 25/26 has been reduced from \$300,000 to \$150,000. Riders must register for the program at Commute Solano to receive an Uber Voucher valid for 4 rides each month.</p>	\$ 250,000.00	\$ 250,000.00
	Residents	Employees	Percentage					
Benicia	35	14	6%					
Dixon	6	2	1%					
Fairfield	228	43	34%					
Rio Vista	5	0	1%					
Suisun City	61	3	8%					
Vacaville	92	29	15%					
Vallejo	229	48	35%					

Program Name	Description	Annual Budget (FY 25/26)	STAF Budget (FY 25/26)	Funding Sources (FY25/26)	Program Participation	% Use by City	
Mobility Management and Administration	STAF revenue funds a percentage of STA's core operations. These operations include administrative management and operation cost, including staff salaries and benefits, services and supplies.	\$ 240,000.00	\$ 240,000.00	State Transit Assistance Funds, matched with OBAG funding			
Solano Express Marketing	Solano Express Marketing provides marketing and advertising efforts to inform riders and encourage more ridership on the Solano Express. Included in this is the 2-for-1 Promotion where riders pay for a 31-day Solano Express Bus Pass and receive a Clipper Card with \$125 in value. The promotion accounts for 0.5% of the budget.	\$ 200,000.00	\$ 200,000.00	State Transit Assistance Funds	2-For-1 Participation (FY 21/22-Present)		
						Residents	Percentage
					Benicia	13	7%
					Dixon	4	2%
					Fairfield	59	30%
					Rio Vista	2	1%
					Suisun City	18	9%
					Vacaville	30	15%
					Vallejo	71	36%
Travel Training Program	The Solano Travel Training Program was established following extensive countywide outreach conducted as part of the 2011 Solano Transportation Study for Seniors and People with Disabilities and the Solano Mobility Management Plan. These efforts identified Travel Training as one of four priority strategies to improve mobility for older adults, people with disabilities, low-income, and transit-dependent residents. Launched in 2014, the program helps participants learn how to safely and confidently use Solano County's public transit systems as well as regional transit like BART and the SF Bay Ferry through individualized and group instruction. It was developed collaboratively with local transit operators to ensure a consistent, countywide approach to training. Today, the program is administered through a contract with Independent Living Resources(ILR), which provides professional trainers to assist participants with trip planning, fare payment, route navigation, and understanding transit accessibility features. The program continues to empower Solano County residents to travel independently and access essential destinations throughout the region.	\$ 200,000.00	\$ 150,000.00	75% STAF (\$150K), 25% Matched by FTA 5310 (\$50K, grant)	Program Results (FY 24/25)		
						Events	Attendees
					Individual		8
					Group/Class		39
					Field Trips	6	53
					Presentations	33	821
					Outreach	49	4,740

Program Name	Description	Annual Budget (FY 25/26)	STAF Budget (FY 25/26)	Funding Sources (FY25/26)	Program Participation	% Use by City		
Vehicle Share	In November 2018 the Solano County Board of Supervisors approved an intergovernmental agreement with Yocha Dehe Wintun Nation for \$1,000,000 to implement five projects to improve the health and well-being of Solano County residents. One of the projects was to improve transportation options for non-ambulatory low-income older adults and people with disabilities to access medical appointments, social services, and other activities. \$100,000 was allocated to partner with Solano Transportation Authority (STA) to purchase two wheelchair-accessible vans unveiled to the public in June 2019 for the Vehicle Share Program. The Vehicle Share Program allows vehicles to be shared amongst multiple non-profits, the public, or any other 501(c)(3) organization that provides services for older adults and people with disabilities in Solano County. Since the unveiling, eight Community Based Organizations (CBOs)/Non-profit organizations have used the vans to transport their clients. In addition, the STA and City of Suisun City have used the vehicles to transport students and ADA eligible riders on an emergency basis when a microtransit vehicle was inoperable.	\$ 75,000.00	\$ 75,000.00	State Transit Assistance Funds (Operating Costs)/Yocha Dehe Wintun Nation (Capital Funds \$100k in 2019)	Program Results (FY 18/19-Present)			
						CBO/Non-Profits	Percentage	
					Benicia	0	0%	
					Dixon	0	0%	
					Fairfield	4	50%	
					Rio Vista	0	0%	
					Suisun City	1	13%	
					Vacaville	1	13%	
					Vallejo	2	25%	
					Traditional Vanpool	The Solano County rideshare program began as part of a statewide network of rideshare programs in the early 1990s. The program was transferred from Solano County to STA in 2000. In 2018, STA aligned with Metropolitan Transportation Commission (MTC) in launching the current program in partnership with Commute with Enterprise. STA's Solano Mobility provides a \$200 per month subsidy for two years to new, qualifying, traditional vanpools through Commute with Enterprise. This subsidy adds to MTC's \$500 subsidy for a total of \$700 per month to help offset the cost of new vanpools. Current STA subsidized vanpools average 9 riders.	\$ 50,000.00	\$ 50,000.00
	Vanpools	Percentage						
Benicia	2	11%						
Dixon	1	5%						
Fairfield	8	42%						
Rio Vista	1	5%						
Suisun City	1	5%						
Vacaville	5	26%						
Vallejo	1	5%						
Miscellaneous Lyft Programs for the City of Benicia and Vallejo	Three additional Lyft locations were incorporated in STA's Lyft programs in partnership with SolTrans following the 2018 SolTrans COA. Participants are able to travel from Benicia City Park and the Benicia Bus Hub to Gateway Plaza in Vallejo by entering STGATEWAYPLAZA in their Lyft app. Vallejo residents can travel from the Vallejo Transit Center and Vallejo Ferry Terminal to Carquinez Mobile Park Home (STCRQHEIGHTS), Cal Maritime Academy (STCRQHEIGHTS), and Mare Island (STMAREISLAND).	\$ 30,000.00	\$ 30,000.00	State Transit Assistance Funds				
					Time Frame	Gateway	Carquinez	Mare Island
					FY 23/24	458	83	272
					FY 24/25	1,773	98	486
					FY 25/26 Q1	350	22	100
Guaranteed Ride Home	STA's Emergency Ride Home program was developed in 2004. The Guaranteed Ride Home (GRH) Program supports Solano County residents and employees who commute using an alternative form of transportation by reimbursing the cost of a ride home (up to \$100) if an unexpected emergency arises. Program participants may use taxi, Uber, or Lyft for their ride home. To participate in the program, commuters must live or work in Solano County. Participants who commute into Solano County for employment must live within 100 miles of Solano County. Participants can use the program no more than three times per calendar month, and no more than six times during a calendar year. All Bay Area Counties have a Guaranteed Ride Home/Emergency Ride Home program. Qualified emergencies include: 1. Employee (or immediate family member) suffers an illness or severe crisis that requires their immediate attention. 2. After the start of a shift, their employer requests that they work unscheduled overtime. 3. The ridesharing vehicle breaks down, or the driver has to unexpectedly stay late or leave early. 4. The train, ferry, or bus does not show up for its scheduled time.	\$ 15,000	\$ 15,000.00	State Transit Assistance Funds	Program Results (CY 24 & CY 25)			
						Residents	Employees	Percentage
					Benicia	2	2	18%
					Dixon	1	0	5%
					Fairfield	1	3	18%
					Rio Vista	0	0	0%
					Suisun City	1	1	9%
					Vacaville	4	0	18%
					Vallejo	6	1	32%

Benicia Lyft Ridership by Fiscal Year

	No of Trips 21/22	No of Trips 22/23	No of Trips 23/24	No of Trips 24/25	No of Trips 25/26- 2nd Q
Veteran's Corp. DBA Yellow Cab	12	233	281	257	125
Lyft \$3	59	295	927	854	516
Lyft \$4	3	221	331	652	719
Benicia \$5	240	1335	4754	7848	5768
Total Trips	314	2084	6293	9611	7128

	Cost 21/22	Cost 22/23	Cost 23/24	Cost 24/25	Cost 25/26- 2nd Q
Veteran's Corp. DBA Yellow Cab	\$ 2,662.00	\$ 3,897.00	\$ 3,559.03	\$ 2,827.00	\$ 1,308.00
Lyft \$3	\$ 2,106.87	\$ 2,254.84	\$ 5,681.54	\$ 8,168.99	\$ 5,019.93
Lyft \$4	\$ 59.52	\$ 1,166.66	\$ 2,643.33	\$ 6,026.41	\$ 6,442.35
Benicia \$5	\$ 2,794.13	\$ 8,691.31	\$ 31,307.68	\$ 59,584.61	\$ 48,736.47
Total Cost	\$ 7,622.52	\$ 16,009.81	\$ 43,191.58	\$ 76,607.01	\$ 61,506.75

Current Guardrails (as determined by initial partners):

- \$3 (6 am – 9 pm), \$4 (6 am – 9 pm), \$5 (6 am – 11 pm) per ride up to \$20
- 60 rides/month (essentially 2 rides/day)
- Locations
 - All programs - Benicia City Limits, Martinez Amtrak
 - \$3, \$4 Benicia – Springs and Oakwood Transit Center

Miscellaneous Lyft Programs for the Cities of Benicia and Vallejo

FY 23-24 Totals		
	Rides	Cost
Gateway	458	\$ 4,817.89
Carquinez	83	\$ 804.16
Mare Island	272	\$ 2,772.48
Total	813	\$ 8,394.53

FY 24-25 Totals		
	Rides	Cost
Gateway	1773	\$ 21,987.17
Carquinez	98	\$ 878.17
Mare Island	486	\$ 4,401.42
Total	2357	\$ 27,266.76

FY 25-26 Totals 2 nd Q		
	Rides	Cost
Gateway	678	\$ 6,880.74
Carquinez	105	\$ 1,136.43
Mare Island	201	\$ 2,162.29
Total	984	\$ 10,179.46

Current Guardrails (as determined by initial partners):

- All Programs:
 - 6 am – 9 pm
 - 45 rides/month
 - 80% discount up to \$20 savings per ride
- Gateway Plaza (STGATEWAYPLAZA)
 - Between Benicia City Limits and Gateway Plaza
- Carquinez Heights (STCRQHEIGHTS)
 - Between Carquinez Mobile Park – Cal Maritime and Vallejo Transit Center/Vallejo Ferry Terminal
- Mare Island (STMAREISLAND)
 - Between Mare Island and Vallejo Transit Center/Vallejo Ferry Terminal



DATE: March 3, 2026
TO: STA Board
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Transit Mobility Coordinator I
RE: Solano Mobility Express Pilot Program Serving Vacaville, Dixon, UC Davis, and Sacramento

Background:

2023 Solano Express Realignment

In April of 2023, the Intercity Funding Working Group (ITFWG)—an ad hoc subcommittee of the Solano County Transit Consortium with representatives from STA and the Solano County Transit Operators (SolTrans, FAST (Fairfield), City Coach (Vacaville), and Dixon Ready-Ride)—met to discuss Solano Express Service Realignment Proposals which included eliminating Blue Line service to Sacramento. The SolTrans Board approved the realignment that recommended coordinating and funding vanpools as an alternative for riders traveling to Sacramento. At their meeting in May of 2023, the STA Board reviewed and discussed the Solano Express service proposals. STA staff presented a recommendation to the STA Board to expand the existing mobility programs to assist displaced Blue Line riders and to evaluate options to bridge the service gap at the June STA Board meeting. STA staff returned with a recommendation for the Solano Mobility Express Vanpool Pilot Program in July 2023.

Solano Mobility Express Vanpool as Blue Line Replacement

The Solano Mobility Express Vanpool Pilot Program launched in August 2023, the day the Blue Line eliminated service to Sacramento. Solano Mobility Express Vanpool vans travel between Dixon, Vacaville, and Sacramento during morning and afternoon/evening commute hours. Initially, the program began with three 7-passenger vans, then quickly expanded to four 7-passenger vans with an increase in ridership. Currently, two 14-passenger and two 9-passenger vans service the program. The vans are driven by professional drivers. Solano Express Blue Line riders transfer for free.

9,562 rides have been provided from program start to the end of the first quarter of FY 2025-26, with 4,591 rides provided in FY 2024-25. The program expended \$569,612.53 for 4,635.56 revenue hours, with a budgeted cost of \$130/revenue hour and an actual cost of \$122.88/revenue hour. The program has been reliable, with only two missed runs since its inception, and in both instances, affected riders were accommodated.

The program has been well-received by riders. It garnered \$50,000 in grant funds from the Yolo-Solano Air Quality Management District for the last fiscal year and the current fiscal year. In addition, Sacramento County is currently evaluating the possibility of initiating a similar program. The Solano Mobility Express Vanpool Program has been cited as the model to provide Interim SR 37 transit.

Solano Community College Falcon Flyer Vanpool Pilot Program

In November of 2024, the Solano Community College District (SCCD) asked STA to partner in piloting an Intercampus Vanpool Program to connect the Vacaville, Fairfield, and Vallejo campuses to meet a critical need and fulfill one of the major initiatives of the college's three-year

Student Equity and Achievement Plan. The Solano Mobility Express Vanpool model was employed, and the Falcon Flyer Vanpool Program was launched in April of 2025 to assist students with transportation challenges, allowing them to stay engaged and graduate on time by providing access to courses at campuses outside their home location. In addition, the vanpool facilitates student access to essential resources and participation in extra-curricular activities across campuses. Ridership has steadily increased. During the first two quarters of FY 2025-26, 1,492 rides were provided.

Blue Line Service to UC Davis Discontinued

As a result of the 2025 SolTrans Comprehensive Operations Analysis (COA), Solano Express service to Davis will be discontinued in August 2026. At their meeting on February 2, 2026, the STA Board's Transit Subcommittee committed to finding a replacement for service to Davis's Memorial Union. STA staff identified \$450,000 from cuts to Solano Mobility Program funding to fund service to the Cities of Vacaville, Dixon, and UC Davis (Memorial Union).

SolTrans staff presented a service-to-Davis cost analysis to the SolTrans Board of Directors at their meeting on September 18, 2025 (see Attachment A). The SolTrans proposed Blue Line service plan used 6,376 revenue hours from the discontinuation of route 82 and the cuts to the Green Line, plus an additional 5,100 revenue hours, to bring the Blue Line service plan with Davis from the current 10,382 revenue hours to 22,100 revenue hours at a cost of \$600,000. At the February 2nd Transit Subcommittee meeting. SolTrans staff stated that they would not be able to implement their proposed service to Davis.

At their meeting on February 11, 2026, the STA Board directed STA staff to work with the Cities of Dixon and Vacaville to develop an implementation plan to expand the Solano Mobility Express Vanpool Program to include service between Dixon, Vacaville, and UC Davis's Memorial Union, and present the implementation plan to the STA Board's Transit Subcommittee and STA Board at their March 2nd meeting.

Discussion:

This staff report presents an implementation plan with 4 options for a Solano Mobility Express Pilot Program serving Vacaville, Dixon, UC Davis, and Sacramento. As directed, STA staff have worked with the cities of Dixon and Vacaville to determine a recommended option. In addition, staff have consulted with a transit expert who has 40 years of transportation experience, is a Senior Manager at Transportation Management and Design (TMD), Inc., and is currently consulting with Unitrans for the Yolobus. Lastly, transit specialists at Replica used their mobility data platform to analyze travel patterns and present the potential to attract riders traveling from Solano County to Davis along the I-80 corridor.

Schedules

To provide an efficient, cost-effective, reliable service, the team has developed two schedule options that not only include service to UC Davis's Memorial Union but also benefit Northeastern Solano County by restoring service cut between Vacaville and Dixon. The first schedule includes 9,188 revenue hours and would add \$600,000 to the cost of the existing Solano Mobility Express Vanpool Program (attachment B). The second schedule includes 7,922 revenue hours and would add \$450,000 to the cost of the existing Solano Mobility Express Vanpool Program (attachment C). Both proposed schedules maintain the existing Sacramento times to maintain current ridership.

In developing both block schedules, TMD:

...designed Davis arrivals and departures to match the class schedule and pulse (time transfer) with most Unitrans routes for access to destinations in Davis off-campus, and with Yolobus 42A and B for access to Woodland, West Sacramento, Sacramento Airport, and midday access to

Downtown Sacramento. On Sacramento trips...ensured that AM arrivals and PM departures closely matched existing times and balanced headways with Davis trips so that, when both services are operating, service between Vacaville and Dixon is about every 30 minutes.

TMD will coordinate these schedules with Vacaville local buses, Solano Express, the Blue Line, and the restoration of Yolobus 220 service at the Vacaville Transit Center to optimize the destinations people can conveniently access by transit once the pilot program is approved.

Additionally, TMD did investigate adding a Davis stop on the way to Sacramento. Calculations indicate that this is not recommended because it is inefficient and would add approximately 25 minutes per trip direction, increasing our current Sacramento riders' commute by 50 minutes per day. In addition, we expect an increase in ridership with the return-to-office mandate for California state workers scheduled for July 1, 2026. The agreement between the state and the SEIU Local 1000 requires 4 days/week in the office. Lastly, Yolobus provides robust service between UC Davis's Memorial Union and Sacramento; therefore, it is not recommended to provide redundant service between UC Davis and Sacramento at this time.

Vehicles and Equipment

The pilot program would be operated by Propark Mobility, the company operating the current Solano Mobility Express and Solano Community College Falcon Flyer Vanpools. Propark Mobility has extensive experience in operating shuttle and transit services. Their proposal (see attachment C) includes two options for vehicles: 14-passenger rental vans plus one 6-passenger wheelchair accessible vehicle, or seven 24-passenger class 5 Microtransit (cutaway) buses with wheelchair accessibility for 2 passengers. For all four options, the intent is to coordinate with Clipper by purchasing seven handheld clipper machines at \$7,500 each, for a total of \$52,500.

Van Rental Option

The current Solano Mobility Express Vanpool uses four rental vans to travel between Vacaville, Dixon, and Sacramento during peak morning and afternoon commute hours. Riders sign up, pay a monthly fee, and have their rides entered. This allows STA staff to track van capacity, ensuring seats are available. It also permits staff to identify if a wheelchair assisted vehicle (WAV) is needed prior to the route. The program does not have a WAV rental, and should a WAV become necessary, staff would have to quickly employ one of STA's Vehicle Share vans.

It is possible to expand the current vanpool to provide additional service to UC Davis's Memorial Union by renting five 14-passenger vans with one 6-passenger plus wheelchair van. Riders would be directed to use the SHARE Mobility software to sign up for the program and book their rides. If an American with Disabilities Act (ADA) ride is booked in advance the program would be able to accommodate with the WAV. But we would not be able to accommodate ADA walk-ons, which means the program would not provide equivalent service as non-disabled riders and would not be in compliance with Federal Transit Administration (FTA) ADA guidelines.

With the expansion of service to include UC Davis, it is recommended to begin voluntary reporting to the FTA National Transit Database (NTD). The benefit of reporting to the NTD is that ridership numbers would provide additional funding opportunities for Solano County transit operators. However, the FTA requires compliance with federal regulations for fixed route transit that is open to the public and this includes providing ADA accessibility for all riders on all vehicles.

The existing Sacramento vanpool is nearing capacity on two routes, with one route requiring two vans to accommodate the passengers. With the state of California return-to-office mandate starting July 1st, STA staff anticipates an increase in ridership to Sacramento.

Microtransit Bus (24-Passenger Vehicle plus space for 2 wheelchairs)

A fully equipped 24-passenger over-the-road microtransit (cutaway) bus that accommodates 2 wheelchairs and meets FTA and ADA guidelines costs \$240,000. To add UC Davis (Memorial Union), 5 vehicles are required for peak service, and 2 vehicles are needed as spares for a total of 7 vehicles at a cost of \$1,680,000.

On July 10, 2024, the STA Board approved the current Solano Express Intercity Bus Replacement Capital Plan (attachment E), which included funding for 16 Solano Express CNG bus midlife engine replacements, estimated at \$60,000 each, for a total of \$960,000. 5307 funds from the Fairfield UZA were utilized to replace the 16 CNG engines, and STA backfilled the Solano County Intercity Bus Fleet Replacement Plan with \$965,974 of State Transit Assistance Funds. In the current Solano County Intercity Bus Fleet Capital Plan, 4 electric buses, at a cost of \$1,234,000 each, are scheduled for purchase in FY 2026-27. However, a vendor has yet to be identified. Based on the performance of the current BYD electric bus, electric vehicles are not recognized as a viable option for commuter buses. Hydrogen would be worth studying. Replacement vehicles are not needed until FY 2028-29.

Funding to purchase Microtransit buses for the proposed Vacaville, Dixon, and UC Davis service can be provided by reducing the number of future Solano Express bus purchases from 4 to 3, saving \$1.2 Million. The \$956,974 allocated from State Transit Assistance Funds would be matched with \$723,026 of Transportation Development Act (TDA) Funds. STA staff is working with Solano County, the Cities of Vacaville and Dixon to meet the funding requirement. Attachment F reflects the updated Solano Express Intercity Bus Replacement Capital Plan. The updated Capital plan also pushes the future purchase of the Solano Express alternative energy bus to FY 2028-29, providing additional time to study alternative energy vehicles and aligning it with the expected retirement of Solano Express vehicles.

Program Service Options

Please see 4 options to operate the program summarized below and included in the attached proposal from Propark Mobility (Attachment D).

Option 1: 9,188 Revenue Hours/Seven 24-Passenger with 2 Wheelchairs Class 5 Microtransit Vehicles (\$127.31/Revenue Hour)

Option 1 (\$600,000 additional service)		
<i>Revenue hours - 9188</i>	<i>Vehicles- Seven-24 passenger</i>	<i>Storage & Maintenance Location- Fairfield</i>
Category	Year one cost	Comment
Vehicle Maintenance	\$81,832.00	Provided by STA
Vehicle fuel	\$184,134.00	Direct pass through to STA
Driver and management	\$792,465.00	Billed to STA by Propark
SHARE Software fee	\$21,000.00	Billed to STA by Propark
Vehicle insurance	\$81,984.00	Billed to STA by Propark
Samsara in vehicle cameras	\$8400.00	Billed to STA by Propark
Total cost	\$1,169,815.00	
Cost per revenue hour	\$127.31	
*Note: Maintenance costs will increase by an estimated \$3.56/hr. for year two		

- Pros: Provides more robust service, meets FTA ADA compliance requirements, expands Sacramento vanpool ridership capacity, no reservations required, NTD reporting
- Cons: Requires investment in capital

Option 2: 7,922 Revenue Hours/Seven 24-Passenger with 2 Wheelchairs Class 5 Microtransit Vehicles (\$126.76/Revenue Hour)

Option 2 (\$450,000 additional service)		
<i>Revenue hours - 7922</i>	<i>Vehicles- Seven - 24 passenger</i>	<i>Storage & Maintenance Location- Fairfield</i>
Category	Year one cost	Comment
Vehicle Maintenance	\$64,496.00	Provided by STA
Vehicle fuel	\$145,115.00	Direct pass through to STA
Driver and management	\$683,273.00	Billed to STA by Propark
SHARE Software fee	\$21,000.00	Billed to STA by Propark
Vehicle insurance	\$81,984.00	Billed to STA by Propark
Samsara in vehicle cameras	\$8400.00	Billed to STA by Propark
Total cost	\$1,004,268.00	
Cost per revenue hour	\$126.76	

Note: Maintenance costs will increase by an estimated \$3.26/hr. for year two

- Pros: Allows for a buildup approach with expansion as needed, meets FTA ADA compliance requirements, expands Sacramento vanpool ridership capacity, no reservations required, NTD reporting
- Cons: Requires investment in capital

Option 3: 9,188 Revenue Hours/ Five 14- Passenger Rental Vans plus One 6-Passenger Plus Wheelchair Van (\$129.15/Revenue Hour)

Option 3 (\$600,000 additional service)		
<i>Revenue hours - 9188</i>	<i>Vehicles- *Five - 14 passenger *One- 6 passenger plus wheelchair</i>	<i>Parking Location- Dixon</i>
Category	Year one cost	Comment
Vehicle Rental cost-14 passenger	\$142,500.00	Provided by STA
Vehicle rental cost – Wheelchair vehicle	\$76,800.00	Provided by STA
Vehicle fuel	\$92,359.00	Direct pass through to STA
Driver and management	\$790,168.00	Billed to STA by Propark
SHARE Software fee	\$21,000.00	Billed to STA by Propark
Vehicle insurance	\$56,664.00	Billed to STA by Propark
Samsara in vehicle cameras	\$7200.00	Billed to STA by Propark
Total cost	\$1,186,691.00	
Cost per revenue hour	\$129.15	

- Pros: No capital purchase required
- Cons: Not in compliance with FTA ADA guidelines, not as cost-effective, reservations required

Option 4: 7,922 Revenue Hours/ Five 14- Passenger Rental Vans plus One 6-Passenger Plus Wheelchair Van (\$133.80/Revenue Hour)

Option 4 (\$450,000 additional service)		
<i>Revenue hours - 7922</i>	<i>Vehicles- *Five - 14 passenger *One- 6 passenger plus wheelchair</i>	<i>Parking Location- Dixon</i>
Category	Year one cost	Comment
Vehicle Rental cost-14 passenger	\$142,500.00	Provided by STA
Vehicle rental cost – Wheelchair vehicle	\$76,800.00	Provided by STA
Vehicle fuel	\$74,511.00	Direct pass through to STA
Driver and management	\$\$681,292.00	Billed to STA by Propark
SHARE Software fee	\$21,000.00	Billed to STA by Propark
Vehicle insurance	\$56,664.00	Billed to STA by Propark
Samsara in vehicle cameras	\$7200.00	Billed to STA by Propark
Total cost	\$1,059,967	
Cost per revenue hour	\$133.80	

Pro: No capital purchase required

Con: Not in compliance with FTA ADA guidelines, not as cost-effective, reservations required

Summary

As presented in the background information above, STA staff have demonstrated success in designing and implementing similar programs in a short period. In addition, these programs have been affordable, coming in at less than the budgeted \$130/revenue hour last fiscal year. They have also been reliable. With STA Board direction, STA staff will continue working with the identified team to implement a pilot program, per the selected option, to expand the current service to Sacramento to include service between Vacaville, Dixon, and Davis’s Memorial Union.

On March 2, 2026, the Solano Express Subcommittee met to discuss the 4 options for providing Solano Mobility Express Pilot Program service to the Cities of Vacaville, Dixon, UC Davis Memorial Union, and Sacramento. The transit staff for the cities of Vacaville and Dixon recommended Option 2, the \$450,000 additional service option in Attachment C, with the purchase of 7 24-passenger over-the-road Microtransit (cutaway) buses that accommodate 2 wheelchairs and meet FTA and ADA guidelines. Vacaville and Dixon transit staff are satisfied with the schedule provided and have determined that incorporating expandability is the best approach, allowing the additional \$150,000 to remain as contingency. The transit staff prefers purchasing Microtransit vehicles rather than renting vans to comply with FTA and ADA guidelines. They note that the program should be fully open to the public and not require passengers to register or sign up for rides. Lastly, city staff suggested reviewing the program after six months to determine any required adjustments.

Fiscal Impact:

Option 1 would require an additional \$600,000/fiscal year in State Transit Assistance Funds (STAF), and Option 2 would require an additional \$450,000/fiscal year in State Transit

Assistance Funds (STAF). \$450,000 in reductions to the Solano Mobility Program have been identified. Options 1 and 2 would require an investment of \$965,974 in allocated State Transit Assistance funds, matched with \$723,026 in Transportation Development Act (TDA) Funds, to purchase 7 fully equipped 24-passenger over-the-road Microtransit buses that meet FTA and ADA guidelines, for a total cost of \$1,680,000. Option 3 would require an additional \$600,000/fiscal year in STAF. Option 4 would require an additional \$450,000/fiscal year in already identified STAF.

Recommendation:

Review the service options between Vacaville, Dixon, and the UC Davis Memorial Union, and select a service option 1-4. Authorize the Executive Director to:

1. Execute a Solano Mobility Express Pilot Program service agreement with ProPark
2. Authorize the Executive Director to execute a purchase or lease agreement for vehicles to provide Solano Mobility Express Pilot Program service to the Cities of Vacaville, Dixon, UC Davis (Memorial Union), and Sacramento.
3. Authorize the Executive Director and Finance Manager to make the necessary budget adjustments and/or TDA Matrix changes required for these actions.

Attachments:

- A. SolTrans service to UC Davis Cost Analysis
- B. Solano Mobility Express Pilot Program Serving Vacaville, Dixon, UC Davis, and Sacramento Block Schedule, 9,188 hours
- C. Solano Mobility Express Pilot Program Serving Vacaville, Dixon, UC Davis, and Sacramento Block Schedule, 7,922 hours
- D. Propark Mobility Program Proposal
- E. Solano Express Intercity Bus Replacement Capital Plan
- F. Updated Solano Express Intercity Bus Replacement Capital Plan

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Solano County Transit

TO: SOLTRANS BOARD OF DIRECTORS
PRESENTER: MANDI RENSHAW, PLANNING AND MARKETING MANAGER
SUBJECT: SERVICE TO DAVIS COST ANALYSIS
ACTION: INFORMATIONAL

ISSUE:

The current Comprehensive Operations Analysis (COA): System Redesign proposal discontinues service to Davis due to budget constraints and the inability to provide a reliable, high-quality service within existing resources. However, both the SolTrans and Solano Transportation Authority (STA) Boards have expressed interest in exploring the feasibility of maintaining this connection. Staff were directed to return with a service proposal and cost analysis that identifies what it would take to provide a quality Davis service that could attract and sustain ridership.

DISCUSSION:

In the COA System Redesign Proposal, Blue Line service to Davis is recommended for discontinuation due to budget limitations, very low ridership under the current model, and the inability to provide a reliable, high-quality service with existing resources. Instead, the COA proposes all-day, hourly service between Concord BART and Vacaville, along with two a.m. and two p.m. trips to Dixon (consistent with current service levels). This represents an increase of 6,376 hours and a 60% increase in variable costs compared to the Blue Line service provided today. This additional cost is offset by savings from eliminating Route 82 and some of the Green Line service.

Per the Existing Conditions Report, there is demonstrated demand for a connection to Davis. However, within current budget constraints, it is not possible to provide the level of service necessary to attract new ridership and ensure reliability. Staff requested consultants at Jarrett Walker & Associates to create a potential scenario that would extend the Blue Line to Davis with the addition of a bus throughout the service span. This resource would provide sufficient recovery time in the schedule to mitigate potential on-time performance impacts caused by congestion along I-80.

Extending the Blue Line to Davis would result in approximately 30% more weekday revenue hours, or about 5,100 additional annual revenue hours, along with a 33% increase in daily revenue miles compared to the proposed COA service plan. These increases in hours and miles would add an estimated \$600,000 in annual operating costs on top of the COA Proposed Blue Line's variable operating cost of approximately \$1.9 million. This scenario assumes continued interlining with the Yellow Line to help keep variable costs lower; however, the additional peak bus required for this extension would create new deadhead mileage, which would require further scheduling analysis and coordination with our contractor to refine cost estimates.

It is important to note that this cost analysis reflects only variable costs of service—operator hours and fuel. There will be some additional variable costs, but these costs are minor. Fixed costs such as the transit contract fixed fee, facilities, and administrative overhead are not included and would remain consistent throughout the overall SolanoExpress service budget even if Davis service were added.

Below is a table comparing the variable costs of the COA Proposed Blue Line and Blue Line scenario with Davis service.

	Proposed Blue Line (Davis Discontinued)	Proposed Blue Line with Davis
Annual Revenue Hours	17,000	22,100
Annual Revenue Miles	582,200	774,330
Total Variable Annual Operating Cost	\$1,915,058	\$2,501,630
* Note this budget only represents variable costs for fuel and drivers and does not include the transit contract fixed fee, facilities and administrative overhead, which will not change		

CONCLUSION:

Should the STA Board review this information and award funding to support a high-quality Davis service, SolTrans staff will return to the Board with a revised service plan that incorporates the additional resources.

FISCAL IMPACT:

There is no fiscal impact associated with this report.

PERFORMANCE GOAL:

Goal 1: Service – Deliver on-time safe transit services which meet the needs of Solano County Communities; **Objective B** – Comprehensive Operational Analysis (COA).

RECOMMENDATION:

Informational.

Block	Sacramento	Davis	Dixon	Vacaville		Vacaville	Dixon	Davis	Sacramento	Next Trip	Revenue Time
1			5:38	5:54		6:15	6:27	6:50		7:11	1:33
2			6:08	6:24		6:30	6:42		7:17	7:33	1:25
3						6:45	6:57		7:32	7:48	1:03
4			6:38	6:54		7:15	7:27	7:50		8:11	1:33
5			7:08	7:24		7:30	7:42		8:17	8:33	1:25
1		7:11	7:38	7:54		8:15	8:27	8:50		9:11	2:00
2	7:33		8:08	8:24						G	0:51
3	7:48		8:23	8:39						G	0:51
4		8:11	8:38	8:54		9:15	9:27	9:50		10:11	2:00
5	8:33		9:08	9:24						G	0:51
1		9:11	9:38	9:54							0:43
4		10:11	10:38	10:54		11:15	11:27	11:50		12:11	2:00
1						12:15	12:27	12:50		13:11	0:56
4		12:11	12:38	12:54		13:15	13:27	13:50		14:11	2:00
1		13:11	13:38	13:54		14:15	14:27	14:50		15:11	2:00
4		14:11	14:38	14:54		15:15	15:27	15:50		16:11	2:00
2						15:45	15:57		16:32	16:33	0:48
3						16:00	16:12		16:47	17:10	1:10
1		15:11	15:38	15:54		16:15	16:27	16:50		17:11	2:00
5						16:45	16:57		17:32	17:45	1:00
4		16:11	16:38	16:54		17:15	17:27	17:50		18:11	2:00
2	16:33		17:08	17:24		17:45	17:57			G	1:24
1		17:11	17:38	17:54						G	0:43
3	17:10		17:45	18:01						G	0:51
5	17:45		18:20	18:36		18:45	18:57			19:08	1:23
4		18:11	18:38	18:54						G	0:43
5			19:08	19:24		19:45	19:57			G	0:49

		Weekday Hours	Saturday Hours	Annual Hours
36:02:00	Davis	36:02:00		9188:30:00

Block	Sacramento	Davis	Dixon	Vacaville		Vacaville	Dixon	Davis	Sacramento	Next Trip	Revenue Time
1						6:15	6:27	6:50		7:11	0:56
2						6:30	6:42		7:17	7:33	1:03
3						6:45	6:57		7:32	7:48	1:03
4						7:15	7:27	7:50		8:11	0:56
5						7:30	7:42		8:17	8:33	1:03
1		7:11	7:38	7:54		8:15	8:27	8:50		9:11	2:00
2	7:33		8:08	8:24						G	0:51
3	7:48		8:23	8:39						G	0:51
4		8:11	8:38	8:54		9:15	9:27	9:50		10:11	2:00
5	8:33		9:08	9:24						G	0:51
1		9:11	9:38	9:54						G	0:43
4		10:11	10:38	10:54		11:15	11:27	11:50		12:11	2:00
4		12:11	12:38	12:54		13:15	13:27	13:50		14:11	2:00
1						14:15	14:27	14:50		15:11	0:56
4		14:11	14:38	14:54		15:15	15:27	15:50		16:11	2:00
2						15:45	15:57		16:32	16:33	0:48
3						16:00	16:12		16:47	17:10	1:10
1		15:11	15:38	15:54		16:15	16:27	16:50		17:11	2:00
5						16:45	16:57		17:32	17:45	1:00
4		16:11	16:38	16:54		17:15	17:27	17:50		18:11	2:00
2	16:33		17:08	17:24		17:45	17:57			G	1:24
1		17:11	17:38	17:54						G	0:43
3	17:10		17:45	18:01						G	0:51
5	17:45		18:20	18:36		18:45	18:57			G	1:12
4		18:11	18:38	18:54						G	0:43

			Weekday Hours	Saturday Hours	Annual Hours
31:04:00		Davis	31:04:00		7922:00:00

PROPOSAL

Solano Mobility Express Pilot Program, Solano Transportation Authority

With Service to the Cities of Vacaville, Dixon, UC Davis (Memorial Union), and Sacramento

Prepared by:
William Hines
419.279.0029
William.hines@propark.com



February 26, 2026

Ron Grassi & Lorene Garrett
Solano Transportation Authority

Re: Solano Mobility Express Pilot program to serve the Cities of Vacaville, Dixon, UC Davis (Memorial Union), and Sacramento

Dear Ron & Lorene,

On behalf of Share Mobility and Propark Mobility, I am pleased to submit our proposal to the Solano Transportation Authority for the Solano Mobility Express Pilot Program serving the Cities of Vacaville, Dixon, UC Davis (Memorial Union), and Sacramento.

Share Mobility has proudly operated the Solano Mobility Express Vanpool program for the past three years and the Solano Community College Falcon Flyer Vanpool program for one year. Throughout this time, we have managed these services on behalf of the Solano Transportation Authority, delivering reliable operations, strong ridership support, and consistent performance oversight. The Propark management team supporting this proposal is the same experienced team overseeing the existing SHARE Mobility programs, ensuring operational continuity and a deep understanding of STA's expectations and regional mobility goals.

This proposal outlines a fixed-route shuttle system operating multiple daily loops connecting Vacaville, Dixon, Davis (Memorial Union), and Sacramento. The service will be open to the general public and designed to provide reliable, accessible, and consistent regional transportation that strengthens connectivity between residential areas, employment centers, educational institutions, and key community destinations.

With more than 40 years of national parking and mobility experience and an established operational presence throughout Northern California, our team brings extensive expertise in shuttle operations, regulatory compliance, fleet management, and rider-focused service delivery. Through this pilot program, we aim to enhance regional mobility, reduce transportation barriers, and create a scalable model for long-term transit sustainability.

The proposed program is structured to deliver:

- Reliable connectivity across key regional hubs
- Safe, compliant, and professionally managed operations
- Transparent, line-item financial reporting as requested
- Performance tracking and measurable evaluation metrics
- A scalable framework to support future growth

We understand the importance of meeting your timeline and appreciate the opportunity to provide this proposal in advance of your targeted service anticipated to begin August 1, 2026. We are excited about the opportunity to continue partnering with the Solano Transportation Authority on this important regional initiative and are confident that this pilot program will deliver meaningful impact for the broader Solano County community.

Please feel free to contact me directly at 419-279-0029 or William.Hines@propark.com should you have any questions or wish to discuss the proposal in greater detail.

Sincerely,
William Hines
Senior Vice President of Operations and Business Development
Propark Mobility
419-279-0029
William.Hines@propark.com

About Us

Mission Statement

Since our founding, Propark has recognized the power of human connection. We believe that great service begins with a company culture that values employees for who they are, not just what they can do. This allows us to develop genuine relationships with our partners, clients, and communities.

Vision Statement

Build transformational technologies, implement perfect solutions, and lead the way in the parking and mobility industry.

Our Story

Propark, founded in 1984, began with a 60-space parking lot in Hartford, Conn. Today, we have over 1000 locations and over 5,600 employees in more than 140 cities nationwide. Specializing in parking, mobility, and electrification services, Propark remains on the cutting edge of technological innovations and leverages the latest tools to ensure client success and customer satisfaction.



Propark integrates positive employee practices and a commitment to social responsibility, creating a thriving company culture and supporting its local communities across the country. From event parking at Boston's TD Garden to mobility and electrification services on Google's west coast campuses, Propark Mobility delivers outstanding results as a national company with a personalized approach.



Parking & Mobility Experience

Over 40 years of industry experience with over 1000 locations nationwide



Technology & Innovation

Proprietary parking and mobility solutions that are fully integrated to maximize cost savings and efficiency



Value Creation

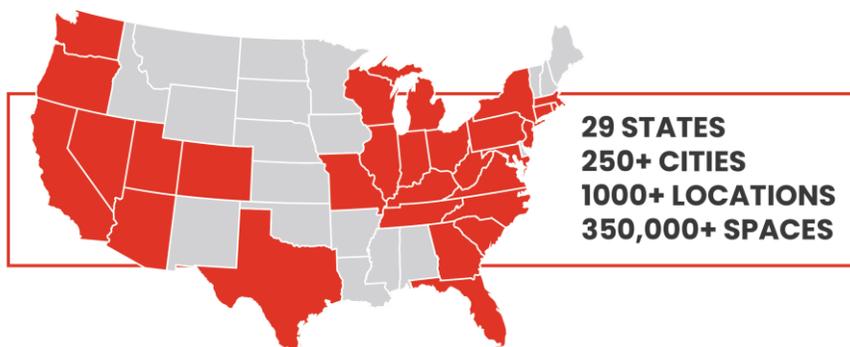
Maximized profitability for our clients through prudent expense controls and creative revenue growth

About Us

Select Clients by End Market

Mobility & Tech Campuses	Google	Meta	YouTube	WAYMO	ebay	KIRKLAND URBAN
Hospitality	Marriott HOTELS • RESORTS • SUITES	Hilton	IHG HOTELS & RESORTS	WESTIN HOTELS & RESORTS	FOUR SEASONS	HYATT
Universities	Yale	HARVARD UNIVERSITY	OHIO STATE	Georgetown University	Mount Saint Mary's University	COLUMBIA UNIVERSITY
Healthcare	Yale New Haven Health	CHA Cambridge	Sutter Health	THE UNIVERSITY OF TEXAS MD Anderson Cancer Center	Northwell Health	Baylor Scott & White HEALTH
Stadiums & Events	Minute Maid Park	TOYOTA CENTER	OAKLAND ARENA	D GARDEN	PayPal Park	moda center
Class A Office & Residential	BANK OF AMERICA	UBS	HUDSON PACIFIC PROPERTIES	EQUITY RESIDENTIAL	CUSHMAN & WAKEFIELD	Hines
Municipalities	NEW YORK CITY DOT	CRDA Capital Region Development Authority	MCCA MASSACHUSETTS CONVENTION CENTER AUTHORITY	JAXPORT JACKSONVILLE PORT AUTHORITY	NYC / EDC	
Airports	САНОРУ AIRPORT PARKING	airport parking	FLY AWAY Airport Parking	XO Express Airport Parking	JIFFY AIRPORT PARKING	Red Beam Garage

National Footprint / Stats



Services Offered

-  **Parking Management**
-  **Valet**
-  **Technology & EV Charging**
-  **Shuttles & Transportation**

Why Propark

Below are highlights of the Value Enhancements that we believe will be most impactful for the Solano Transportation Authority's community shuttle operations. We are experienced, solution-driven, transparent communicators who will leverage the following strategies to drive operational excellence, system reliability, and positive rider experiences throughout the region.

Value Enhancement	Detail
EXTENSIVE SHUTTLE EXPERIENCE	<ul style="list-style-type: none">• As a partner providing shuttle services to civic and recreational sites, Propark Mobility understands that outstanding customer service is essential to community trust and usability.• Propark manages shuttle operations for municipalities, campuses, and parks throughout the country.• We are fully compliant with California DOT and Federal DOT regulations, with compliance teams in place to monitor and enforce safety and policy standards.
LOCAL PRESENCE & LEADERSHIP	<ul style="list-style-type: none">• Our Sacramento-based senior leadership brings more than 40 years of combined experience in regional parking and shuttle operations.• Propark manages numerous locations and maintains a strong staffing footprint in the Sacramento Valley, ensuring on-demand support when needed.• Proven local program leadership through three years of operating the Solano Mobility Express Vanpool program and one year managing the Solano Community College Falcon Flyer Vanpool program on behalf of the Solano Transportation Authority, led by the same experienced Propark management team overseeing SHARE Mobility operations.
DEPTH OF EXPERTISE	<p>Deep Shuttle Fleet</p> <ul style="list-style-type: none">• Propark's large California-based fleet provides flexibility and reliability, with backup vehicles and drivers available to support operations at Granite Regional Park on short notice. <p>A Proven Partner</p> <ul style="list-style-type: none">• With a proactive approach to route planning and shuttle operations, Propark continuously evaluates ridership trends and traffic patterns to optimize service.• We ensure every ride is seamless, and that each touchpoint—from pick-up to drop-off—leaves a lasting positive impression for all Solano Community College riders.

Proud Partnerships

On a national scale, Propark is honored to provide the following clients with shuttle service:



Leadership Team

Your leadership team looks forward to creating an efficient and seamless shuttle service for The Solano Transportation Shuttle Service. You'll have support locally, as well as on a corporate level.



William Hines
Senior Vice President
Operations & Business Development



Chris Gaile
Regional Vice President



Derrick Harder
Account Manager

Transportation Team



Bertha Aguirre
Executive Vice President
Operations & Transportation



Mark Schreiber
Senior Vice President
National Transportation Services

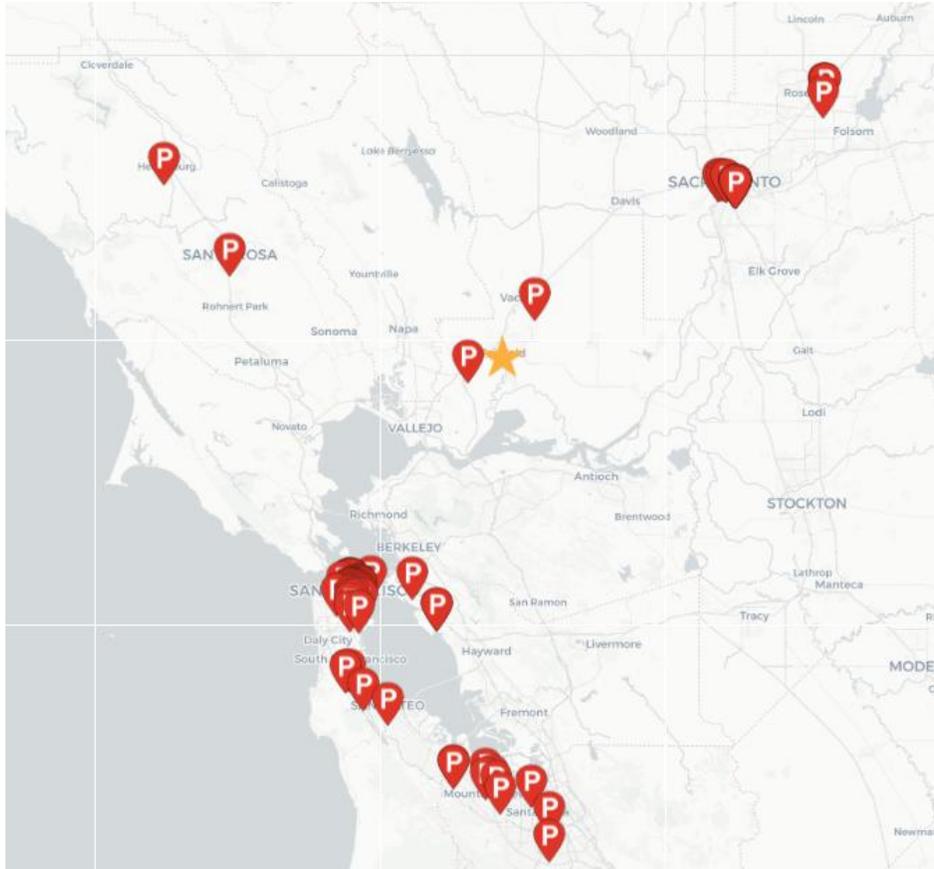


Adam Moriarty
Director
Transportation Services

Local Presence

Since 1984, Propark has built trusted, long-standing partnerships with clients throughout Northern California, including the greater Solano County region. For decades, we have drawn on our deep industry knowledge to deliver exceptional, hospitality-focused parking and transportation services. From advising on municipal and community mobility initiatives to managing daily shuttle and transit operations, our experienced regional team brings valuable local insight and understands how to enhance rider experience while optimizing operational performance.

The map below highlights our presence near Solano County, underscoring our ability to support the Solano Express Community Shuttle with nearby leadership, local staffing resources, and real-time operational responsiveness.



Propark Locations



Solano County, CA

Propark's Presence & Support Near Solano County, CA.

Our Local Presence:

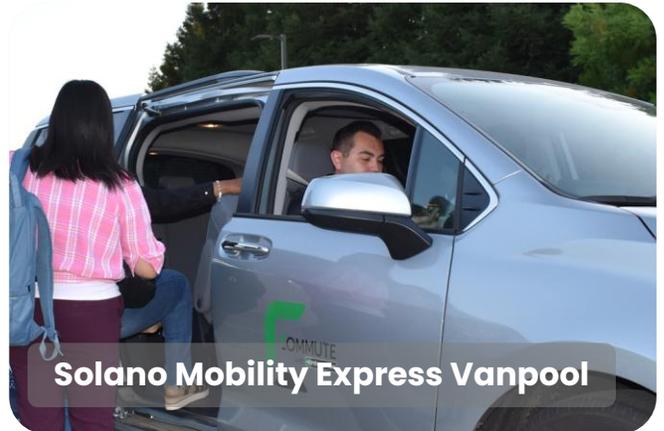
- (1) Executive Vice President
- (1) Senior Vice President
- (2) Regional Vice President
- (3) Regional Managers
- (3) Senior Account Managers
- (12) Account Managers
- (22) Supervisors
- (250) plus Associates
- Ability to flex up & down as needed

Campus and Community Shuttle Experience

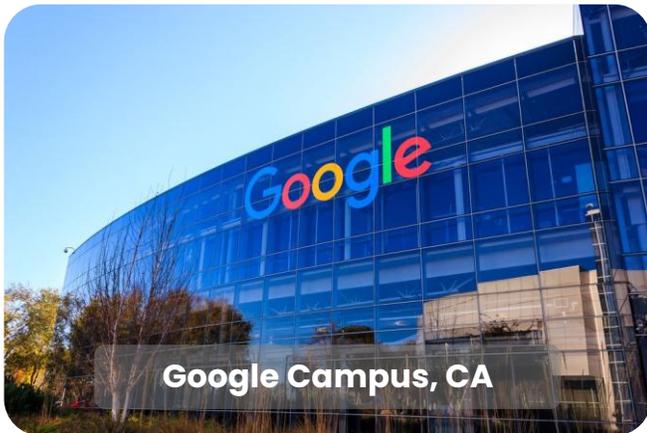
Share Mobility, powered by Propark, have a rich history of delivering exceptional service across various recreational settings. Through innovative technology, customer-centric approaches, and a commitment to excellence, Propark and Share Mobility consistently elevate the standard of service in recreational environments.



Solano Community College



Solano Mobility Express Vanpool



Google Campus, CA



City of Wooster, OH



Riverside Transit, CA



DPW Los Angeles, CA

Financials



Service Option #1

Option 1		
Revenue hours - 9188	Vehicles- Seven - 25 passenger	Hub location- Fairfield
Category	Year one cost	Comment
*Vehicle Maintenance	\$81,832	Provided by STA
Vehicle fuel	\$184,134	Direct pass through to STA
Driver and management	\$792,465	Billed to STA by Propark
SHARE Software Fee	\$21,000	Billed to STA by Propark
Vehicle insurance	\$81,984	Billed to STA by Propark
Samsara in vehicle cameras	\$8400	Billed to STA by Propark
Total cost	\$1,169,815	
*Cost per revenue hour	\$127.31	
*Note: Maintenance costs may increase cost per revenue hour up to an estimated \$3.56/ hr for year two		

Service Option #2

Option 2		
Revenue hours - 7922	Vehicles- Seven - 25 passenger	Hub location- Fairfield
Category	Year one cost	Comment
*Vehicle Maintenance	\$64,496	Provided by STA
Vehicle fuel	\$145,115	Direct pass through to STA
Driver and management	\$683,273	Billed to STA by Propark
SHARE Software Fee	\$21,000	Billed to STA by Propark
Vehicle insurance	\$81,984.00	Billed to STA by Propark
Samsara in vehicle cameras	\$8400.00	Billed to STA by Propark
Total cost	\$1,004,268.00	
*Cost per revenue hour	\$126.76	
*Note: Maintenance costs may increase cost per revenue hour up to an estimated \$3.26/ hr for year two		

Service Option #3

Option 3		
Revenue hours - 9188	Vehicles- <i>*Five - 14 passenger</i> <i>*One- 6 passenger plus wheelchair</i>	Hub location- Dixon
Category	Year one cost	Comment
Vehicle Rental cost-14 passenger	\$142,500	Provided by STA
Vehicle rental cost – Wheelchair vehicle	\$76,800	Provided by STA
Vehicle fuel	\$92,359	Direct pass through to STA
Driver and management	\$790,168	Billed to STA by Propark
SHARE Software fee	\$21,000	Billed to STA by Propark
Vehicle insurance	\$56,664	Billed to STA by Propark
Samsara in vehicle cameras	\$7200	Billed to STA by Propark
Total cost	\$1,186,691	
Cost per revenue hour	\$129.15	

Service Option #4

Option 4		
Revenue hours - 7922	Vehicles- <i>*Five - 14 passenger</i> <i>*One- 6 passenger plus wheelchair</i>	Hub location- Dixon
Category	Year one cost	Comment
Vehicle Rental cost-14 passenger	\$142,500	Provided by STA
Vehicle rental cost – Wheelchair vehicle	\$76,800	Provided by STA
Vehicle fuel	\$74,511	Direct pass through to STA
Driver and management	\$681,292	Billed to STA by Propark
SHARE Software fee	\$21,000	Billed to STA by Propark
Vehicle insurance	\$56,664	Billed to STA by Propark
Samsara in vehicle cameras	\$7200	Billed to STA by Propark
Total cost	\$1,059,967	
Cost per revenue hour	\$133.80	

Operational Plan

Based on the option selected by the Solano Transportation Authority, drivers from Propark Mobility will operate a weekday fixed-route commuter service totaling approximately 31–36 service hours per week.

The route will include scheduled stops in Vacaville, Dixon, Davis, and Sacramento to support regional commuter connectivity.

Vehicle staging and storage will be coordinated in alignment with the Authority's preferred option, with potential locations including Fairfield, Dixon, or Vacaville, California.

Service will be delivered in five structured operating blocks per day, following the schedule provided by the Authority. Daily service will begin as early as 5:38 a.m. and conclude at approximately 7:57 p.m., ensuring coverage across peak commuter periods.

Shuttle Bus Options

15-seat Ford Transit high-roof van equipped with individual bucket seats to maximize passenger comfort. The vehicle will be gasoline-powered and white in color, consistent with a clean and professional fleet appearance.



24-passenger plus 2 ADA seats Ford F-550 Class V bus compliant with FTA and ADA regulations. The vehicle will be gasoline-powered and white in color, consistent with a clean and professional fleet appearance.



Shuttle Services



1 UNION PLACE
HARTFORD, CT 06103
US DOT CT 14762

Shuttle/Transit Services

Propark is dedicated to providing seamless shuttle services. From our experienced Transportation Department and expertly trained drivers to our premier selection of fuel-efficient, ADA-compliant vehicles, we provide safe and reliable transportation for all passengers.

Propark Delivers



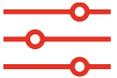
Comprehensive Team Training

Deliver exceptional service with a team that completes comprehensive technical and safety training.



ADA-Compliant Vehicles

Prioritize accessibility for all passengers with a fleet of vehicles equipped with wheelchair ramps and more.



Customizable Solutions

Tailor transportation solutions with a customized plan that aligns with your objectives and requirements.



Dependable Service

Provide reliable service with our experienced team of drivers and dedicated Transportation Department.



Technology Integration

Streamline operations and optimize safety with integrated technology like real-time GPS tracking and more.



In-house Transportation Team

Our in-house Transportation Department delivers efficient, safe, and compliant fleet operations through a structured system of procedures, training, and technology tailored specifically for our 9-passenger van fleet. While federal compliance standards for light-duty passenger vans are less stringent than for larger commercial shuttles, we voluntarily apply the same rigorous protocols used in shuttle operations. This ensures every aspect of service meets or exceeds industry safety, reliability, and quality expectations.

Our proactive approach covers vehicle management – from preventive maintenance to insurance – as well as driver screening, training, and regulatory oversight. By leveraging real-time tracking and reporting tools, we optimize performance, address issues before they arise, and deliver consistent, high-quality service to our clients and passengers.



Our Team Delivers

- **Standard Operating Procedures (SOP) Training:** Annual production, distribution, and on-site instruction of SOP handbooks, covering both applicable Federal Motor Carrier Safety Regulations (FMCSR) and non-commercial safety protocols tailored for light-duty passenger vans.
- **Driver Training & Compliance:** All van drivers undergo safety training, defensive driving courses, and passenger assistance instruction. Supervisors receive specialized drug and alcohol policy training. Monthly regional calls reinforce compliance and operational best practices.
- **Fleet Management:** Comprehensive oversight of vehicle registrations, insurance, and preventive maintenance. We manage lease agreements, process ownership transfers, and track property and excise taxes to ensure full operational readiness.
- **Driver Qualification & Safety:** Rigorous management of driver qualification files, background checks, and drug/alcohol testing. We maintain detailed safety performance histories to ensure all drivers consistently meet Propark's elevated standards.

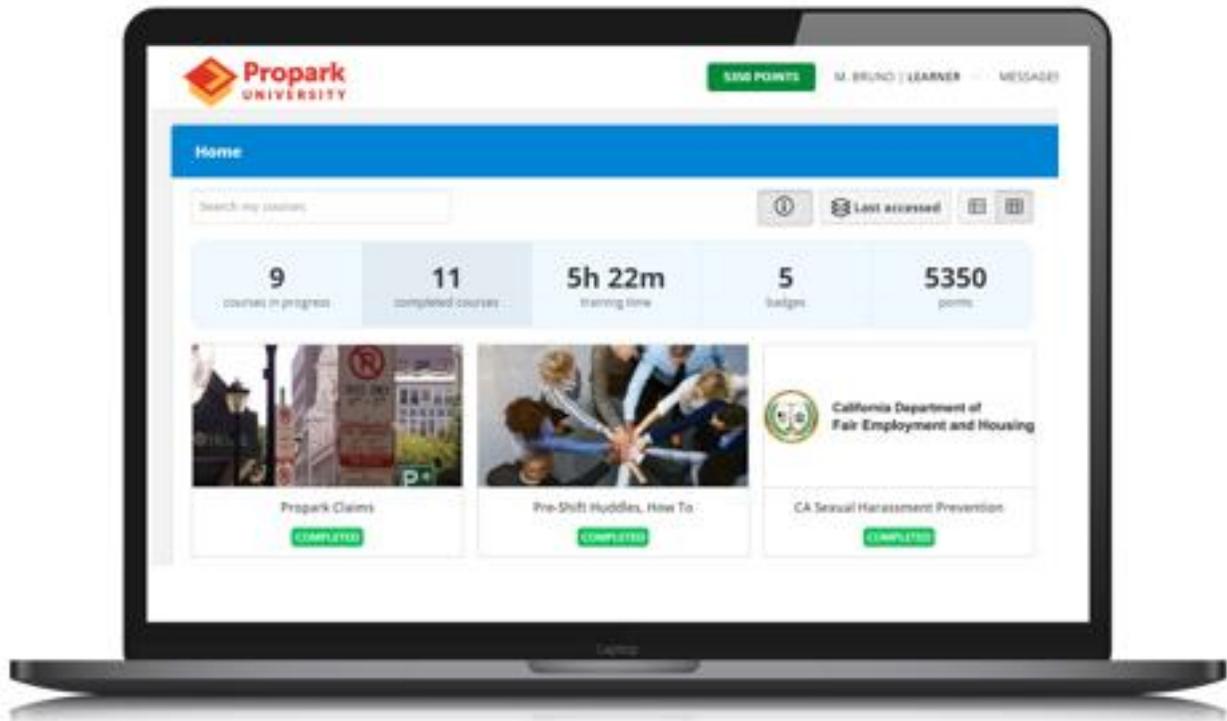


Additional Information



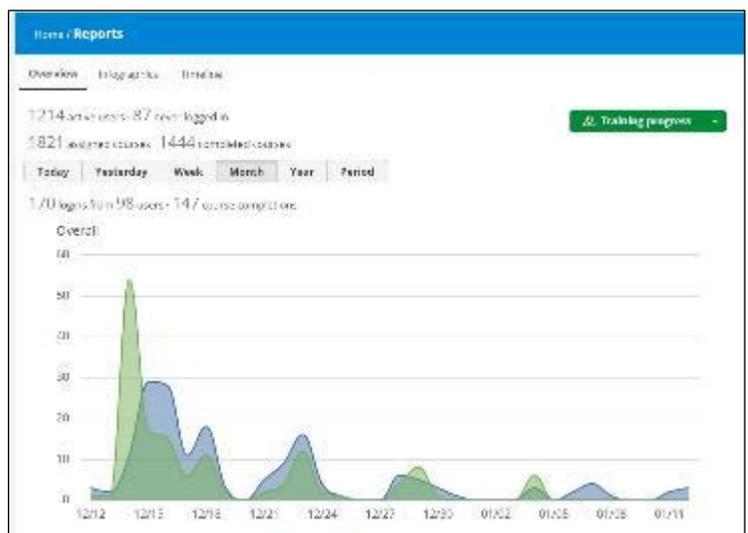
Comprehensive Team Training

Effective team training is vital to stellar customer service, as well. Our proprietary training program, Propark University, is an intuitive, cloud-based learning environment, where team members complete comprehensive courses that prepare them for the field. Through constructive teaching modules and collaborative learning opportunities, our team learns the vital skills they'll need to provide exceptional service.



Sample Modules:

- Arrival Procedures
- Body Language
- De-escalation Training
- Empathy Training
- Safety Culture



Propark University Dashboards

Customer Service Begins with Culture

Propark understands the importance of excellent customer service and recognizes that it starts with a positive company culture. From hiring and training the right candidates to facilitating employee recognition programs, we strive to build a dynamic workplace where team members feel empowered to succeed.

High Retention

In an industry with historically low retention rates, Propark's ability to retain team members reflects our commitment to creating a positive workplace experience.

Propark's valet retention rate

75%

Relationships

Our local leadership team takes a vested interest in our hourly team members, building relationships and creating a network of support.



Recognition

We prioritize the employee experience by celebrating team members through our monthly Circle of Excellence recognition program.

Parking People

Upward Mobility

Propark invests in team members, recognizing their potential and empowering them with growth opportunities across the country.

Selective Hiring &
Hospitality-Based Training

Outstanding Customer Service &
Repeat Clients & Customers

Customer Service

At Propark, we believe that exceptional customer service stems from a culture built on intentional and thoughtful practices. By creating a positive environment, we empower our team to thrive and deliver the outstanding service our clients and customers deserve.

The Equation for The Perfect Service Moment

Hiring & Training



Finding the Right People: Investing time and effort into recruiting individuals who align with our vision and values.

Proprietary Training: Equipping our team members for success through our comprehensive Propark University program.

Leadership & Support



Engaged Leadership: Hands-on leaders are involved at every level of the organization, ensuring our commitment to excellence.

Corporate Support: Back-end teams provide seamless support for the field, so they can focus on delivering excellent service.

Recognize & Celebrate



Celebrating Excellence: Our monthly Circle of Excellence program honors four outstanding individuals for their dedication.

Empowering Our Team: Our culture of appreciation creates an environment where our team feels valued and motivated.

Customer Service in Action

*"My husband has treatment Monday-Friday. Alex was so **kind and attentive from the first day!** He helps my husband get his bag and walker out of the car and helps me get a wheelchair out of the back to carry my bag. **So friendly.** He has **called me by name** since the first day! He always has our car ready when we leave. **He makes a difficult time seem not so bad.** We get to see **our friend Alex** every day. **It makes a huge difference!**"*

Reporting

We believe transparency is vital to success. That's why we've developed a series of communication rhythms and routine reports that keep you up to date with your property's performance. These include:

Weekly Operations Reviews: We establish this weekly rhythm with the appropriate person at property management to ensure you are never more than seven days away from visibility into performance.

Monthly Business Review for Management: These meetings will provide a deeper dive into performance metrics and the specific KPIs we've established with hotel management. To allow for targeted discussions, we will prepare and distribute a monthly operational summary prior to each meeting.

Established parameters may include:

Ridership Reports

Daily, weekly, and monthly summaries of passenger counts by route, time of day, and stop location to track trends and identify peak demand.

On-Time Performance Metrics

Timeliness of departures, arrivals, and total route adherence to monitor service reliability and efficiency.

Maintenance & Safety Logs

Detailed reporting on preventative maintenance, safety inspections, vehicle condition, and incident tracking.

Driver Performance Reports

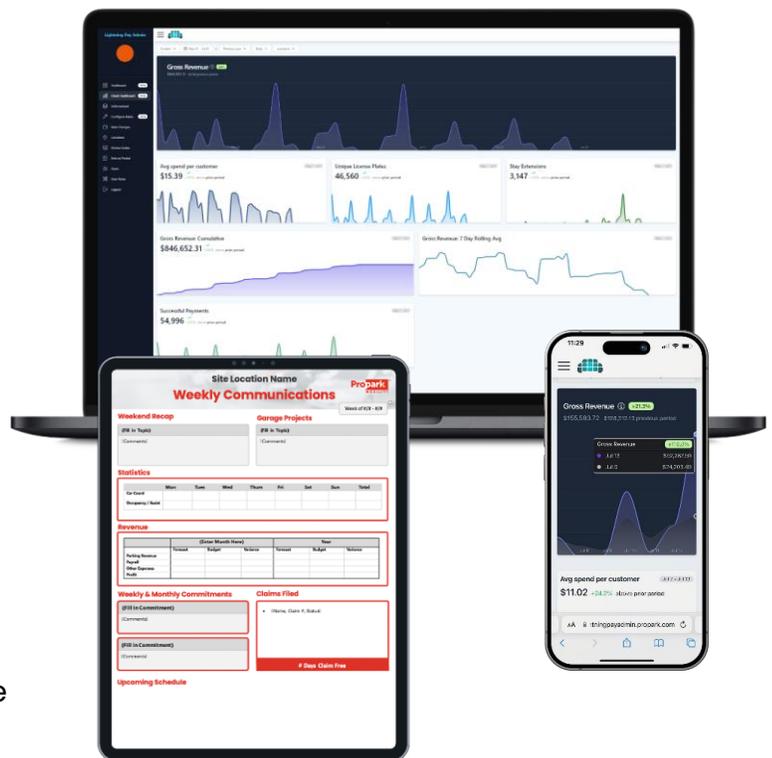
Monitoring of CDL compliance, safety training, route familiarity, and customer service scores.

Fuel & Mileage Tracking

Reports on fuel usage and mileage per vehicle to support sustainability goals and manage operational costs.

Custom Dashboards & KPIs

Customized dashboards and real-time key performance indicators tailored to your operational priorities and stakeholder reporting needs.



Reporting-NDT

National Transit Database (NTD) Reporting Overview

Key Points:

- Propark will provide Solano Transportation Authority all data required for applicable NTD and FTD reporting.
- Financial Data: Complete reporting of funding sources, operating expenses, and capital expenses.
- Operational Data: Accurate tracking and reporting of ridership (UPT), Vehicle Revenue Miles (VRM), and service levels.
- Safety & Security Data: Documentation of incidents, injuries, fatalities, and security events as required.
- Supports funding allocation, performance benchmarking, planning, and public transparency.
- Ensures accurate, timely submission to avoid penalties or risk of funding loss.



SHARE Mobility prides itself on being more than just a professional transportation company. What separates us from competitors other than our software is the value of a SHARE Mobility Partnership

Real-time tracking of each vehicle:

- Real-time visibility into the vehicle's location
- Riders can view when the vehicle is about to arrive at the pickup point and ensure they are at the correct pickup point

Reporting

- Rider Report (easily track how many rides each rider takes)
- No show report
- KPI's (Carbon Emissions, Route Information & Analytics, Rider Data)
- Vehicle and rider safety reporting
- Over 100 reporting capabilities

Service Performance Metrics:

- As a data-driven technology company, we pride ourselves on our ability to provide our customers with the data they need to track and measure the performance and success of their programs.
- Your personal account manager will analyze the data to ensure your programs have the best possible optimization and efficiency

Vehicles

- Each vehicle will include a Samsara Device for real time tracking of the vehicle and visibility into the drivers performance (reports of each trip can be viewed to ensure drivers are not driving erratically, staying on the designated route, and driving the speed limit)
- Before and after each trip a full vehicle pre and post safety inspection is performed and logged into the software.
- Cameras will capture video and audio of the inside and outside of the vehicle.



Uniforms

Style and Substance

Propark will work closely with Solano Transportation Authority to provide a uniform package that seamlessly embodies your brand.

We have included a sampling of our standard Graphite Uniform Package here.



Consistent Brand Standard Reviews

To ensure ongoing success, Propark works closely with you to create a tailored Brand Standard Review (BSR) that seamlessly integrates your brand standards with ours, clearly defining employee expectations.

Using this BSR as a foundation, we train our team to ensure they understand their responsibilities and prioritize key actions. We then lead the team in consistently executing and upholding each standard, regularly conducting reviews through the iAuditor digital platform. This provides vital visibility and insights, allowing us to measure performance, identify growth opportunities, and make necessary adjustments to continuously improve results.

1 Collaborative Setup

We will merge your brand standards with ours to create a customized BSR that outlines employee expectations.

2 Clarify Expectations

We teach these brand standards to our team members, ensuring they understand responsibilities and prioritize action items.

3 Execute Action

With expectations and brand standards clearly defined, we lead the team and continuously put each item into practice.

4 Measure & Adjust

We conduct BSRs regularly to evaluate performance, identify growth opportunities, and implement necessary adjustments.



Commitment to Sustainability



People, Planet, Profit

Propark Mobility strives to bring sustainable practices to everything we do because our parking management model is built on the three Ps: People, Planet, and Profit. In our sustainability efforts, we created the Green Parking Council, which later became Parksmart, the world's only certification system for parking operations. Backed by this experience, we offer unparalleled expertise in enhancing the sustainability of your parking assets.



Green Parking Initiatives

- John Schmid, founder of Propark, also founder and chairman of Green Parking Council, now known as Parksmart.
- Canopy Airport Parking is a fully sustainable parking solution in Denver, CO and is Parksmart certified.
- Creators of the JuiceBar EV Charging Stations
- Propark currently has 7 employees who are Parksmart advisors.
- 2012 Winner of the NPA Sustainability Project of the Year and IPI's Award of Excellence

Good CARma

Mission Statement: Good CARma strives to uplift communities across the country through partnerships with local organizations, national nonprofits, and grassroots initiatives that drive meaningful change.



15+ Years
Running

10,000+
Pounds of Food

16,000+
School Supplies

7,500+
Toys



Holiday Party Toy for Boys & Girls Club



Honor Flight for Veterans



Food Drive for Food Banks



Relays & Marathons



Food Drives



Pet Rescue Fundraisers



Toy Drives



School Supply Drives



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Case Study



CASE STUDY

Transforming Traveler Experience: Propark Optimizes Canopy Airport Parking Shuttle Operations

**25% Decrease
in Wait Times**

**56% Boost in
NPS**

**20% Increase in
Fleet Size**

The Challenge

Canopy Airport Parking recognized an opportunity to enhance its shuttle service, particularly during peak travel times. With a steady flow of travelers throughout the day, the facility aimed to reduce shuttle wait times and deliver a seamless transportation experience to and from Denver International Airport. To achieve this, Canopy sought an in-depth operational assessment and a tailored strategy to boost efficiency and strengthen satisfaction.

The Solution

Propark began by conducting a comprehensive onsite assessment of Canopy's shuttle operations, focusing on optimizing service during peak demand. By analyzing traffic patterns, airport schedules, and historical data, Propark developed strategies to streamline routes and minimize travel times. To meet increased demand, Propark expanded Canopy's fleet by 20% and adjusted driver schedules to ensure consistent coverage during high-traffic periods.

The Results

Propark's tailored approach led to a 25% reduction in wait times, helping travelers reach their destinations more efficiently. This success translated into a 56% increase in Canopy's Net Promoter Score (NPS), reflecting heightened customer satisfaction. With the addition of four new shuttles and an optimized schedule, Canopy saw a 20% boost in peak-time shuttle availability, ensuring reliable service with minimal disruptions. Together, these improvements reinforced Canopy's reputation for delivering an exceptional traveler experience.

"Canopy is, hands down, the best option for the frequent traveler. The combination of price, service, and location is unbeatable!" – Sapper Mac, Google Review

Thank you!



William Hines
Senior Vice President
419.279.0029
William.hines@propark.com



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SolTrans Vehicle Replacement Plan

SolTrans Year of Delivery	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Total
SolTrans CNG Bus Replacements	6	4	6	0			5					21
Cost per Bus	\$ 798,531	\$ 788,398	\$ 795,588	\$ 847,995			\$ 868,000					
SolTrans Zero Emission Vehicles					1						4	5
Cost per Bus					\$ 1,100,000			\$ 1,211,000			\$ 1,234,000	
Mid-Life Overhaul								\$ 965,974				
Subtotal Vehicle Cost	\$ 4,791,186	\$ 3,153,593	\$ 4,773,528	\$ -	\$ 1,100,000	\$ -	\$ 4,340,000	\$ -	\$ 965,974	\$ -	\$ 4,936,000	\$ 24,060,281
Funding for SolTrans Procurements												
Prior Year STA Board Commitments												
Federal Earmarks	\$ 1,260,000											\$ 1,260,000
Prop 1B Lifeline + Interest	\$ 475,937	\$ 537,911										\$ 1,013,848
Prop 1B Pop Base + Interest Swapped for TDA	\$ 547,224											\$ 547,224
STA Commitments												\$ -
STAF		\$ -	\$ -			\$ 1,523,500				\$ 965,974		\$ 2,489,474
Local Agencies												\$ -
Dixon						\$ 121,861						\$ 121,861
FAST						\$ 1,630,000		\$ 965,974				\$ 2,595,974
SolTrans Share	\$ 2,508,025	\$ 1,565,821	\$ -	\$ -								\$ 4,073,846
SolTrans Advance		\$ 1,049,861	\$ 4,773,528	\$ -								\$ 5,823,389
Suisun City												\$ -
Vacaville						\$ 1,030,011						\$ 1,030,011
Unincorporated County						\$ 34,628						\$ 34,628
TPI Swap										\$ 1,333,719	\$ 1,333,719	\$ 1,333,719
TIRCP (ZEB) ^l				\$ 1,100,000						\$ 1,594,667	\$ 2,694,667	\$ 2,694,667
LCTOP										\$ 600,000	\$ 600,000	\$ 600,000
HVIP										\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Federal BIL ^h										\$ -	\$ -	\$ -
Other Uncommitted: LCTOP, FTA, AQMD												\$ -
Subtotal SolTrans Funding	\$ 4,791,186	\$ 3,153,593	\$ 4,773,528	\$ -	\$ 1,100,000	\$ -	\$ 4,340,000	\$ -	\$ 965,974	\$ -	\$ 6,494,360	\$ 25,618,641
Annual Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,558,360	\$ -
Cumulative Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,558,360	\$ -

Notes:

Delivery of second round of SolTrans vehicle replacements starts in FY 2028-29 (based on 12 year useful life). New Funding Plan to be developed in future years.

a: Plan shows Year of Delivery for cash flow purposes; programming for these expenditures would be needed two years prior to the year of delivery.

b: Cost per bus based on actuals or from Dec. 2021 purchase order from SolTrans. Future costs from MTC Bus-Van Pricelist. FY23-24 tranche of 4 electric buses planned for Yellow Line. Future electric buses planned for Green Line shown in "Future" column for information purposes; timing of acquisitions TBD.

c: STA Board approved Prop 1B and STAF funding on Feb. 13, 2013. In April 2017, SolTrans requested to swap \$2,360,208 (plus interest earnings) in TDA funds for the Prop 1B Population funds held by FAST.

d: STA is committed to providing its contribution from a combination of STAF and other funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the commitment is met. Funding includes \$1,461,175 STAF approved by the STA Board in June 2018, which is planned to be swapped with future CMAQ funds for the VTC York Street project. Plan adopted by STA in September 2019 showed \$681,000 in STAF for the SolTrans procurement in FY16-17, but this source was not used. In December 2021, \$5 million in STAF reserved for bus purchases. As of February 2022, \$2 million transitional cost requested from MTC would be funded with STAF, leaving \$3 million for SolanoExpress bus purchases. STAF would be reduced if other sources exceed total cost.

e: Fairfield Transit has a credit of \$292,500 to their outstanding bus replacement plan contribution, per agreement on Solano Express one-time transition costs. Credit applied to total obligation of \$4,449,021 (from plan approved by STA on May 10, 2017) for revised obligation of \$4,156,521. FAST has paid \$1,560,547 of total obligation, leaving an unpaid balance of \$2,595,974. STAF for Fairfield's one-time transition costs of \$888,269 for SolanoExpress not included as a portion of the Fairfield obligation to the intercity bus replacement plan, per request from Fairfield on 8-Sep-22. FAST is working with FTA to enable SolTrans to access \$1,376,989 FTA 5339 grant for portion of FY22-23 funding; balance of \$253,011 planned to be TDA (following execution of funding agreement with STA and City of Fairfield).

f: SolTrans identified Federal and local funds to complete the purchase of 16 vehicles through FY18-19, which exceeded their share of the overall funding. Other funding agencies are to reimburse SolTrans with local funds over five years, as shown in the "SolTrans Repayment" cash flow. In September 2019, the STA Board approved a revised bus replacement plan to add four more CNG vehicles. (SolTrans would have initially provided funding for two buses, and STA would provide funding for two buses. STA would reimburse SolTrans for one bus.) Due to the pandemic, SolTrans postponed the procurement of the 4 vehicles.

g: In FY 2022-23, Suisun City separated from FAST for transit services. Suisun City share calculated separately for completion of electric fleet acquisition starting in FY23-24.

h: In March 2017, STA requested \$333,719 in Transit Performance Initiative Funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested \$1 million in TPI funds to swap with STAF for the Fairgrounds project. FAST was to place the TPI funds in an upcoming FTA grant. As of December 2021, FAST will not be purchasing additional vehicles, so funds moved to SolTrans purchases. If necessary, SolTrans may use TPI for local fleet and substitute TDA for SolanoExpress, in order to use funds before they expire.

i: State Transit and Intercity Rail Capital Program (TIRCP) awarded \$2,663,000 to STA for SolanoExpress electrification. SolTrans authorized procurement of 1 BYD C10M electric vehicle in September 2020. Estimated additional \$900,000 available for future electric bus purchases (as of Dec. 1, 2021) due to savings on other TIRCP award elements. STA to request that balance of TIRCP be used for FY23-24 electric bus purchases or electrification infrastructure. \$500,000 in redirected funds from FAST infrastructure to vehicle purchases included in FY22-23.

j: In February 2022, STA Board calendar includes action to allocate 100% Solano County FY 2021-22 LCTOP Population Based Funds (\$1.019m) to SolTrans for electrification of the Solano Express fleet; SolTrans to use for infrastructure costs. Use of future LCTOP subject to discussion with funding partners.

k: Federal BIL includes Community Project funding request through two congressional offices, which was awarded to SolTrans.

l: Annual balance shown in FY23-24 is a contingency fund for bus price increases. MTC is in discussions related to changes to vehicle prices in the Bus Van Pricelist.

Solano County Intercity Bus Fleet Replacement Plan

DRAFT

Attachment F

Approved by STA Board:

Prepared by NWC Partners 6-Feb-26

SolTrans Vehicle Replacement Plan

SolTrans Year of Delivery	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	Total
SolTrans CNG Bus Replacements	6	4	6	0			5							21
Cost per Bus	\$ 798,531	\$ 788,398	\$ 795,588	\$ 847,995			\$ 868,000							
SolTrans Zero Emission Vehicles					1						0		3	4
Cost per Bus					\$ 1,100,000						\$ 1,234,000		\$ 1,234,000	
SolTrans Micro Transit Buses										7				7
Cost per Bus										\$ 240,000				
Mid-Life Overhaul									\$ 965,974					
Subtotal Vehicle Cost	\$ 4,791,186	\$ 3,153,593	\$ 4,773,528	\$ -	\$ 1,100,000	\$ -	\$ 4,340,000	\$ -	\$ 965,974	\$ 1,680,000	\$ -	\$ -	\$ 3,702,000	\$ 24,506,281
Funding for SolTrans Procurements														
Prior Year STA Board Commitments														
Federal Earmarks	\$ 1,260,000													\$ 1,260,000
Prop 1B Lifeline + Interest	\$ 475,937	\$ 537,911												\$ 1,013,848
Prop 1B Pop Base + Interest														
Swapped for TDA	\$ 547,224													\$ 547,224
STA Commitments														\$ -
STAF		\$ -		\$ -			\$ 1,523,500			\$ 965,974				\$ 2,489,474
Local Agencies														\$ -
Dixon							\$ 121,861							\$ 121,861
FAST							\$ 1,630,000		\$ 965,974					\$ 2,595,974
SolTrans Share	\$ 2,508,025	\$ 1,565,821		\$ -										\$ 4,073,846
SolTrans Advance		\$ 1,049,861	\$ 4,773,528	\$ -										\$ 5,823,389
Suisun City														\$ -
Vacaville							\$ 1,030,011							\$ 1,030,011
Unincorporated County							\$ 34,628			\$ 714,026				\$ 748,654
TPI Swap													\$ 1,333,719	\$ 1,333,719
TIRCP (ZEB) ¹				\$ 1,100,000										\$ 1,100,000
LCTOP														\$ -
HVIP													\$ -450,000	\$ 450,000
Federal BIL ^k													\$ 2,000,000	\$ 2,000,000
Other Uncommitted: LCTOP, FTA, AQMD														\$ -
Subtotal SolTrans Funding	\$ 4,791,186	\$ 3,153,593	\$ 4,773,528	\$ -	\$ 1,100,000	\$ -	\$ 4,340,000	\$ -	\$ 965,974	\$ 1,680,000	\$ -	\$ -	\$ 3,783,719	\$ 24,588,000
Annual Balance ^l	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,719	\$ 81,719
Cumulative Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,719	\$ 81,719

Notes:

- Delivery of second round of SolTrans vehicle replacements starts in FY 2028-29 (based on 12 year useful life). New Funding Plan to be developed in future years based on available technology, cost, and funding.
- a: Plan shows Year of Delivery for cash flow purposes; programming for these expenditures would be needed two years prior to the year of delivery.
- b: Cost per bus based on actuals or from Dec. 2021 purchase order from SolTrans. Future costs from MTC Bus-Van Pricelist. FY23-24 tranche of \$4 electric buses planned for Yellow Line. Future electric buses shown in FY28-29 column for information purposes; timing of acquisitions TBD.
- c: STA Board approved Prop 1B and STAF funding on Feb. 13, 2013. In April 2017, SolTrans requested to swap \$2,360,208 (plus interest earnings) in TDA funds for the Prop 1B Population funds held by FAST.
- d: STA is committed to providing its contribution from a combination of STAF and other funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the commitment is met. Funding includes \$1,461,175 STAF approved by the STA Board in June 2018, which is planned to be swapped with future CMAQ funds for the VTC York Street project. Plan adopted by STA in September 2019 showed \$681,000 in STAF for the SolTrans procurement in FY16-17, but this source was not used. In December 2021, \$5 million in STAF reserved for bus purchases. As of February 2022, \$2 million transitional cost requested from MTC would be funded with STAF, leaving \$3 million for SolanoExpress bus purchases. STAF would be reduced if other sources exceed total cost.
- e: Fairfield Transit has a credit of \$292,500 to their outstanding bus replacement plan contribution, per agreement on Solano Express one-time transition costs. Credit applied to total obligation of \$4,449,021 (from plan approved by STA on May 10, 2017) for revised obligation of \$4,156,521. FAST has paid \$1,560,547 of total obligation, leaving an unpaid balance of \$2,595,974. STAF for Fairfield's one-time transition costs of \$888,269 for SolanoExpress not included as a portion of the Fairfield obligation to the intercity bus replacement plan, per request from Fairfield on 8-Sep-22. FAST is working with FTA to enable SolTrans to access \$1,376,989 FTA 5339 grant for portion of FY22-23 funding; balance of \$253,011 planned to be TDA (following execution of funding agreement with STA and City of Fairfield).
- f: SolTrans identified Federal and local funds to complete the purchase of 16 vehicles through FY18-19, which exceeded their share of the overall funding. Other funding agencies are to reimburse SolTrans with local funds over five years, as shown in the "SolTrans Repayment" cash flow. In September 2019, the STA Board approved a revised bus replacement plan to add four more CNG vehicles. (SolTrans would have initially provided funding for two buses, and STA would provide funding for two buses. STA would reimburse SolTrans for one bus.) Due to the pandemic, SolTrans postponed the procurement of the 4 vehicles.
- g: In FY 2022-23, Suisun City separated from FAST for transit services. Suisun City share calculated separately for completion of electric fleet acquisition starting in FY23-24.
- h: In March 2017, STA requested \$333,719 in Transit Performance Initiative funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested \$1 million in TPI funds to swap with STAF for the Fairgrounds project. FAST was to place the TPI funds in an upcoming FTA grant. As of December 2021, FAST will not be purchasing additional vehicles, so funds moved to SolTrans purchases. If necessary, SolTrans may use TPI for local fleet and substitute TDA for SolanoExpress, in order to use funds before they expire.
- i: State Transit and Intercity Rail Capital Program (TIRCP) awarded \$2,663,000 to STA for SolanoExpress electrification. SolTrans authorized procurement of 1 BYD C10M electric vehicle in September 2020. Balance of award was rescinded.
- j: In February 2022, STA Board calendar includes action to allocate 100% Solano County FY 2021-22 LCTOP Population Based Funds (\$1.019m) to SolTrans for electrification of the Solano Express fleet; SolTrans to use for infrastructure costs. Use of future LCTOP subject to discussion with funding partners.
- k: Federal BIL includes Community Project funding request through two congressional offices, which was awarded to SolTrans.
- l: Annual balance shown in FY28-29 is a contingency fund for bus price increases. MTC is in discussions related to changes to vehicle prices in the Bus Van Pricelist.



DATE: January 15, 2026
TO: STA Board
FROM: Jasper Alve, Senior Project Manager
RE: Regional Transportation Impact Fee – Fiscal Year 2025-26 1st Quarter Report

Background:

The STA and the County of Solano coordinate with all seven cities on the collection and management of the Regional Transportation Impact Fee (RTIF) Program, which is a transportation component of the County’s Public Facilities Fee (PFF) Program. The County Board of Supervisors approved the RTIF Program as part of the PFF Program on December 3, 2013. The RTIF collection formally began on February 3, 2014.

The RTIF Program collects impact fees in the County from five geographic RTIF districts as shown in Attachment A. Each district is governed by a working group. These working groups, which are comprised of City and County staff, make recommendations to the STA Board for projects to be funded with revenue from the RTIF. RTIF revenues are distributed to the five geographic districts, as well as two additional districts that are specifically for regional transit and county road improvements. The transit working group is comprised of local transit operator staff, while the county road improvements working group is comprised only of staff from the County. The working groups are required to meet at least once a year.

Assembly Bill 1600, otherwise known as the Mitigation Fee Act, requires the County to update the Nexus Study of the PFF Program every five years. The most recent update to this Study was completed in April of 2019. Included in this update was a recommendation presented by County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE). This increase to \$2,500 per DUE was projected to raise the average annual revenue of the RTIF from \$1.2 million to over \$2 million per year. The County of Solano, in partnership with the seven cities in the County, approved the new RTIF fee schedule, which went into effect starting on October 6, 2019. Since the RTIF Program was established in 2013, the RTIF Program has generated a total of \$27.827 million in revenue.

Discussion:

RTIF Revenues for 1ST Quarter of FY 2025-26

The total revenue collected for the first quarter was \$467,836. District 1 making up the Jepson Parkway Corridor comprising of the County of Solano and Cities of Fairfield and Vacaville generated 77 percent of the revenue equivalent to \$353,781. Attachment A illustrates the distribution of the revenue per district, as well as uncommitted funding.

The amount of uncommitted RTIF funding to date is equivalent to \$882,048. The majority of the uncommitted funding totaling \$470,559 comes from the State Route (SR) 12 Corridor (District 2), which is comprised of the following jurisdictions: County of Solano and Cities of Fairfield, Rio Vista, and Suisun City. This is followed by District 5, comprising of the City of Dixon and County of Solano, for the SR 113 Corridor with uncommitted RTIF funds totaling \$291,975. Meanwhile, Districts 1 and 7 have committed all of the RTIF revenue generated.

Currently, a total of \$21.816 million in RTIF funds have been committed to various eligible projects. This amount is equivalent to around 99 percent of the unexpended revenue generated. STA staff will reach out to project sponsors in the coming weeks to discuss project schedule and expenditure plan.

This item went to the STA TAC at its meeting on January 28, 2026 as informational, discussion.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Fiscal Year 2025-26 First Quarter RTIF Revenue Summary by District

Attachment A: Fiscal Year 2025-26 First Quarter RTIF Revenue Summary by District

1st Quarter RTIF Revenue Fiscal Year 2025-26				
Total Q1 Revenue	\$	467,837		
STA Admin (2%)	\$	9,357		
Balance	\$	458,480		
RTIF District	Revenue Distribution	Percent	Uncommitted Funds	Percent
District 1: Jepson Corridor	\$353,781	77.16%	\$0	
District 2: SR 12 Corridor	\$7,139	1.56%	\$470,560	53.35%
District 3: South County	\$293	0.06%	\$4,537	0.51%
District 4: Central County	\$5,954	1.30%	\$9,570	1.08%
District 5: SR 113	\$45,465	9.92%	\$291,975	33.10%
District 6: Transit (5%)	\$22,924	5.00%	\$105,404	11.95%
District 7: County Road (5%)	\$22,924	5.00%	\$0	
Total	\$458,480	100%	\$882,046	100%

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DATE: February 26, 2026
TO: STA Board
FROM: Amy Antunano, Program Manager- Safe Routes to School
Robert Guerrero, Deputy Executive Director/Director of Planning
RE: STA Policy for Allocating Public Funding for Safe Routes to Schools to
Benefit Private Schools Students

Background:

The Solano Transportation Authority's Safe Routes to School (SR2S) Program provides countywide education, encouragement, engineering support, and community engagement to improve safety for students walking and bicycling to and from school. SR2S initiatives are designed to benefit all students, regardless of school type, by promoting safe and healthy transportation options, reducing congestion around campuses, and creating safer neighborhoods.

At the December 2025 STA Board meeting, questions were raised regarding how SR2S resources are allocated between public and private schools. This discussion emerged during the appointment process for an SR2S Advisory Committee seat, when concerns were expressed about whether a charter school representative might influence program funding away from traditional public schools.

This item was scheduled to be presented at the February 11, 2026, meeting but was rescheduled for discussion at the STA March 11, 2026, Board meeting.

Discussion:

SR2S programming is offered countywide and includes safety education presentations, bicycle repair events, bike skills and rodeo trainings, walk audits, and community engagement activities. These services are available to all schools, including public, charter, and private, based on school requests, readiness, and available program capacity. The SR2S Program also administers limited Micro-Grants for small-scale safety improvements, funded through public, state, and federal sources that require clear public benefit. As part of the program's equity commitment, Title I schools are prioritized to ensure resources reach communities with the greatest need. Most requests for SR2S services come from public schools. Only a small number of private charter schools take part.

Although private schools are eligible for SR2S services, participation has historically been minimal. Of the 132 public schools in Solano County, SR2S currently serves 71, along with three parochial schools that request limited programming, as shown in Attachment A. These campuses typically participate in assemblies or Walk & Roll events. Of the 44 Micro-Grants awarded to date, only one has been issued to a private school, along with three grants awarded to public charter schools. These allocations are detailed in Attachment B.

Lastly, SR2S staff acknowledges that a clerical error appeared in the December 10, 2025, staff report, where the term "School District Representative" was mistakenly used in place of the

correct designation, “School Representative.” For transparency, the SR2S Advisory Committee bylaws are provided in Attachment C. The Advisory Committee intentionally uses broader terms such as “School Representative” to remain inclusive and avoid discouraging interested participants, particularly given the challenge of filling advisory roles.

Fiscal Impact:

None at this time. Funding for the STA’s Safe Routes to School Program is provided through the Metropolitan Transportation Commission’s (MTC), One Bay Area Grant (OBAG) and The Office of Traffic and Safety (OTS) grants, Transportation Development Act Article 3 (bicycle/ped funding), Bay Area Air Quality Management District (BAAQMD)and Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Fund.

Recommendation:

Informational.

Attachments:

- A. Safe Routes to School Participation List
- B. Safe Routes to School Microgrant Allocation List
- C. 2025 Safe Routes to School Advisory Committee Bylaws

FAIRFIELD & SUISUN CITY UNIFIED SCHOOL DISTRICT

	T1	DIST.	GRADES	SCHOOL	Participation
1	<input checked="" type="checkbox"/>	FSUSD	K-5	Anna Kyle Elementary	
2	<input checked="" type="checkbox"/>	FSUSD	9-12	Armijo High	x
3	<input type="checkbox"/>	FSUSD	TK/6-8	B. Gale Wilson Middle	x
4	<input checked="" type="checkbox"/>	FSUSD	TK-5	Cleo Gordon Elementary	
5	<input type="checkbox"/>	FSUSD	TK-5	Cordelia Hills Elementary	x
6	<input type="checkbox"/>	FSUSD	TK-5	Crescent Elementary	x
7	<input checked="" type="checkbox"/>	FSUSD	6-8	Crystal Middle	x
8	<input type="checkbox"/>	FSUSD	TK-8	Dan O. Root Elementary	x
9	<input checked="" type="checkbox"/>	FSUSD	K-8	David Weir Preparatory Academy	x
10	<input checked="" type="checkbox"/>	FSUSD	TK-5	Dover Elementary	x
11	<input type="checkbox"/>	FSUSD	9-12	Early College High	x
12	<input type="checkbox"/>	FSUSD	9-12	Fairfield High	x
13	<input checked="" type="checkbox"/>	FSUSD	TK-5	Fairview Elementary	x
14	<input checked="" type="checkbox"/>	FSUSD	6-8	Grange Middle	
15	<input type="checkbox"/>	FSUSD	6-8	Green Valley Middle	x
16	<input type="checkbox"/>	FSUSD	K-12	H. Glen Richardson	
17	<input type="checkbox"/>	FSUSD	K-5	KI Jones Elementary	x
18	<input type="checkbox"/>	FSUSD	TK-5	Laurel Creek Elementary	x
19	<input type="checkbox"/>	FSUSD	P	Mary Bird Early Childhood	
20	<input checked="" type="checkbox"/>	FSUSD	6-8	Matt Garcia Career & College	
21	<input type="checkbox"/>	FSUSD	TK-5	Nelda Mundy Elementary	x
22	<input type="checkbox"/>	FSUSD	TK-8	Oakbrook Academy	x
23	<input type="checkbox"/>	FSUSD	5-12	Public Safety Academy	
24	<input type="checkbox"/>	FSUSD	9-12	Rodriguez High	x
25	<input type="checkbox"/>	FSUSD	TK-5	Rolling Hills Elementary	x
26	<input checked="" type="checkbox"/>	FSUSD	10-12	Sam Yeto Continuation	
27	<input checked="" type="checkbox"/>	FSUSD	K-8	Sheldon Academy	x
28	<input type="checkbox"/>	FSUSD	TK-5	Suisun Elementary	x
29	<input type="checkbox"/>	FSUSD	K-8	Suisun Valley	
30	<input type="checkbox"/>	FSUSD	TK-5	Sullivan Language Academy	
31	<input checked="" type="checkbox"/>	FSUSD	TK-5	Tolenas Elementary	
32	<input type="checkbox"/>	FSUSD	K-8	Virtual Academy	

FAIRFIELD PRIVATE SCHOOLS

	T1	DIST.	GRADES	SCHOOL	Participation
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* T1- Title One Schools

1		PRIVATE	K-12	Fairfield Christian	
2		PRIVATE	K-8	Holy Spirit	
3		PRIVATE	K-12	Sierra School of Solano	
4		PRIVATE	P-8	Solano Christian Academy	
5		PRIVATE	K-12	Spectrum Center	

VACAVILLE UNIFIED SCHOOL DISTRICT

	T1	DIST.	GRADES	SCHOOL	Participation
1	<input type="checkbox"/>	VUSD	K-6	Alamo Elementary	x
2	<input type="checkbox"/>	VUSD	K-6	Browns Valley Elementary	x
3	<input type="checkbox"/>	VUSD	K-6	Cooper Elementary	x
4	<input checked="" type="checkbox"/>	VUSD	K-6	Edwin Markham Elementary	x
5	<input checked="" type="checkbox"/>	VUSD	K-6	Eugene Padan Elementary	x
6	<input checked="" type="checkbox"/>	VUSD	TK-6	Fairmont Charter Elementary	x
7	<input checked="" type="checkbox"/>	VUSD	K-6	Hemlock Elementary/ACE	x
8	<input type="checkbox"/>	VUSD	K-6	Jean Callison Elementary	x
9	<input type="checkbox"/>	VUSD	K-6	Orchard Elementary	x
10	<input type="checkbox"/>	VUSD	PS	Shelly Dally Early Learning Village	
11	<input checked="" type="checkbox"/>	VUSD	7-12	Shereene Wilkerson Academy	
12	<input type="checkbox"/>	VUSD	K-8	Sierra Vista Middle	x
13	<input checked="" type="checkbox"/>	VUSD	7-8	Vaca Peña Middle	
14	<input type="checkbox"/>	VUSD	9-12	Vacaville High	
15	<input type="checkbox"/>	VUSD	9-12	Will C. Wood High	x
16	<input type="checkbox"/>	VUSD	7-8	Willis Jepson Middle	

VACAVILLE PUBLIC CHARTER SCHOOLS

	T1	DIST.	GRADES	SCHOOL	Participation
1	<input type="checkbox"/>	VUSD	9-12	Buckingham Collegiate Charter	
2	<input checked="" type="checkbox"/>	VUSD	7-12	Ernest Kimme Charter Academy	
3	<input type="checkbox"/>	VUSD	TK-12	Kairos Public School	x

VACAVILLE PRIVATE SCHOOLS

		DIST.	GRADES	SCHOOL	Participation
1		PRIVATE	K-8	Academy of 21st Century Learning	
2		PRIVATE	K-8	Bethany Lutheran Elementary	
3		PRIVATE	K-8	Notre Dame	
4		PRIVATE	TK-8	Stetson Academy	
5		PRIVATE	K-12	Vacaville Christian	

VALLEJO CITY UNIFIED SCHOOL DISTRICT

	T1	DIST.	GRADES	SCHOOL	Participation
1	<input checked="" type="checkbox"/>	VCUSD	TK-8	Cave Language Academy	
2	<input checked="" type="checkbox"/>	VCUSD	K-5	Cooper Elementary	x
3	<input checked="" type="checkbox"/>	VCUSD	K-5	Dan Mini Elementary	x
4	<input type="checkbox"/>	VCUSD	7-12	Everest Academy	x
5	<input checked="" type="checkbox"/>	VCUSD	K-5	Federal Terrace Elementary	x
6	<input checked="" type="checkbox"/>	VCUSD	K-5	Glen Cove Elementary	x
7	<input checked="" type="checkbox"/>	VCUSD	TK-5	Highland Elementary	x
8	<input checked="" type="checkbox"/>	VCUSD	6-8	Hogan Middle	x
9	<input checked="" type="checkbox"/>	VCUSD	9-12	Jesse Bethel High	
10	<input checked="" type="checkbox"/>	VCUSD	9-12	John Finney Education Complex	x
11	<input checked="" type="checkbox"/>	VCUSD	TK-12	Lincoln Elementary	x
12	<input checked="" type="checkbox"/>	VCUSD	K-5	Patterson Elementary	x
13	<input checked="" type="checkbox"/>	VCUSD	TK-6	Pennycook Elementary	x
14	<input checked="" type="checkbox"/>	VCUSD	K-8	Solano Widenmann Academy	x
15	<input checked="" type="checkbox"/>	VCUSD	K-5	Steffan Manor Elementary	x
16	<input checked="" type="checkbox"/>	VCUSD	9-12	Vallejo High	x
17	<input checked="" type="checkbox"/>	VCUSD	K-5	Warlaw Elementary	x

VALLEJO PUBLIC CHARTER SCHOOLS

	T1	DIST.	GRADES	SCHOOL	Participation
1	<input checked="" type="checkbox"/>	CHARTER	TK-8	Caliber ChangeMakers Academy	
2	<input checked="" type="checkbox"/>	CHARTER	K-12	Elite Public School	
3	<input checked="" type="checkbox"/>	CHARTER	6-12	Griffin Academy High	
5	<input checked="" type="checkbox"/>	CHARTER	9-12	MIT High	
6	<input checked="" type="checkbox"/>	VCUSD	K-8	Vallejo Charter	x

VALLEJO PRIVATE SCHOOLS

		DIST.	GRADES	SCHOOL	Participation
1		PRIVATE	K-12	Innovative Education Vallejo Learning Center	
2		PRIVATE	3-12	JIA Christian Academy	
3		PRIVATE	P-12	North Hills Christian	
4		PRIVATE	K-12	Rising Star SPED Academy	
5		PRIVATE	P-8	St. Basil's	x
6		PRIVATE	P-8	St. Catherine's	
7		PRIVATE	9-12	St. Patrick-St. Vincent Catholic High School	
8		PRIVATE	P-8	Saint Vincent Ferrer	x

BENICIA UNIFIED DISTRICT

	T1	DIST.	GRADES	SCHOOL	Participation
1	<input type="checkbox"/>	BUSD	9-12	Benicia High	x
2	<input type="checkbox"/>	BUSD	6-8	Benicia Middle	x
3	<input type="checkbox"/>	BUSD	TK-5	Joe Henderson Elementary	x
5	<input checked="" type="checkbox"/>	BUSD	TK-5	Mary Farmar Elementary	x
6	<input type="checkbox"/>	BUSD	TK-5	Matthew Turner Elementary	x
7	<input checked="" type="checkbox"/>	BUSD	TK-5	Robert Semple Elementary	x

BENICIA PRIVATE SCHOOLS

		DIST.	GRADES	SCHOOL	Participation
1		PRIVATE	P-8	St. Dominic's	x

DIXON UNIFIED SCHOOL DISTRICT

	T1	DIST.	GRADES	SCHOOL	Participation
1	<input checked="" type="checkbox"/>	DUSD	K-5	Anderson Elementary	x
2	<input type="checkbox"/>	DUSD	9-12	Dixon High	x
3	<input checked="" type="checkbox"/>	DUSD	K-5	Gretchen Higgins Elementary	x
4	<input checked="" type="checkbox"/>	DUSD	6-8	John Knight Middle	x
5	<input type="checkbox"/>	DUSD	10-12	Main Prairie High	x
6	<input checked="" type="checkbox"/>	DUSD	K-5	Tremot Elementary	x

DIXON PUBLIC CHARTER SCHOOLS

	T1	DIST.	GRADES	SCHOOL	Participation
1	<input checked="" type="checkbox"/>	CHARTER	K-8	Dixon Montessori Charter	x

DIXON PRIVATE SCHOOLS

		DIST.	GRADES	SCHOOL	Participation
1		PRIVATE	TK-12	Valley of the Sacred Heart/Chesterton Academy	

TRAVIS UNIFIED SCHOOL DISTRICT

	T1	DIST.	GRADES	SCHOOL	Participation
1	<input type="checkbox"/>	TUSD	K-5	Cambridge Elementary	x
2	<input type="checkbox"/>	TUSD	TK-5	Center Elementary	x
3	<input type="checkbox"/>	TUSD	TK-5	Foxboro Elementary	x
4	<input checked="" type="checkbox"/>	TUSD	6-8	Golden West Middle	x
5	<input type="checkbox"/>	TUSD	P-5	Scandia Elementary	x
6	<input type="checkbox"/>	TUSD	9-12	Travis Education Center	x
7	<input type="checkbox"/>	TUSD	K-5	Travis Elementary	x
8	<input type="checkbox"/>	TUSD	9-12	Vanden High	

RIVER DELTA JOINT UNIFIED SCHOOL DISTRICT (RIO VISTA ONLY)

	T1	DIST.	GRADES	SCHOOL	Participation
1	<input type="checkbox"/>	RDUSD	9-12	Rio Vista High	x
2	<input type="checkbox"/>	RDUSD	TK-6	D.H. White Elementary	x
4	<input type="checkbox"/>	RDUSD	7-8	Riverview Middle	x

SOLANO COUNTY OFFICE OF EDUCATION SCHOOLS

	T1	DIST.	GRADES	SCHOOL	Participation
1	<input checked="" type="checkbox"/>	SCOE	7-12	Evergreen Academy	
2	<input type="checkbox"/>	SCOE	7-12	Golden Hills Education Center	

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Safe Routes to School Microgrant Allocation List

SR2S Micro Grant Cycle 1 (FY 2019-2020)			
Project	Project Description	Funds Awarded	Funding Used
City of Vacaville - Rocky Hill Trail Improvements	Solar lighting, potential Wayfinding signs, Trail signage	\$21,500.00	TDA Article 3
City of Benicia - Ped Scramble Crossing at Benicia High School	RRFB Installation at Military West and Denfield Ave.	\$15,000.00	TDA Article 3
City of Vacaville	Radar Feedback signs-(5) at 3 schools	\$30,000.00	YSAQMD
Sierra Vista K8	Incentive items	\$300.00	YSAQMD
Kairos Public School Academy	safety equipment and incentive items	\$2,500.00	YSAQMD
Everest Academy	School safety equipment	\$600.00	HOV Q1
Riverview MS - RDUSD	Fencing around bike racks, storage containers	\$5,100.00	YSAQMD
Dan Mini Elem - VCUSD	Safety Equipment and walk and bike incentive items. Paddle signs for crosswalks	\$9,163.50	HOV Q1
Vaca Pena MS - VUSD	Skate Board Racks Bicycle Pump	\$4,449.78	YSAQMD
Joe Henderson - BUSD	RRFB at Hastings/Sweetbriar	\$22,490.00	TDA Article 3
Dixon Montessori Charter School	Safety Equipment for new drop off and pick up plan, and walk and bike incentive items.	\$1,500.00	YSAQMD
Browns Valley Elem - VUSD	4 Scooter Racks	\$2,300.00	YSAQMD
Knight MS - DUSD	Bike Racks	\$2,752.82	YSAQMD
Solano-Widenmann K8	Incentive items	\$2,000.00	TDA Article 3
Mary Farmar - BUSD	Improved signage for drop off/pick up procedures	\$1,270.00	TDA Article 3

City of Vallejo - Solano Widenmann Infrastructure Projects	Lighted crosswalk, traffic lights, restriping crosswalk, (additional funds awarded to school for incentives)	\$28,000.00	TDA Article 3
City of Vallejo	Radar Feedback Signs around schools in Vallejo	\$10,000.00	TDA Article 3
SR2S Micro Grant Cycle 2 (FY 2021-2022)			
Project	Project Description	Funds Awarded	Funding Used
Bike Vallejo	Bike Routes to Schools, signage and incentives	\$2,000.00	TDA Article 3
City of Benicia	Crossing Improvements - RRFB	\$30,000.00	TDA Article 3
City of Vacaville	6 total - 5 Schools: Radar Feedback signage, walk/bike safety or analysis equipment	\$15,000.00	YSAQMD
Cooper Elementary	Walk and Bike Program Incentives	\$3,500.00	YSAQMD
Dan Mini Elementary	Ped, Bike and Safety improvements	\$3,500.00	TDA Article 3
David Weir Elementary School	Pedometers, incentives, helmets, safety equipment for drop-off/pick-up, signs	\$1,500.00	TDA Article 3
DH White Elementary School	Walk and bike incentives, bike helmets and locks, safety equipment	\$4,180.00	YSAQMD
Dixon Montessori Charter School	Bike safety equipment, Scooter Racks	\$3,500.00	YSAQMD
Fairmont Charter	Safety equipment, incentives	\$585.00	YSAQMD
Knight Middle School	Skateboard and Scooter Racks	\$3,400.00	YSAQMD

Mare Island Health and Fitness Academy	Bike racks, walk and bike incentives, bike locks, helmets, hand held stop sign	\$2,500.00	TDA Article 3
St. Basil School	Sidewalk improvements -	\$3,850.00	TDA Article 3
Loma Vista Elementary School	Striping, bike lanes, school zone signs, crosswalk improvement (this street is owned by VCUSD)	\$30,000.00	TDA Article 3
City of Vallejo	Mid Block crossing improvements - RRFB and bulbouts, possibly 2nd location - Elliot/Dillon Drives	\$25,000.00	TDA Article 3

SR2S Micro Grant Cycle 3 (FY 2023-2024)

Project	Project Description	Funds Awarded	Funding Used
City of Benicia	RE: Drolette Way and Corrigan Court. Replace 2 existing and non-compliant ADA curb ramps with a hi-vis crosswalk.	\$30,000.00	TDA Article 3
City of Fairfield	RE: Cordelia Hills ES & GVMS Crosswalk improvements: ladder detail and updated stop signs. RE: Sullivan MS RRFB and crosswalk updates @ Union Ave and Pear Tree Lane RE: Laurel Creek Park Trail/ES Crosswalk addition @ Cement Hill Road. With ladder detail, updated ADA rmaps, and RRFB installation.	\$30,000.00	TDA Article 3

City of Vacaville	RRFBs @ Youngsdale Drive (Foxboro ES), N. Orchard Ave (Orchard ES), Ulatis Drive and Mills Roads, Ulatis Drive and Stoneybrook Lane (Cooper ES)	\$30,000.00	TDA Article 3
City of Vallejo	Traffic calming @ Nebraska	\$30,000.00	TDA Article 3
Dan Mini Elementary School	Bike program materials	\$4,800.00	TDA Article 3
City of Rio Vista	Radar feedback signs and flashing stop signs along Elm Way servicing DH White Elementary	\$17,359.00	TDA Article 3
Fairview Elementary School	Safety equipment for traffic calming	\$1,500.00	TDA Article 3
FSUSD	RE: Laurel Creek ES RRFB @ Gulf Drive and Peppertree Drive RE: Sheldon Academy RRFB @ the crosswalk on Woolner Ave closest to Allan Witt Park RE: Anna Kyle ES RRFB @ Kidder Ave and San Mateo St.	\$30,000.00	TDA Article 3
Green Valley Middle School	Safety equipment for traffic calming	\$2,176.11	TDA Article 3
Hogan Middle School	Bike program Materials	\$5,000.00	TDA Article 3
Nelda Mundy Elementary School	Equipment for traffic calming	\$4,000.00	TDA Article 3

Kairos Public School Academy	Equipment for traffic calming	\$5,000.00	TDA Article 3
City of Suisun City	Painting curbs around crosswalks red (AB 413) @ Dan O. Root Elementary, Suisun Elementary, and Crystal Middle Schools	\$17,749.00	TDA Article 3

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SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE BY-LAWS

ARTICLE I

Name of Organization:

The name of this organization shall be the Solano Transportation Authority Safe Routes to School (SR2S) Advisory Committee (AC), hereafter called the SR2S-AC.

ARTICLE II

Authorizing Agency:

The Solano Transportation Authority (STA), as the Congestion Management Agency (CMA) of Solano County, authorizes the establishment of the SR2S-AC and shall approve all appointments to the SR2S-AC, the SR2S-AC by-laws, and all amendments to the SR2S-AC by-laws.

ARTICLE III

Purpose:

Section 1: Duties/Responsibilities

The SR2S-AC shall act to advise the STA on the development of projects and programs in the categories of Education, Encouragement, Enforcement, Engineering, and Evaluation to promote healthy and safe alternative modes of travel.

The SR2S-AC shall review and prioritize SR2S projects and participate in the development, review and implementation of the Countywide SR2S Plan.

Additionally, SR2S-AC will participate in the review of future countywide and city general plans, plans for new schools and specific plans for new developments and may provide comments and/or recommendations to decision makers regarding these plans.

Section 2: Review Process

The SR2S-AC review process shall ensure that SR2S projects within the seven (7) Cities (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo), the County of Solano, and School Districts Countywide continue to promote the primary goal of the program to encourage walking and bicycling to and from school most days of the week; thereby reducing motor vehicle trips, reducing motor vehicle congestion, increasing carpooling, increasing safety, and improving health and air quality benefits.

ARTICLE IV

Membership:

Section 1. Representation

The SR2S-AC shall be composed of engineering, school, enforcement, public health, BAC, PAC, and air quality representatives who live or work in the Cities and County of Solano.

The SR2S-AC shall include: two (2) representatives from engineering profession appointed by the STA Technical Advisory Committee (TAC), two (2) from schools, one (1) from law enforcement appointed by Solano County Police Chiefs' Association, one (1) from public health, one (1) STA Bicycle Advisory Committee (BAC), one (1) STA Pedestrian Advisory Committee (PAC), one (1) Member at Large position voted on by the STA Board, and one (1) from air quality for a total membership of ten (10). Members of the SR2S-AC shall be approved by majority vote of the STA Board of Directors. Each representative shall be a member or professional in the category they represent.

Section 2: Voting Members

Voting privileges are vested exclusively in the SR2S-AC members or their alternates. Voting members of the SR2S-AC shall be the aforementioned ten (10) members representing the categories as stated in Article IV, Section 1. Each member of the SR2S-AC shall have one (1) vote.

Section 3: Non-Voting Members

Non-voting members of the SR2S-AC may consist of representatives from each of Solano County's member jurisdiction's planning, law enforcement and public works staff, Solano County Public Health, School District staff and the public at large. Non-voting member may act as an alternate in the absence of a voting member in the same category.

Section 4: Appointments

Appointments to the SR2S-AC shall be derived from a nomination or volunteer from each category group and appointed to the SR2S-AC by the STA Board. Voting members have the option to appoint an alternate within the same category group with no specific jurisdiction requirement. In the event an active voting member is unable to fulfill their duties (e.g. retirement, new position) on the committee, they are requested to nominate a new representative of the same category/group. If said voting member is unable to fill their seat, appointments will be requested through STA's member agencies and forwarded to the STA Board for approval.

Section 5: Vacancies

If and when vacancies occur, they must be filled according to Article IV, Sections 2 and 4.

Section 6: Role of STA Staff

The STA shall, under direction of the STA Board of Directors, provide staff and organizational support to the SR2S-AC.

ARTICLE V

Officers:

Section 1: Elected Officers

The elected officers of the SR2S-AC shall be the Chair and Vice-Chair.

Section 2: Election of Officers

The SR2S-AC shall, at the last meeting of each calendar year, nominate and elect the Chair and the Vice-Chair for one (1) calendar year term. No officer shall serve more than two (2) consecutive terms in a given office.

Section 3: Role of Chair

The Chair shall preside over all SR2S-AC meetings, coordinate the meeting agendas with STA staff, represent the SR2S-AC's actions to appropriate agencies or designate a representative(s) to do so, and have general direction and control over the activities of the SR2S-AC.

Section 4: Role of Vice-Chair

The Vice-Chair shall assist the Chair in the execution of the duties of the Chair office. In the absence of the Chair, the Vice-Chair shall preside over the meetings, and when so acting, shall have all the powers of the Chair.

Section 5: Vacancy in the Office of Chair

In the event of a vacancy in the office of the Chair, the Vice-chair shall be elevated to the office of Chair for the remainder of the calendar year term, and the SR2S-AC shall nominate and elect a new Vice-chair

ARTICLE VI

Meetings:

Section 1: Meetings/Attendance

The SR2S-AC shall hold a regular meeting at least once a calendar year quarter and as necessary to fulfill the mandate of Article III, Sections 1 and 2. Members of the SR2S-AC that do not attend three scheduled meetings in succession and do not contact staff to indicate that they will not be present is considered to be an 'un-contacted absence' which may have their position declared vacant by the STA Board. Absence after contacting staff is considered a 'contacted absence.' Contacted absences and un-contacted absences shall be documented in the minutes of each meeting. If a SR2S-AC member has missed a combination of four contacted and un-contacted absences in any one-year period, he or she will be sent a written notice of intent to declare the position vacant. If there is no adequate response before or at the next scheduled meeting, and based upon a recommendation from the SR2S-AC, the position may be declared vacant by the STA Board.

Section 2: Special Meetings

The SR2S-AC may convene special meetings as necessary to conduct its business.

Section 3: Public Process

All meetings shall be posted public meetings conducted in compliance with the Brown Act.

Section 4: Definition of a Quorum

A quorum shall consist of the majority of the then appointed SR2S-AC members of the engineers, schools, enforcement, public health, BAC, PAC, and air quality seats.

Section 5: Actions

Actions of the SR2S-AC require a quorum and the majority vote of the voting members present.

ARTICLE VII

Subcommittees:

The Chair may establish subcommittees or special task forces when they are deemed necessary to carry out the SR2S-AC's mandate.

ARTICLE VIII

Parliamentary Authority:

The SR2S-AC shall use “Robert’s Rules of Order” as a general guide for meeting procedures when they are consistent with the SR2S-AC by-laws. When applicable and consistent with STA Board policies, the SR2S-AC may use any rules of order the Committee may adopt.

ARTICLE IX

Adoption and Amendments to the By-Laws:

Section 1. Adoption of the SR2S-AC By-laws

Adoption of the SR2S-AC by-laws will be by a majority vote of the STA Board of Directors.

Section 2. Amendments to the SR2S-AC By-laws

The SR2S-AC may take action, by two-thirds vote, to propose amendments to the by-laws at any regular meeting of the SR2S-AC, provided that the amendment has been submitted in writing for the SR2S-AC to review prior to voting. Suggested amendments to the SR2S-AC by-laws by the SR2S-AC shall be forwarded to the STA Board of Directors.

Section 3. Approval of Amendments to SR2S-AC By-laws

Official amendments to the SR2S-AC by-laws will be by a majority vote of the STA Board of Directors.

ARTICLE X

Safe Routes to School Advisory Committee Letter Writing Policy:

Letters written by the Safe Routes to School Advisory Committee that are directed outside the Authority must be reviewed by the STA Executive Director. If in the opinion of the STA Executive Director, the contents and intent of the letter is either non-controversial or is consistent with STA Board policies, the letter will be sent out. In all other cases the letter must be approved by STA Board action.



DATE: February 17, 2026
TO: STA Board
FROM: Jasper Alve, Senior Projects Manager
RE: One Bay Area Grant Cycle 3 and 4 Update

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.

During the third cycle of OBAG (OBAG 3), covering the period between fiscal year (FYs) 2022-23 through 2025-26, MTC proposed a competitive Call for Projects (CFP) process for distributing federal funds to Bay Area counties. This process compelled County Transportation Agencies (CTAs) such as the STA to screen, evaluate, prioritize, and nominate projects to MTC. Projects that were nominated for OBAG 3 funding, shown in Attachment A, received high scores and aligned strongly with STA's and MTC's evaluation criteria outlined below.

- Be within or directly connected to a Priority Development Area (PDA), identified in locally adopted plans for PDAs, or support preservation of Priority Production Areas. There is a required minimum investment of 50% towards PDA supportive projects for Solano County.
- Be within or directly connected to an Equity Priority Community or prioritized in a Community-Based Transportation Planning or Participatory Budgeting process or demonstrate public support from disadvantaged and vulnerable communities.
- Implement multiple Plan Bay Area 2050 strategies and demonstrate consistency with regional plans and policies, including but not limited to: Regional Safety/Vision Zero, Equity Platform, Regional Active Transportation Plan, and the Blue Ribbon Transit Transformation Action Plan.
- Emphasis on active transportation and safety projects, with regionwide targets established for active transportation investments and Safe Routes to School.
- Demonstrate partnership among jurisdictions, transit agencies, and counties.
- Projects or programs must be identified in an adopted or draft STA document, including, but not limited to, the Comprehensive Transportation or Countywide Active Transportation Plan.
- Prioritize projects that are located in areas that have a median household income with less than 80% of the State Area Median Income based on the 2019 American Community Survey (~\$60,188 per year), in order to target projects/programs that benefit disadvantaged areas in need

The maximum amount of OBAG 3 funding available to Solano County, at 120% of the countywide target, was \$19.2 million with an additional \$3.4 million for base-level planning and programming activities. Following the STA Board action in February 2022 that programmed an additional \$4.09 million for planning and project delivery efforts over the four-year cycle of OBAG 3, \$15.11 million remained for the OBAG 3 CFP. This amount reflects the total OBAG 3 funding request, as shown in Attachment A, associated with the projects nominated by the STA to MTC for further evaluations and, ultimately, approval.

MTC approved a total of seven projects for OBAG 3 funding. These projects received a score of 76 or more from STA's evaluation and prioritization CFP process. MTC did not award funds to projects that scored 75 or less, which the STA nominated three projects. The OBAG 3 funding request for these three projects total \$3.199 million. Attachment B shows the list of projects awarded by the MTC with a combined OBAG 3 funding of \$11.911 million. This funding is less than the \$15.11 million nomination target to the County by \$3.199 million.

Discussion:

MTC's Programming and Allocations Committee, at its meeting on February 11, 2026, approved to forward to MTC's full Commission for approval the program framework (please see Attachment C for the proposed framework) for OBAG Cycle 4 (OBAG 4). MTC's full Commission will meet at the end of this month, on February 25, 2026, to vote on the program framework. OBAG 4 will cover, similar to OBAG 3, a four-year period starting from FY 2026-27 through FY 2029-30.

There are several key differences between MTC's OBAG 4 framework compared to OBAG 3. One of the key differences is 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 31, 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. The OBAG 4 nomination target does not include any supplemental base planning and implementation funding. The supplemental funding that the STA Board approved as part of OBAG 3 was \$4.09 million. STA staff will return to the TAC for approval and, subsequently, STA Board, for any supplemental funding requests prior to releasing the CFP for OBAG 4.

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.

This item went to the STA TAC at its meeting on February 25, 2026 as informational, discussion.

Fiscal Impact:

None to the STA.

Recommendation:

Informational.

Attachments:

- A. List of Projects Nominated to MTC for OBAG 3 Funding
- B. List of Projects in Solano County Awarded OBAG 3 Funds
- C. Proposed OBAG 4 Program Framework
- D. OBAG 4 County Program Nomination Targets
- E. OBAG 4 Draft Schedule

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OBAG CYCLE 3 - FUNDING RECOMMENDATIONS

Sponsor	Project Name	Project Scores Max: 100 pts	Total Project Cost	OBAG 3 Funding Request		STP Funds in Request	STA Staff Recommendations FY 22-23 through FY 25-26	
				Total	CON Only (Removing ENV/PS&E)		OBAG 3 Total Available: \$15.11 million	Other Fund Sources/Programs
Vision Zero/Active Transportation (Funding Target: \$11.11 million)								
County	Solano 360 Transit Center Phase 1	93	\$ 2,712,784	\$2,260,653			\$ 2,101,408.00	
Vallejo	Sacramento Street Road Diet – Phase II	91	\$ 976,000	\$850,000			\$ 850,000.00	
STA	Safe Routes to School Program	81	-	\$1,000,000			\$ 1,000,000.00	
Fairfield	Travis Safe Routes to School and Transit	76	\$ 5,960,000	\$3,960,000			\$ 3,960,000.00	
Benicia	Military West Project	75	\$ 1,655,947	\$1,400,000		\$720,000	\$ 1,400,000.00	
Vacaville	Markham and Kairos Safe Routes to School Improvements	75	\$ 2,205,843	\$1,952,833	\$1,432,077		\$ 1,432,077.00	Potential TDA-3: \$260,378 for Design
Suisun	Driftwood Drive Path Gap Closure Project	71	\$ 460,000	\$407,238	\$366,515		\$ 366,515.00	Potential TDA-3: \$40,723 for Design
County	Farm to Market Phase 4	65	\$ 2,492,113	\$2,225,820	\$1,907,820		-	Requested PCA Program for Project
Suisun	Lotz Way Phase I Path Project	65	\$ 891,250	\$789,024	\$661,761.75		-	Potential TDA-3: \$661,761.75 for CON & \$127,261.88 for Design
SubHIP (Funding Target: \$2.5 million)								
Benicia	Eastern Gateway Planning Study	77	\$427,943	\$378,858				Recommended for REAP 2.0: \$378,858
Fairfield	Linear Park Node 4	77	\$5,050,000	\$2,500,000			\$ 2,239,258.00	
Benicia	East 5th Street Affordable Housing Streetscape Improvements	76	\$294,524	\$260,742			\$ 260,742.00	
Mobility (Funding Target: \$1.5 million)								
STA	Solano Mobility (One Stop Call Center & Employer Program)	80	-	\$1,500,000			\$ 1,500,000	
				Total	19,485,168		\$ 15,110,000.00	
						Remaining Funding Available	\$ -	

Attachment B: List of Projects in Solano County Awarded OBAG 3 Funds

OBAG 3 Projects			
Project	Implementing Agency	CTA Evaluation Score	OBAG Cycle 3 Funding
Solano 360 Transit Center Phase 1	Solano County	93	\$ 2,101,000
Sacramento Street Road Diet – Phase II	Vallejo	91	\$ 850,000
Safe Routes to School Program	STA	81	\$ 1,000,000
Solano Mobility Call Center and Employer Commuter Program	STA	80	\$ 1,500,000
Linear Park Node 4 Safe Routes to School and Transit	Fairfield	77	\$ 2,239,000
East Fifth Street PDA - Affordable Housing Streetscape Imps	Benicia	76	\$ 261,000
Travis Safe Routes to School and Transit	Fairfield	76	\$ 3,960,000
Total			\$ 11,911,000

**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

Date: January 28, 2026
W.I.: 1512
Referred By: Commission
Revised: 02/25/26-C

ABSTRACT

Resolution No. 4740, Revised

Adoption of the project selection and programming policies for the fourth round of the One Bay Area Grant program (OBAG 4). This resolution supersedes MTC Resolution No. 4678.

The OBAG 4 project selection and programming policies outline the project categories that are to be funded with various fund sources, including federal funding assigned to MTC for programming, to implement the Regional Transportation Plan (*Plan Bay Area 2050+*) and to be included in the federal Transportation Improvement Program (TIP) for the OBAG 4 funding delivery period.

The resolution includes the following attachments:

- Attachment A – OBAG 4 Project Selection and Programming Policies
- Attachment B – OBAG 4 Project Lists

With the adoption of the project selection and programming policies, Attachments B-1 and B-3 program \$101,164,422 in Transit Operations Program funds to various projects as previously programmed under MTC Resolution No. 4678, \$45,000,000 in Regional Program funds for a Transit-Oriented Communities (TOC) Set-Aside program, and \$5,000,000 in Regional Program funds for a North Bay Augmentation.

On February 25, 2026, Attachments A, B-1, and B-2 were revised to incorporate additional policies, program \$41,000,000 in County Program funds to MTC for base planning and implementation activities by various County Transportation Agencies (CTAs), and program \$40,000,000 in Regional Program funds to MTC for planning and implementation activities.

Further discussion of the project selection and programming policy is contained in memorandums to the Metropolitan Transportation Commission dated January 28, 2026 and the Programming and Allocations Committee dated February 11, 2026.

Date: January 28, 2026
W.I.: 1512

RE: One Bay Area Grant Program (OBAG 4) Project Selection and Programming Policies

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4740

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC, as the RTPA and MPO for the San Francisco Bay Area, is assigned programming and project selection responsibilities for certain state and federal funds; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines; and

WHEREAS, the California Department of Transportation (Caltrans) Obligation Authority (OA) Management Policy allows RTPAs and MPOs to exchange regional Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and other federal funds assigned to the RTPA or MPO with Caltrans and other regions, when a region or Caltrans-managed local program has excess or insufficient apportionment available to deliver its annual federal program; and

WHEREAS, Title 23 CFR § 630, Subpart G, allows the advancement of federal-aid projects and expenditure of eligible costs prior to the obligation of funds (referred to as “Advance Construction” or “AC”) with reimbursement of eligible expenditures permitted following conversion of the AC to a regular obligation; and

WHEREAS, MTC, in cooperation with transit operators, Caltrans, the Bay Area Air Quality Management District (BAAQMD), Bay Area County Transportation Agencies (CTAs), counties, cities, and interested stakeholders, has developed policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set

forth in Attachments A and B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP revisions and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the “Project Selection and Programming Policies” for projects to be funded in the OBAG 4 program as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the funds assigned to MTC as the RTPA and MPO for programming and project selection shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures, and programming, consistent with implementation of the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval and requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including changes to project sponsor, updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are selected, revised, and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee is authorized to execute Advance Construction (AC) Authorizations with Caltrans and/or the Federal Highway Administration (FHWA) for federal projects sponsored or implemented by the Metropolitan Transportation Commission; and be it further

RESOLVED that the Executive Director or designee is authorized to execute agreements and Letters/Memorandums of Understanding with Caltrans and other MPOs and RTPAs for the exchange of regional Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ) and other federal funds assigned to MTC for programming discretion, consistent with Caltrans' Obligation Authority (OA) Management Policy; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

RESOLVED that MTC Resolution No. 4678 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations on January 28, 2026

Date: January 28, 2022
W.E.: 1512
Referred by: Commission
Revised: 02/25/26-C

Attachment A
Resolution No. 4740

One Bay Area Grant (OBAG 4) Program

Project Selection and Programming Policies

One Bay Area Grant (OBAG 4) Program

Project Selection and Programming Policies

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Overview

Summary

The One Bay Area Grant Program (OBAG 4) establishes the policy framework and commitments for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for a four-year period covering federal fiscal year (FY) 2026-27 through FY 2029-30. Attachment A outlines the OBAG 4 program principles and objectives, revenue estimates, program architecture, and programming policies. Attachment B details the projects, funding amounts, and project sponsors, as they are approved by the Commission.

Purpose and Background

The purpose of the OBAG program is to collaboratively implement *Plan Bay Area* priorities for transportation, housing, and the environment through complementary local and regional investments that improve connectivity, equity, and sustainability. The inaugural OBAG 1 program was designed to support the first *Plan Bay Area* (adopted by the Commission in 2012 and 2013, respectively). Pursuant to Senate Bill 375 (Steinberg 2008), the initial Plan and subsequent editions align long-range regional transportation planning with housing and land use, in part to achieve state greenhouse gas reduction targets. The OBAG framework leverages discretionary federal highway funding to advance these interrelated *Plan Bay Area* goal areas.

Previous OBAG cycles included:

- OBAG 1: FY 2012-13 through FY 2016-27 (MTC Resolution No. 4035)
- OBAG 2: FY 2017-18 through FY 2021-22 (MTC Resolution No. 4202)
- OBAG 3: FY 2022-23 through FY 2025-26 (MTC Resolution No. 4505)

The OBAG 4 cycle will continue to support *Plan Bay Area* implementation through complementary and mutually reinforcing county and regional program components, applying the principles listed below.

Principles

The OBAG 4 County Program is designed to:

- Provide a flexible funding source to deliver local priority projects that support shared objectives, with an emphasis on local road safety, complete streets, and state of good repair.
- Encourage local partner agencies to advance *Plan Bay Area* policies and goals through effective incentives.

The OBAG 4 Regional Program is designed to:

- Implement effective regional initiatives and services, with an emphasis on housing access, reduced emissions, and an optimized experience for all travelers.
- Advance local agency progress towards regional goals through coordinated planning, technical assistance, and targeted capital investment.
- Address interjurisdictional challenges and improve key multimodal corridors with regional leadership and strategic support.

Capacity

Initial Estimate

Initial OBAG 4 programming capacity is \$820 million, based on anticipated federal transportation program apportionments from the regional STP and CMAQ programs for the four-year cycle period covering FY 2026-27 through FY 2029-30. Actual apportionments will be subject to federal reauthorization and/or extension(s) of the surface transportation program, and the Commission may adjust OBAG 4 programming capacity accordingly. Such adjustments include increasing or decreasing funding amounts to one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent program cycles.

As federal programs are subject to change with each federal surface transportation authorization, any reference to specific fund sources in the OBAG 4 programming resolution (i.e. STP/CMAQ) serve as a proxy for replacement or new federal fund sources for which MTC has project selection and programming authority. However, MTC may elect to program replacement or new federal fund sources outside of the OBAG 4 program resolution.

OBAG 4 programming capacity is based upon apportionment rather than obligation authority. As the amount of obligation authority available to the region is less than the region's annual apportionments, there is typically a carryover balance of apportionment each year. MTC's successful project delivery in recent years has allowed the region to capture additional, unused obligation authority from other states, enabling the region to advance the delivery of additional projects each year. MTC staff will continue to monitor apportionment and obligation authority balances throughout the OBAG 4 period to support the accelerated delivery of programmed projects.

SB 125 Transit Operations Commitment

In December 2024, the Commission committed approximately \$100 million in future STP/CMAQ capacity (MTC Resolution No. 4678) as part of the region's contribution to sustaining near-term transit operations through the Senate Bill 125 (Skinner 2023) framework.

In recognition of both the regional importance and the local benefits of an effective transit system, the SB 125 commitment is deducted off the top of the OBAG 4 program. As in OBAG 3, the remaining \$720 million in available OBAG 4 capacity is divided evenly between the regional and county components (\$360 million each).

The OBAG 4 program supersedes MTC Resolution No. 4678, and the transit operating projects previously programmed by the Commission are incorporated herein.

Structure

As in previous cycles, the OBAG 4 program is divided into regional and county components as detailed below.

Regional Program

The OBAG 4 regional program is organized into six categories by project type and goal area:

- **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 Network:** Improve mobility options and services across the Bay Area's multimodal transportation system, with an emphasis on transit transformation.
- **Set-Asides:** Incentivize and reward TOC Policy implementation progress, address the unique transportation and land use needs of rural communities.

County Program

The OBAG 4 county program is organized by Bay Area county (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties). The program supports local priority projects that advance shared objectives, with an emphasis on local road safety, complete streets, and state of good repair. Sponsors are also required to meet planning and reporting standards related to housing, safety, and asset management. MTC partners with each County Transportation Agency (CTA) to identify local priorities and administer the program within each county.

Project Lists

Attachments B-1, B-2, and B-3 to this resolution list projects selected by the Commission through the OBAG 4 regional program, county program, and SB 125 transit operating programs, respectively.

General Policies

Project Delivery

Regional Project Delivery Policy

OBAG 4 projects are subject to MTC's Regional Project Delivery Policy (MTC Resolution No. 3606 or its successor). This policy is intended to promote timely project delivery, ensure adherence to federal and state deadlines, and facilitate regional apportionment and obligation management.

Associated processes and requirements as implemented in OBAG 4 include:

- **Single Point of Contact (SPOC):** Project sponsors must identify and maintain a staff position that serves as a Single Point of Contact (SPOC) for delivery of all Federal Highway Administration (FHWA) funds by the sponsor, including OBAG 4 awards. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to

coordinate issues and questions that may arise from project inception to project close-out. Sponsors must provide SPOC contact information when programming funds in the Transportation Improvement Program (TIP) and must notify MTC immediately if the SPOC contact has changed. The SPOC will be expected to work closely with FHWA, Caltrans, MTC, and their respective CTA on all issues related to federal funding for all FHWA-funded projects implemented by the sponsor.

- **Resolution of Local Support:** Project sponsors must provide a Resolution of Local Support, approved by the sponsor's governing body, which commits the sponsor to compliance with applicable requirements for OBAG 4 awards. Sponsors must use the latest resolution template provided by MTC and must upload a signed and/or certified copy in MTC's Fund Management System (FMS), or its successor, in order to add OBAG 4 funds to the Transportation Improvement Program (TIP).
- **Transportation Improvement Program (TIP):** Project sponsors must work with their respective CTA and MTC to amend OBAG 4 awards into the federal Transportation Improvement Program (TIP). The TIP is a comprehensive listing of transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant for air quality conformity or modeling purposes. OBAG 4 awards must be included in the TIP in order for sponsors to obligate the funds through the California Department of Transportation (Caltrans) Division of Local Assistance (DLA). Sponsors must submit complete project information in MTC's Fund Management System (FMS), or its successor TIP management platform, by the applicable deadline provided by MTC for timely inclusion in the TIP.
- **Annual Obligation Plan (AOP):** Project sponsors must work with their respective CTA and MTC to include OBAG 4 funds in each applicable Annual Obligation Plan (AOP). MTC and Caltrans DLA use the AOP to prioritize FHWA funds, including OBAG 4 awards, for projects that are ready for delivery each federal fiscal year. Sponsors must meet applicable project requirements and milestones established by MTC prior to including a project in the AOP.

Obligation Deadline

Project sponsors are responsible for ensuring that OBAG 4 awards are obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. The obligation deadline for OBAG 4 awards is September 30, 2031.

In the event of unforeseen and extraordinary circumstances outside of the sponsor's control, MTC staff may approve one-time extensions up to 24 months beyond the OBAG 4 obligation deadline. To be considered for an extension, sponsors must submit a request to MTC staff that includes the following elements:

- **Schedule:** Requests must include a current project schedule with the original and requested extension dates for obligation of each outstanding project phase and key prerequisite milestones.
- **Delays:** Requests must describe the unforeseen and extraordinary circumstances outside of the sponsor's control that contributed to the requested extension, directly relating the number of months of the requested extension to the delay(s).

- **Approval:** Requests must be written on the sponsor agency letterhead and signed by the sponsor City Manager, County Administrator, General Manager, equivalent agency executive, or their designee.

Obligation extensions are not guaranteed, and requests are subject to review and approval by MTC staff.

Delivery Issues

OBAG 4 awards are predicated on the sponsor's ability to deliver the project as awarded within established deadlines. Sponsors that are unable to deliver awarded projects on time may have their OBAG 4 funds rescinded and reprogrammed to other projects. Any OBAG 4 funds remaining after project completion will be returned to MTC for future programming (savings are not retained by the project sponsor, nor within the county).

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the CTA, MTC, and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

Project Requirements

Federal and State Requirements

OBAG 4 projects must comply with applicable federal and state requirements, including:

- **Federal Fund Source Eligibility:** Projects must be eligible for STP or CMAQ funds in order to be selected for OBAG 4 programming of those fund sources. However, eligibility for STP or CMAQ alone does not guarantee eligibility for funding through the OBAG 4 program. Projects must meet all program requirements and project selection criteria to be eligible for OBAG 4 funds.
 - STP is a flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities and programs, highway and transit safety projects, transportation demand management, and transportation planning activities. STP funded projects generally must be located on the federal-aid highway system, with some exceptions including bicycle and pedestrian projects. The STP program, including federal eligibility, is detailed in 23 U.S.C. § 133.
 - CMAQ is a more targeted federal funding source for transportation projects that generate emissions reductions that benefit a nonattainment or maintenance area for ozone, carbon monoxide, or particulate matter. Eligible project categories that meet this basic criteria include: Transportation Control Measures (TCMS) in an approved

State Implementation Plan (SIP), transit expansion projects, transit vehicles and equipment, bicycle and pedestrian facilities and programs, travel demand management, public education and outreach activities, congestion reduction and traffic flow improvements, carpool, vanpool, and carshare programs, travel demand management, outreach and rideshare activities, telecommuting programs, and intermodal freight projects. The CMAQ program, including federal eligibility, is detailed in 23 U.S.C. § 149.

- **Plan Bay Area Consistency:** Projects funded through OBAG 4 must be consistent with the latest adopted Regional Transportation Plan (RTP), anticipated to be *Plan Bay Area 2050+* during the OBAG 4 period. As part of the project selection and TIP programming processes, project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 4 projects as part of the project selection and TIP programming processes.
- **Civil Rights Compliance:** OBAG 4 investments must be consistent with federal civil rights requirements, including Title VI of the Civil Rights Act, the Americans with Disabilities Act (ADA), and public participation. Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The ADA prohibits discrimination on the basis of disability in all programs, services, or activities of public entities. MTC's 2023 *Public Participation Plan* (MTC Resolution No. 4174), or its successor, establishes standards for public involvement in MTC's planning and programming processes consistent with federal requirements (23 C.F.R. § 450.316). MTC is committed to effective public engagement and equitable investments, including specific consideration for the needs of those traditionally underserved by existing transportation systems, such as low-income and minority communities.
- **Minimum Match:** Project sponsors are responsible for contributing at least the minimum non-federal matching funds for OBAG 4 awards, currently 11.47% of the total cost for projects in California. Sponsors are also responsible for securing any additional funds to cover cost increases for the OBAG 4 project as awarded. Per MTC's Regional Toll Credit Policy (MTC Resolution No. 4008 or its successor), sponsors may request to expend the required local matching funds in earlier project phase(s) and use toll credits to eliminate the match requirement for the construction phase. For programs and projects of regional significance, MTC may elect to use toll credits to waive the local match requirement entirely.
- **Air Quality Conformity:** The TIP, including OBAG 4 projects, must conform with federal Clean Air Act (CAA) requirements and Environmental Protection Agency (EPA) regulations. In the Bay Area, MTC is responsible for making a regional air quality conformity determination for the TIP. Projects that are considered air quality neutral are generally exempt from the requirement to determine project-level conformity (40 C.F.R. § 93.126). New non-exempt projects will not be considered for funding in the OBAG 4 program if they are inconsistent with the adopted long-range plan and TIP. Additionally, the EPA has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) for PM_{2.5} must complete hot-spot analyses

as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.

- **Environmental Clearance:** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.
- **CMAQ Benefit Calculations:** For projects that are eligible for CMAQ funds, sponsors must provide the project information necessary for MTC to calculate the expected emission reductions associated with project implementation, using the template provided by MTC. In accordance with federal requirements, MTC will consider the cost-effectiveness of air quality improvements when assigning CMAQ funds and report on air quality benefits from CMAQ-funded projects.

Regional Policies

In addition, OBAG 4 projects must comply with applicable regional policies, including:

- **Complete Streets:** Project sponsors must satisfy applicable project requirements from MTC's Complete Streets Policy (MTC Resolution No. 4493) or its successor.
- **Transit Priority:** Project sponsors must satisfy applicable project requirements from MTC's Transit Priority Policy for Roadways (MTC Resolution No. 4739) or its successor.

MTC Complete Streets and Transit Priority Policies will be implemented through the Complete Streets Checklist. Sponsors must complete a checklist for each relevant OBAG 4 project application, which may require review by a county or local Bicycle and Pedestrian Advisory Committee (PBAC) and/or transit operator.

To simplify and streamline OBAG 4 administration, all programming amounts must be rounded to the nearest thousand.

Fund Exchanges

For select OBAG 4 regional programs, federal STP and CMAQ funding may be exchanged with non-federal funds for projects that are consistent with program objectives but are ineligible for, or poorly suited to, federal funding. Projects involved in a local fund exchange that receive federal funds (recipient projects) must comply with all OBAG 4 requirements, while those receiving local funds (target projects) need only comply with applicable requirements, including regional policies. Exchanges must also be consistent with MTC's Exchange Policy for Regional Discretionary Funds (MTC Resolution No. 3331), which requires target projects to be included in the TIP for tracking purposes.

Regional Fund Management

Programming Years

OBAG 4 funding is available in federal fiscal years (FY) 2026-27 through FY 2029-30. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA) and subject to TIP financial constraint requirements. In addition, in order

to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2026-27) will be provided to ongoing programs, such as regional and CTA planning activities, non-infrastructure projects and programs, and the preliminary engineering phase of capital projects. Specific programming timelines will be determined through the development of the Annual Obligation Plan (AOP) as detailed above.

Fund Source Assignment

OBAG 4 program funding is expected to comprise of approximately 60% STP and 40% CMAQ funding. MTC will select projects throughout the nine-county Bay Area based on the established project selection criteria and programming policies. STP and CMAQ funds will be assigned to specific projects as part of the project selection process. Following the initial project selection and fund assignment process, MTC may re-assign fund sources to reflect available apportionment or obligation authority, or to otherwise effectively manage regional STP and CMAQ funds.

Apportionment Exchanges

State and federal timely use funds provisions, such as Sections 182.6 and 182.7 of the California Streets and Highways Code, require federal apportionment to be obligated within three years of federal eligibility. If a region of the state is unable to fully obligate their lapsing STP or CMAQ balances in a given year, another region in the state can enter into temporary exchange agreements to obligate the older, unused STP or CMAQ balances in exchange for an equal amount of future year STP or CMAQ funds. Such exchanges benefit both regions by avoiding the loss of funds in one region, while another region can advance projects that may be stalled due to a lack of eligible funding.

To facilitate such apportionment exchanges, the MTC Executive Director or designee is authorized to sign letters of understanding with Caltrans and other regions for the exchange of STP or CMAQ funds with the following conditions and limitations:

- The exchange does not negatively impact the delivery of Bay Area STP/CMAQ projects.
- The exchange is a dollar for dollar exchange.
- The exchange is allowed under Caltrans' obligation authority management policy.
- Exchanges over \$2 million are reported to a standing Committee of the Commission for information.
- The Letter of Understanding can be executed in time for the MTC to secure the funds prior to any lapse or rescission.
- If any timely use of funds deadlines or Caltrans processes are not met in time and therefore result in the loss of apportionment balance, MTC's apportionment shall not be negatively affected and the Letter of Understanding is null and void.

Apportionment exchanges beyond these conditions and limitations may be approved by a standing Committee of the Commission.

Advance Construction

When certain federal funds are not available for obligation due to an insufficient balance of apportionment or obligation authority in a given fiscal year, project sponsors may request authorization from FHWA and Caltrans to proceed with the project under advance construction (AC) procedures. AC procedures allow FHWA to authorize work to begin on a project without obligating federal funds. Project sponsors given the federal authorization to proceed with a project under AC procedures use local funds to perform work eligible for future federal reimbursement. Once federal apportionment or obligation authority becomes available, the sponsor may then seek to convert the amount authorized through AC into a real obligation of federal funds.

AC procedures streamline the delivery of federal projects and programs by allowing projects to proceed when current year apportionments or obligation authority has run out, and enables the region and the state to better manage the use of obligation authority for large projects.

To facilitate AC procedures on regional projects, the MTC Executive Director or designee, in consultation with the Chief Financial Officer, is authorized to execute AC authorizations with Caltrans and/or FHWA for federal projects sponsored or implemented by MTC, with the following conditions and limitations:

- The agency must have sufficient local funds to pay for all project costs until the federal funds become available.
- The project must comply with all federal requirements including programming in the TIP.
- The federal authorization date establishes the start date for performance federally-reimbursable work.

Regional Program Policies

Calls for Projects

MTC will apply the following guidelines when developing and implementing local grant opportunities with regional OBAG 4 funds:

- **Outreach:** To encourage stakeholder input and applicant participation, MTC staff should provide notice of upcoming and/or active calls for projects at standing meetings of Partnership Working Groups and on the MTC and/or ABAG website.
- **Coordination:** To streamline the application process and maximize participation, calls for projects for OBAG 4 regional programs should be consolidated with one another and/or coordinated with similar grant opportunities outside of the OBAG 4 program, with a standard of one call for projects per year. MTC will coordinate with CTAs and prospective applicants when developing call for projects schedules.
- **Timeliness:** To avoid conflicting with the OBAG 4 county call for projects while still providing sufficient time for project delivery, OBAG 4 regional calls for projects should generally be conducted between federal fiscal year (FY) 2026-27 and FY 2028-29.

Regional Program Set-Asides

MTC's Transit-Oriented Communities (TOC) Policy (MTC Resolution No. 4530) was adopted in 2022 as a mechanism to advance the *Plan Bay Area* goal of walkable, mixed-use neighborhoods near

transit that support ridership, reduce greenhouse gas emissions, and expand access to opportunity. The policy sets standards for density, affordable housing policies, parking management, and multimodal access in the half-mile areas surrounding rail, ferry, and bus rapid transit stops and stations. In recognition that local jurisdictions need sufficient time to fully implement these standards, the OBAG 4 program incorporates a balanced, incentive-based approach to reward TOC Policy progress.

TOC Set-Aside

To incentivize jurisdiction progress on TOC Policy standards, MTC has set aside \$45 million in regional OBAG 4 funds for top performers. The methodology for TOC **compliance incentive** score calculations is subject to Commission approval and associated administrative guidance.

North Bay Augmentation

To support the unique land use and transportation needs of rural communities, particularly among North Bay counties with limited transit service and few or no TOC areas, the OBAG 4 regional program also includes an additional \$5 million North Bay augmentation. MTC will target to distribute these funds approximately evenly between the four North Bay Counties of Marin, Napa, Solano, and Sonoma. **North Bay augmentation funds will be distributed through the county call for projects and are subject to the county program policies (below). The call for projects for North Bay augmentation funds will be coordinated with the TOC set-aside.**

County Program Policies

Roles

The OBAG 4 county program is a partnership between MTC and each of the County Transportation Agencies (CTAs) representing the Bay Area. CTAs administer the call for projects within their respective counties and are responsible for public outreach, initial project screening and evaluation, project nominations to MTC, and sponsor support and coordination throughout project delivery, consistent with regional requirements. MTC is responsible for administering the overall call for projects, final project evaluation and selection, and implementation of regional requirements throughout project delivery, with support from the CTAs.

Eligible Activities

County program projects must meet general OBAG 4 project requirements as detailed above, including eligibility for federal STP or CMAQ funds. Subject to these limitations, eligible project types include:

- CTA planning and program implementation activities (see below).
- Local planning grants for *Plan Bay Area 2050+* Growth Geographies or Transit Oriented Communities (TOCs).
- Transportation demand management programs.
- Mobility Hub planning and implementation.
- Parking reduction and curb management programs.
- Shared micromobility capital projects.
- Bicycle and pedestrian access to open space and parklands.

- Bicycle and pedestrian improvements and programs.
- Safe Routes to Schools (SRTS) projects and programs.
- Safety projects, local roadway safety plans (LRSP), and Vision Zero planning activities
- Complete streets and sustainable streets improvements
- Streetscape projects to encourage biking, walking, and transit use
- Example project elements include bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, and garbage and recycling bins.
- Local streets and roads preservation projects on the federal-aid system. Projects should be based on a needs analysis from the jurisdiction's Pavement Management Program:
 - Pavement rehabilitation projects must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the jurisdiction's PMP demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.
 - Eligible non-pavement activities include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements, and features that bring the facility to current standards.
- Rural road improvements on the federal aid system.
- Community-Based Transportation Plans (CBTPs) or participatory budgeting (PB) processes in Equity Priority Communities (in addition to CBTP and PB processes administered through the Regional Programs).
- Implementation of projects identified through CBTPs or PB processes.
- Americans with Disabilities Act (ADA) Transition Plan implementation.
- Transit capital improvements, including vehicles for new or expanded service.
- Transit station improvements such as plazas, station access improvements, bicycle parking, or parking management for Transit Oriented Development (TOD).
- Local actions to advance implementation of the Transit Transformation Action Plan, including local transit priority projects and mapping and wayfinding elements consistent with MTC standards.
- Cost-effective, technology-driven active operational management strategies for local arterials and highways (for highways, when used to augment state or federal funds and developed/implemented in coordination with MTC).
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-

income individuals; individualized travel training and trip planning activities; development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies, and passengers.

Activities *not* eligible for funding include: air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

CTA Planning

Similar to prior cycles, the OBAG 4 county program includes dedicated funding to support planning and programming activities throughout the nine Bay Area counties. Administered by MTC through funding agreements with each CTA, these funds are used to cooperatively implement *Plan Bay Area 2050+* and associated regional policies, development of countywide transportation plans, outreach activities, and the advancement of additional plans and projects as determined by MTC.

Base CTA planning awards are programmed to each CTA in Attachment B-2 and are based on:

- 5% of the initial OBAG 4 program capacity.
- \$3.85 million minimum funding amount for each county, reflecting the fixed costs associated with planning and program implementation.
- distribution of remaining funds over the \$3.85 million minimum amounts proportionate to the county nomination target factors (detailed below).

CTAs may request additional funding to augment these base funding levels for countywide planning and programming through the call for projects process (requires CTA governing body approval).

Nomination Targets

County nomination targets establish the maximum funding request that each CTA may make through OBAG 4 county project nominations. Similar to prior OBAG cycles, these targets are based on population, recent housing production and planned growth, and housing affordability. However, the OBAG 4 nomination targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction.

To ensure a sufficient pool of projects for regional selection, MTC is soliciting nominations for 120% of the available funding capacity for the county program. Each CTA's nomination target is calculated as a percent share of this overall nomination total, using the following factors:

- **Population:** 50% of the nomination target is based on a county's share of the regional population, using 2024 population estimates from the California Department of Finance.
- **Housing Production:** 30% of the nomination target is based on a county's share of regional housing production during the current and previous Regional Housing Needs Allocation (RHNA) cycles (2007 to 2023), using building permit data compiled by the Association of Bay Area Governments (ABAG).

- **Planned Growth:** 20% of the nomination target is based on a county’s share of regional housing allocations through the 2023-31 RHNA cycle.
- **Housing Affordability:** For housing production and RHNA factors, 60% of each factor is calculated based on the production or planned growth in affordable housing alone, while the remaining 40% considers all housing types. Affordable housing is defined as housing for very low-, low-, or moderate-income households, categories established by the California Department of Housing and Community Development (HCD) based on housing cost as a proportion of local area median income (AMI). For the purposes of calculating nomination targets, county-specific AMI values are used.

The county, regional North Bay augmentation, and total nomination targets are detailed by county in Table 2 below. CTAs may only nominate projects for the OBAG 4 county and regional North Bay augmentation programs up to the target nomination amounts listed below.

Table 2: County Nomination Targets

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 only, actual awards subject to competitive project evaluation and selection

**Nomination targets based on 120% of available funds

Outreach

MTC partners with CTAs to conduct public engagement and local agency outreach for the county program call for projects, consistent with Title VI of the Civil Rights Act and associated federal requirements. The existing relationships CTAs have with local jurisdictions, elected officials, transit agencies, federally-recognized Tribal governments, community organizations and stakeholders, and members of the public within their respective counties make them well suited to assist MTC in this role.

CTAs should develop outreach plans consistent with this section, and each CTA must have their plan approved by MTC staff prior to initiating the call for projects activities in their respective

county. In addition, CTAs are required to submit documentation to MTC demonstrating compliance with this section during the project nomination process as detailed below.

Public Engagement

As part of their call for projects process, CTAs are required to conduct countywide outreach and engagement with stakeholders and the public to solicit project ideas. CTAs are expected to implement their public outreach and engagement efforts in a manner consistent with MTC's *Public Participation Plan* (MTC Resolution No. 4174), which can be found at mtc.ca.gov/about-mtc/public-participation/public-participation-plan. CTAs should make every effort to follow current best practices related to virtual and in-person public participation, outreach, and engagement. CTAs should also make meaningful efforts to lower participation barriers for hard-to-reach populations, Limited English Proficient (LEP) speakers, people with disabilities, and those who are historically challenged from engaging in public decision-making processes.

At a minimum, MTC and CTAs are required to:

- Execute effective and meaningful local outreach and engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, other relevant stakeholders, and the public through the project solicitation process.
- Explain the local call for projects process, informing stakeholders and the public about methods for public engagement; relevant key milestones; the timing and opportunities for public comments on project ideas, including all standing public meetings and any County & Local Program call for projects-specific events and/or meetings; and when decisions are to be made on the list of projects to be submitted to MTC.
- Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit.
- When possible, schedule meetings/events at times and locations that prioritize participation from Equity Priority Communities and other communities that have historically been systematically left out of the decision-making process.
- Post notices of public meetings and hearing(s) on their agency website; include information on how to request language assistance for individuals with limited English proficiency, as well as reasonable accommodations for persons with disabilities. If agency protocol has not been established, CTAs should refer to MTC's Plan for Assisting Limited English Proficient Populations at mtc.ca.gov/about-mtc/public-participation/get-language-assistance or the Americans with Disabilities Act.
- Offer language assistance and accommodations for people with disabilities on all collateral materials and meeting notices. Establish a reasonable amount of time to request assistance in advance and include this information in materials and meeting notices. CTAs may refer to ABAG's Regional Housing Technical Assistance program best practice guidance for offering language translation services: abag.ca.gov/sites/default/files/documents/2021-11/Best_Practices_Multilingual_Engagement_10-2021.pdf.

- Hold in-person public meetings, when health protocols allow for in-person meetings to be safely held, in central locations that are accessible via multiple transportation modes, especially public transit, and ensure all locations are accessible to persons with disabilities.
- Respond to written public comments, and whenever possible, post all written comments to the agency's website and summarize how public feedback impacted the decision-making process.

CTAs with recent public engagement efforts relevant to the county program call for projects are encouraged to incorporate the results of these efforts into their project prioritization process, provided that such efforts are:

- Completed recently or concurrently (up to 12 months prior to the county program call for projects, with older but relevant outreach considered by MTC staff on a case-by-case basis).
- Sufficiently comprehensive to determine public support and priorities for transportation project types eligible for funding under OBAG 4 (for example, development of a Countywide Transportation Plan or Countywide Capital Improvement Program).
- Conducted in an accessible, equitable manner consistent with federal Title VI nondiscrimination requirements.
- Supplemental to other, dedicated opportunities for public input on OBAG 4 county program funding specifically that meet the minimum outreach requirements detailed in the paragraph above.

Agency Coordination

CTAs are expected to work closely with regional stakeholders during the call for project process, including MTC, Caltrans, and potential project sponsors. At a minimum, MTC and CTAs are required to communicate the call for projects and solicit applications from all local jurisdictions, transit agencies, and federally recognized Tribal governments within their county boundaries. For counties with federally recognized Tribal governments within their jurisdictions, MTC and CTAs are required to offer opportunities for government-to-government consultation to the Tribes.

Title VI Responsibilities

Call for projects processes must be consistent with Title VI of the Civil Rights Act and associated metropolitan public participation requirements, which require specific consideration for low-income and minority populations. Effective engagement with low-income and minority communities is critical for both local and regional decisions. MTC and CTAs are required to ensure that underserved communities are provided opportunities for access and input to the project submittal process. This may include, but is not limited to, the following:

- Assisting community-based organizations, Equity Priority Communities, and any other underserved community interested in having projects submitted for funding.
- Removing barriers for persons with limited-English proficiency and other communities that have historically been systematically left out of the decision-making process to provide input on the project solicitation and evaluation processes.

Resources

CTAs may refer to MTC's Public Participation Plan for further guidance on Title VI outreach strategies, found at mtc.ca.gov/about-mtc/public-participation/public-participation-plan. Additional resources related to Title VI, civil rights compliance, and virtual participation are available from these agencies:

- FHWA at highways.dot.gov/civil-rights/title-vi-civil-rights-act-1964-and-additional-nondiscrimination-requirements.
- ADA at <https://www.ada.gov/resources/title-ii-primer/>.
- Caltrans at dot.ca.gov/programs/local-assistance/local-civil-compliance/title-vi.
- MTC at mtc.ca.gov/about-mtc/public-participation/title-vi-civil-rights-act and mtc.ca.gov/about-mtc/public-participation/language-assistance.
- ABAG at abag.ca.gov/our-work/housing/regional-housing-technical-assistance/support-local-engagement and abag.ca.gov/tools-resources/digital-library/bestpracticesmultilingualengagement10-2021.pdf.

Additionally, CTAs are encouraged to use the following resources to source MTC pre-approved consultant services for their outreach efforts:

- **Public Engagement Bench:** for public engagement, digital engagement, and promotion, available at mtc.legistar.com/View.ashx?M=F&ID=10319899&GUID=1A85853F-2602-40DC-BB10-D2E9D02D0A5B.
- **Equity Consultant Bench:** for general support with outreach activities, available at mtc.ca.gov/digital-library/5026631-equity-bench-consultant-catalog-2024.
- **Translation and Interpreter Services Consultant Bench:** for translation, interpretation, and American Sign Language (ASL) services to ensure meaningful access by Limited English Proficiency (LEP) populations (as required under Title VI) and provide accessibility accommodations (as required by the Americans with Disabilities Act), available at mtc.legistar.com/gateway.aspx?M=F&ID=5b527bad-4840-4614-8ce8-72d94770e4e6.pdf.

Consultant benches include consultant firms pre-qualified by MTC through Request for Qualifications (RFQ) processes which included "Cooperative Use" language, allowing other agencies to use MTC's processes to satisfy their own contracting and procurement guidelines.

Documentation

To demonstrate compliance with outreach requirements, CTAs are required to submit the following documentation to MTC staff by October 31, 2026:

- A copy of the CTA's public outreach and engagement plan, developed in coordination with MTC.
- Copies or text of public notice(s) of opportunities for members of the public to provide input on County & Local Program criteria and/or project nominations, which must include information on how to request language assistance and accessibility accommodations.
- A list of CBOs or other organizations representing potentially impacted groups that the CTA contacted for input on the county program.
- Dates, times, and locations of public meetings, hearings, and/or workshops where opportunity for public input on the county program was afforded.

- A summary of public input received during the call for projects process, and how such feedback, and the results of any relevant prior outreach, was used in the CTA evaluation and decision-making process.
- A description of correspondence and/or meetings with all applicable local jurisdictions, transit agencies, and federally-recognized tribal governments informing each of the call for projects opportunity.
- If information from prior or concurrent outreach efforts was incorporated into the CTA's call for projects process, a narrative description of these efforts, how the results informed project prioritization, and how the CTA met the minimum public involvement requirements for the OBAG 3 call for projects described above.

Sponsor Requirements

Bay Area cities, counties, transit agencies, federally-recognized Tribal governments, and CTAs are eligible to apply for OBAG 4 county program funds. All sponsors must comply with the general OBAG 4 project requirements detailed above. In addition, jurisdiction sponsors are subject to the following county program requirements:

- **State Housing Law Compliance:** Jurisdiction sponsors must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle and maintain certification throughout the OBAG 3 program period. Jurisdictions must also submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 4 program period. Finally, jurisdictions must comply with the Housing Accountability Act and other state housing laws related to surplus lands, accessory dwelling units, and density bonuses throughout the OBAG 4 program period.
- **Safety Planning:** Jurisdiction sponsors must complete and maintain a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, including the requirement that plans be updated within five years.
- **Pavement Management:** Jurisdiction sponsors must maintain a certified Pavement Management Program (StreetSaver® or equivalent), updated as prescribed by MTC staff. In addition, jurisdictions must fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution).
- **Performance Reporting:** Jurisdiction sponsors must provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff.

MTC will monitor and regularly report on sponsor jurisdiction compliance with these requirements. Sponsors that fail to comply with requirements will be subject to the following enforcement actions by MTC:

- **Delay Funds:** MTC will deprioritize county awards for inclusion in the Annual Obligation Plan (AOP) from sponsors with minor or initial compliance issues.
- **Withhold Funds:** MTC will withhold or reverse TIP programming for county awards from sponsors with substantial and/or sustained compliance issues.

- **Rescind Funds:** MTC will rescind and reprogram county awards from noncompliant sponsors that do not, or are unable to, develop a reasonable plan to comply and delivery funds within the OBAG 4 period.

Compliance determinations and enforcement steps are subject to MTC staff determination and, in the case of award rescissions, Commission action.

Project Requirements

County program projects are subject to the general OBAG 4 requirements and project delivery processes detailed above. Applicants must provide the following for each project:

- **Application Form:** completed application, using the form provided by MTC.
- **Complete Streets Checklist:** due at the time of application for applicable projects.
- **Air Quality Inputs:** due at the time of application for CMAQ-eligible projects requesting \$1 million or more, or prior to TIP programming for smaller projects if requested by MTC staff.
- **Resolution of Local Support:** due prior to TIP programming.
- **TIP Revision Request:** due in MTC's Fund Management System (FMS) or successor TIP management platform by the deadline provided by MTC.

OBAG 4 county project applications must meet the following minimum grant request thresholds:

- \$500,000 or more for projects in counties with a population over one million (Alameda, Contra Costa, and Santa Clara Counties).
- \$250,000 or more for projects in counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties).

On a case-by-case basis, MTC may accept a grant application below the county minimum, but no less than \$150,000. Such exceptions are subject to MTC staff discretion and Commission programming approval, and may be limited to non-infrastructure projects, safety projects, and/or projects that are already federalized.

Consistent with general OBAG 4 project requirements, all county program awards will be rounded to the nearest \$1,000.

Geographic Minimums

Similar to previous cycles, a minimum share of OBAG 4 county program funds must be invested in projects that support growth areas within each county. In OBAG 4, eligible geographies include both Priority Development Areas (PDAs) designated in *Plan Bay Area 2050+* and Transit-Oriented Communities (TOCs). To qualify towards a county's geographic minimum, projects need to be located partially or entirely within a mile or less of a PDA or TOC. Countywide projects, such as CTA planning, are excluded from the geographic minimum calculation.

On a case-by-case basis and at the request of a CTA, MTC may consider additional projects as PDA- or TOC-supportive which are not located within a mile or less of either geography but otherwise have a clear and direct connection to PDA(s) and/or TOC(s), such as transit facility improvements. Such determinations are subject to MTC staff discretion.

CTA nominations must meet the following thresholds for PDA- and/or TOC-supportive projects as defined above:

- 50% or more of the nomination request for North Bay counties (Marin, Napa, Solano, and Sonoma).
- 80% or more of the nomination request for remaining counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara).

CTA Evaluation

CTAs are responsible for developing the schedule, process, and any supplemental materials for the call for projects in their respective counties, in coordination with MTC and consistent with regional requirements. CTAs will solicit and collect application materials, screen applicants and projects for eligibility, evaluate applications, and approve and submit county program nominations to MTC.

Screening and Criteria

CTA eligibility screening must confirm consistency with the OBAG 4 general and county program requirements as detailed above, including eligibility for STP or CMAQ funds and consistency with *Plan Bay Area 2050+*.

At a minimum, CTAs must consider the following criteria in their county program evaluations:

- **Need and Benefits:** CTAs must prioritize projects that effectively address transportation needs and provide clear benefits, with consideration for safety, multi-modal accessibility, emissions reduction, resilience, stormwater management, and state of good repair improvements.
- **Local Priorities:** CTAs must prioritize projects with community support, as demonstrated through Community-Based Transportation Plans, PDA plans, other local planning or project prioritization processes, letters of support, and/or other means identified by the CTA.
- **Equity Impacts:** CTAs must prioritize projects that provide demonstrated benefits to historically marginalized or underserved groups, including benefits to Equity Priority Communities or similar local designations, alignment with agency Americans with Disabilities Act (ADA) Transition Plans, and/or other means identified by the CTA.

CTAs may consider additional factors beyond these minimum criteria, including regional criteria considered by MTC as detailed below and/or other local priorities. CTA project evaluation criteria must be approved by MTC staff prior to the CTA initiating a call for projects.

Nominations

After completing initial project screening and evaluations, CTAs will submit project nominations and associated documentation to MTC for regional evaluation and project selection. Nomination lists must be approved by the CTA's governing board prior to submission to MTC. CTA project nomination packets are due to MTC by October 31, 2026, and must include the following elements:

- **Nomination List:** A single list of eligible candidate projects for the OBAG 4 county program, scored out of 75 points according to the evaluation criteria developed by the CTA and approved by MTC staff. Nomination lists must comply with all OBAG 4 programming

policies, including sponsor and project requirements, geographic minimums, and CTA nomination targets.

- **Board Approval:** Signed/certified documentation of CTA governing body action approving the project nomination list.
- **Outreach Documentation:** Materials verifying CTA compliance with outreach requirements as described above.
- **Application Materials:** For each nominated project, the regional application form, Complete Streets Checklist, and CMAQ air quality input form, and any other supplemental materials or attachments provided by the applicant, when applicable.

MTC Evaluation

MTC is responsible for evaluation of CTA nominations, air quality benefit calculations, final project scoring, program balancing, and project selection via Commission action.

Criteria and Scoring

MTC will consider the following criteria when evaluating OBAG 4 county program nominations:

- **CTA Priorities (75 points):** CTA scores normalized across counties.
- **Regional Alignment (10 points):** Support for *Plan Bay Area 2050+* 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):** Improvements to safety, infrastructure condition, system reliability, freight movement and economic vitality, congestion reduction, and environmental sustainability (23 U.S.C. § 105(b)).
- **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):** The relative cost-effectiveness in reducing criteria air pollutants, for CMAQ-eligible projects for the purpose of assigning CMAQ funding consistent with federal requirements.

Program Balancing

Nominated projects will be initially prioritized based on total project score as detailed above. However, to achieve investment thresholds and ensure a balanced program of projects, MTC staff may adjust project prioritization based on the following factors:

- County geographic minimums (PDA- and TOC-supportive investments).
- Relative STP and CMAQ availability and project eligibility.
- Overall program balance, including variety of project types, equitable investments, and geographic spread.

MTC staff will coordinate with CTA staff to solicit comments and feedback on the draft OBAG 4 county program of projects, and may refine the recommended awards accordingly.

Project Selection

The Commission will consider the recommended OBAG 4 county program of projects in early 2027. Eligible projects nominated by CTAs but not initially awarded by the Commission will be considered if additional county program capacity becomes available. Approved projects and any subsequent revisions by the Commission will be detailed in Attachment B-2.

Attachment B-1
MTC Resolution No. 4740
OBAG 4 Regional Programs
FY 2026-27 through FY 2029-30
February 2026

MTC Res. No. 4740 Attachment B-1
 Adopted: 01/28/26-C
 Revised: 02/25/26-C

OBAG 4 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 4 REGIONAL PROGRAMS		\$360,000,000	\$0
1. PLANNING AND IMPLEMENTATION			
<u>Regional Planning and Program Implementation (Added)</u>	<u>MTC</u>	<u>\$40,000,000</u>	
1. PLANNING AND IMPLEMENTATION		\$40,000,000	\$0
2. GROWTH FRAMEWORK			
<u>Growth Framework Balance (Added)</u>	<u>TBD</u>	<u>\$35,000,000</u>	
2. GROWTH FRAMEWORK		\$35,000,000	\$0
3. ENVIRONMENT			
<u>Environment Balance (Added)</u>	<u>TBD</u>	<u>\$90,000,000</u>	
3. ENVIRONMENT		\$90,000,000	\$0
4. COMPLETE STREETS			
<u>Complete Streets Balance (Added)</u>	<u>TBD</u>	<u>\$30,000,000</u>	
4. COMPLETE STREETS		\$30,000,000	\$0
5. MULTIMODAL NETWORKS			
<u>Multimodal Networks Balance (Added)</u>	<u>TBD</u>	<u>\$115,000,000</u>	
5. MULTIMODAL NETWORKS		\$115,000,000	\$0
6. SET-ASIDES			
TOC Set-Aside	TBD	\$45,000,000	
North Bay Augmentation	TBD	\$5,000,000	
6. SET-ASIDES		\$50,000,000	\$0
OBAG 4 REGIONAL PROGRAMS	TOTAL:	\$360,000,000	\$0

**Attachment B-2
MTC Resolution No. 4740
OBAG 4 County Programs
FY 2026-27 through FY 2029-30
February 2026**

MTC Res. No. 4740 Attachment B-2
Adopted: 01/28/26-C
Revised: 02/25/26-C

OBAG 4 County Programs Project List

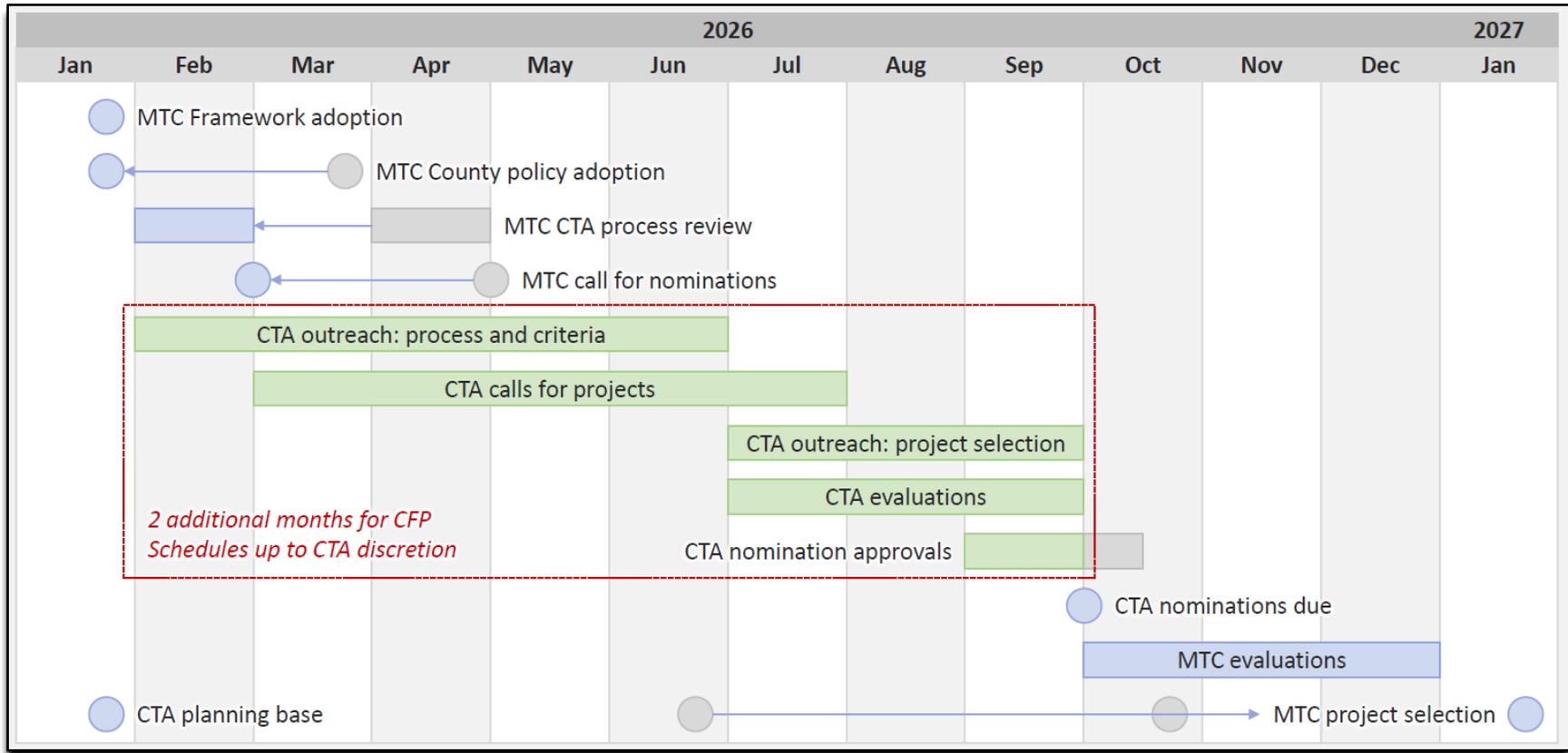
PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 4 COUNTY PROGRAMS		\$360,000,000
ALAMEDA COUNTY		
CTA Planning		
ACTC: Planning and Implementation Base (Added)	MTC	\$5,368,000
ALAMEDA COUNTY		\$5,368,000
CONTRA COSTA COUNTY		
CTA Planning		
CCTA: Planning and Implementation Base (Added)	MTC	\$4,868,000
CONTRA COSTA COUNTY		\$4,868,000
MARIN COUNTY		
CTA Planning		
TAM: Planning and Implementation Base (Added)	MTC	\$3,850,000
MARIN COUNTY		\$3,850,000
NAPA COUNTY		
CTA Planning		
NVTA: Planning and Implementation Base (Added)	MTC	\$3,850,000
NAPA COUNTY		\$3,850,000
SAN FRANCISCO COUNTY		
CTA Planning		
SFCTA: Planning and Implementation Base (Added)	MTC	\$4,957,000
SAN FRANCISCO COUNTY		\$4,957,000
SAN MATEO COUNTY		
CTA Planning		
C/CAG: Planning and Implementation Base (Added)	MTC	\$4,558,000
SAN MATEO COUNTY		\$4,558,000
SANTA CLARA COUNTY		
CTA Planning		
VTA: Planning and Implementation Base (Added)	MTC	\$5,849,000
SANTA CLARA COUNTY		\$5,849,000
SOLANO COUNTY		
CTA Planning		
STA: Planning and Implementation Base (Added)	MTC	\$3,850,000
SOLANO COUNTY		\$3,850,000
SONOMA COUNTY		
CTA Planning		
SCTCA: Planning and Implementation Base (Added)	MTC	\$3,850,000
SONOMA COUNTY		\$3,850,000
UNPROGRAMMED BALANCE		\$319,000,000
OBAG 4 COUNTY PROGRAMS	TOTAL:	\$360,000,000

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Attachment D: OBAG 4 Framework County Program Funding Nomination Targets

County	Base Planning and Programming Funds	County Targets				Total
		County Target Share	County Target	North Bay Augmentation	Total Target Nomination (120%)	
Alameda	\$5,368,000	20.3%	\$64,770,000		\$77,724,000	\$83,092,000
Contra Costa	\$4,868,000	13.6%	\$43,418,000		\$52,102,000	\$56,970,000
Marin	\$3,850,000	2.9%	\$9,275,000	\$1,250,000	\$12,630,000	\$16,480,000
Napa	\$3,850,000	1.5%	\$4,823,000	\$1,250,000	\$7,288,000	\$11,138,000
San Francisco	\$4,957,000	14.8%	\$47,213,000		\$56,656,000	\$61,613,000
San Mateo	\$4,558,000	9.5%	\$30,208,000		\$36,249,000	\$40,807,000
Santa Clara	\$5,849,000	26.7%	\$85,271,000		\$102,325,000	\$108,174,000
Solano	\$3,850,000	4.8%	\$15,275,000	\$1,250,000	\$19,830,000	\$23,680,000
Sonoma	\$3,850,000	5.9%	\$18,747,000	\$1,250,000	\$23,996,000	\$27,846,000
Total	\$41,000,000	100%	\$319,000,000	\$5,000,000	\$388,800,000	

Attachment E: OBAG 4 Draft Schedule





DATE: February 26, 2026
TO: STA Board
FROM: Debbie McQuilkin, Mobility Program Manager
RE: Solano Mobility Programs FY 2025-26 Q2 Report for
Older Adults and People with Disabilities, and Veterans Programs

Background:

The Solano County Mobility Management Program was developed in response to public input provided at two mobility summits held in 2009 and the Solano Transportation Study for Seniors and People with Disabilities completed in 2011. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 study. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan which included authorizing the STA to begin implementation of the four key priority elements identified in the 2014 Plan: Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program, Travel Training, Senior Driver Safety Information, and the Solano Mobility One Stop Call Center.

Between 2017 and 2018, eight (8) additional mobility summits were held throughout Solano County to update the plan. Based on the findings obtained from this outreach, the Medical Trip Concierge Program (through GoGo Grandparent) was implemented to address the number 1 issue that came up at that time: a need for transportation to and from medical appointments. Findings also recommended a need for medical transportation for Solano County Veterans, with specific emphasis on getting to and from the Martinez VA Clinic. Based on these findings, the Medical Trip Concierge Program using GoGo Grandparent was implemented in 2019 and the Veterans' Mobility Program was implemented as a pilot program in April of 2022. STA additionally manages the Intercity Taxi Card Program, which transitioned from Solano County in February of 2015, and the SolTrans Local Taxi Program utilizing the PEX card. Both taxi programs require ADA eligibility.

Discussion:

Utilization of the Mobility Programs continues to grow based on increased outreach efforts by STA's Solano Mobility staff. For the purposes of this report, STA staff will provide a fiscal year end highlights on the following programs:

1. Travel Training
2. Countywide ADA In-Person Eligibility Program
3. Taxi Card Program utilizing the PEX Card
4. Medical Trip Concierge using GoGo Grandparent
5. Veterans Mobility Program
6. Faith in Action Volunteer Driver Program

Program highlights are listed below, and program details are included in Attachment A, "Solano Mobility Program Update for FY 2025-26 Q2" and Attachment B, "Solano Mobility Program Details for FY 2025-26 Q2".

The Solano Mobility Older Adults, People with Disabilities, and Veterans Program is staffed by two full-time and one part-time employee.

FY2025-26 Q2 Outreach

- STA’s mobility staff presented, attended or tabled at 15 locations throughout Solano County reaching a total of 809 individuals. This outreach specifically targets locations and organizations that serve or house Seniors, People with Disabilities and Veterans within our county.
- STA staff continues to engage the Solano County Paratransit Coordinating Council (PCC) members and the Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) members for feedback and recommendations for program improvements. Both the PCC and the CTSA-AC advocate for the betterment of transportation and mobility for the Older Adult and Persons with Disabilities.

FY 2025-26 Q2 Highlights

- Completed final community engagement exercise for the Dixon Community Based Transportation Plan.
- Awarded highly competitive 5310 grant funding for Travel Training and Call Center Programs.
- Presentations provided to the PCC and the CTSA-AC regarding the Action 21 Framework for designating Mobility Managers in each county.
- Began exploring the addition of a second NEMT WAV partner for our GoGo program.

FY 2025-26 Goals

The main goal for this fiscal year is to continue extensive outreach to bring awareness of the Mobility Programs for Older Adults, People with Disabilities and Veterans to the community, while monitoring each program’s performance and growth. New outreach staff will bring a fresh perspective to this activity. STA staff are currently exploring options to improve timeliness and cost for the WAV vehicle ride aspect of the Medical Trip Concierge Services Program.

Performance Measures and Benchmarks

The STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks (Attachment C) were approved and adopted by the STA Board on July 13, 2022, and are used to measure the effectiveness of these programs. These performance measures and benchmarks both support the recommendations of the Metropolitan Transportation Commission’s (MTC) Blue Ribbon Transit Recovery Task Force and help STA staff determine the relevance and sustainability of the programs. STA staff have evaluated the Solano Mobility Programs for Older Adults, People with Disabilities and Veterans programs and determined that they meet the criteria as defined in the evaluation approach as approved by the STA Board.

Fiscal Impact:

The program budget amounts for FY 2025-26 are as follows:

Intercity Taxi Card Program	\$550,000
Medical Trip Concierge Program (GoGo)	\$600,000
Countywide Travel Training Program	\$200,000
ADA In-Person Eligibility Program	\$200,000
Faith In Action Volunteer Driver Program	\$45,000

These programs are funded by several sources: Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), FTA 5310 funds, and Kaiser Northern California Community Benefit Grant Funding.

Recommendation:

Informational.

Attachments:

- A. Solano Mobility Program Update for FY 2025-26 Q2
- B. Solano Mobility Program Details for FY 2025-26 Q2
- C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

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Solano Mobility Program 2nd^t Quarter Program Update for FY 2025-26

Travel Training Program

The Solano Travel Training Program was established following extensive countywide outreach conducted as part of the *2011 Solano Transportation Study for Seniors and People with Disabilities* and the *Solano Mobility Management Plan*. These efforts identified Travel Training as one of four priority strategies to improve mobility for older adults, people with disabilities, low-income, and transit-dependent residents.

Launched in 2014, the program helps participants learn how to safely and confidently use Solano County's public transit systems as well as regional transit like BART and the SF Bay Ferry through individualized and group instruction. It was developed collaboratively with local transit operators to ensure a consistent, countywide approach to training.

Today, the program is administered through a contract with Independent Living Resources (ILR), which provides professional trainers to assist participants with trip planning, fare payment, route navigation, and understanding transit accessibility features. The program continues to empower Solano County residents to travel independently and access essential destinations throughout the region.

- A total of 147 Travel Trainings (Individual, Field Trip and Classroom) were conducted in the 2nd Quarter of FY2025-26.
- 6 presentations to 99 audience members were completed.
- 1503 individuals received information during 31 Outreach activities (Tabling/Flyer Distribution/Presentations).

Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:

The Solano County Mobility Management Program was developed in response to public input from two mobility summits held in 2009 and findings from the *2011 Solano Transportation Study for Seniors and People with Disabilities*. That study identified Mobility Management as a key strategy to address the transportation needs of seniors, people with disabilities, low-income, and transit-dependent individuals.

On April 9, 2014, the STA Board unanimously adopted the *Solano County Mobility Management Plan*, authorizing implementation of four priority elements:

- Countywide In-Person ADA Eligibility and Certification Program
- Travel Training
- Senior Driver Safety Information
- One-Stop Transportation Call Center

Before STA's management, each Solano County transit operator conducted its own ADA eligibility assessments, resulting in inconsistent processes and eligibility standards. To create a more uniform and equitable system, STA implemented the Countywide ADA In-Person Eligibility Program on July 1, 2013, one of the plan's key elements.

The program provides eligibility evaluations for individuals who are unable to use fixed-route public transit due to a cognitive or physical disability, allowing them to become ADA paratransit certified. Certification provides access to curb-to-curb paratransit services and reduced-fare taxi programs across Solano County. Paratransit, Inc. now

administers the program, ensuring fair, respectful, and standardized evaluations for all applicants.

- A total of 116 Evaluations were conducted.
- Interviews are conducted in each of the County’s transit jurisdictions except for Rio Vista. All Rio Vista residents are provided with transportation to the Suisun City location for evaluations.

Taxi Card Program utilizing the PEX Card:

The Solano Intercity Taxi Card Program provides subsidized taxi rides for ADA-certified individuals traveling between transit service areas. Participants may purchase ride value through Solano Mobility, receiving \$100 in taxi fare for \$40, or \$20 for qualified low-income riders.

The program was initiated in February 2010 by the City of Vacaville following the dissolution of Solano Paratransit in 2009 and recommendations from two Mobility Summits focused on seniors and people with disabilities. Vacaville transferred the lead agency role to Solano County in July 2013, and the STA Board assumed program management on behalf of the seven cities and the County in June 2014, following a request from the County’s Department of Resource Management.

On February 1, 2015, program management officially transitioned to STA. The program converted from paper taxi scrip to a pre-paid Visa debit card (PEX Card) system with Countywide Zone Rates in October 2018, expanding eligibility to include both ambulatory and non-ambulatory riders. The transition was completed by September 2019.

As part of STA’s Veterans Mobility Program, Solano County Veterans of any age or ability may also register and receive the same benefits, with additional trip access to Travis Air Force Base, the Martinez VA Clinic, and the Hume Center.

- 489 Intercity Taxi trips were taken in the 2nd Quarter of FY 2025-26.

Medical Trip Concierge Program (GoGo Grandparents): The Solano Older Adults Medical Trip Concierge Program, operated through GoGo Grandparent, was developed in direct response to the *highest priority mobility need* identified by older adults and individuals with disabilities across Solano County—access to reliable transportation for medical appointments. This need was highlighted through extensive outreach conducted countywide by STA during community summits held in Fiscal Year 2017–18 as part of the update to the *Solano County Mobility Plan for Older Adults and People with Disabilities*.

The program provides 30 subsidized Uber and Lyft rides through GoGo Grandparent for Solano County residents age 60 and older or those ADA eligible. Rides may be used for medical and other essential trips, including travel to grocery stores, pharmacies, and food pantries, within Solano County. Rio Vista residents also have access to trips to and from three Antioch medical facilities. Certain locations in neighboring counties may also be accessed.

As part of STA’s Veterans Mobility Program, Solano County Veterans of any age or ability may also register and receive the same benefits, with additional trip access to Travis Air Force Base, the Martinez VA Clinic, and the Hume Center.

- 7,838 rides were taken using the GoGo Programs in Q2. 414 of these were Wheelchair Accessible Vehicle (WAV) rides.

Veterans Mobility Program:

The Veterans Mobility Program was created at the direction of the Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) following outreach conducted by STA during community summits in Fiscal Year 2017–18 as part of the *Solano County Mobility Plan for Older Adults and People with Disabilities*. The program builds on the success of the Solano Older Adults Medical Trip Concierge Program (GoGo Grandparent) and provides subsidized transportation for veterans of any age to medical appointments within Solano County and to key destinations in Contra Costa County, including the Martinez VA Clinic, Med Evals (QTR Assessment Center), and The Hume Center. Integrated into both the GoGo and Intercity Taxi Card programs, it helps ensure veterans have reliable access to essential medical services. The Veterans Mobility program started off slowly. However, with extensive outreach throughout the county, the program has begun to grow.

- 227 rides were provided to Veterans in Q2 of FY 2025-26, compared to the 84 rides taken in the same timeframe last year.
- *The statistics for this program are shown separately, but also incorporated into the total of the main GoGo data on Attachment A.*

Faith In Action Volunteer Driver Program:

Faith in Action (FIA) provides a volunteer driver transportation service for Solano County seniors 60 years and older. The contract between STA and FIA is to provide transportation services to older adults chronically ill and people with disabilities who are County Medical Services Programs (CMSP) eligible and/or Medi-Cal eligible to medical and Medi-Cal related appointments.

- FIA provided 152 rides in Q2 of FY 2025-26.

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Solano Mobility Q2 Program Details for FY 2025-26

Travel Training FY Comparison by Category

Travel Training Yearly Comparison							
	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26*
Individual Trainings	49	52	56	57	17	6	12
Group/Classroom Trainees	82	0	8	68	62	43	92
Field Trip Totals	16	2	18	14	23	1	7
Field Trip Trainees	83	13	97	74	214	125	43
Presentations Total	20	1	15	16	23	36	28
Audience Members	534	8	112	426	580	884	503
Outreach Activities	98	33	17	32	45	67	76
Number of People Reached	1480	239	817	2295	2264	4410	2341

*Through Q2

ADA Eligibility Results FY Comparison by Eligibility

ADA Eligibility Program FY25-26 Comparison								
	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY 24-25	FY 25-26**
Unrestricted	877	590	516	619	576	389	354	199
Conditional	76	53	47	35	56	45	74	34
Trip-by-trip	2	11	6	1	4	0	0	0
Temporary	56	19	13	19	31	12	12	3
Denied	13	6	7	0	1	37	14	9
Totals	1024	679	589	674	668	483	454	245

*Through Q2

Intercity Taxi Card Program FY Comparison by Month

ITX Trips Per Month FY Comparison							
	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26
Month	Taxi and PEX	PEX	PEX	PEX	PEX	PEX	PEX
July	413	267	240	278	186	193	205
August	482	262	316	298	203	233	168
September	408	289	347	286	197	207	175
October	452	259	266	238	185	200	170
November	455	260	249	240	191	189	151
December	500	292	253	216	176	171	168
January	516	269	299	274	265	247	0
February	460	262	296	277	238	228	0
March	346	318	313	284	268	242	0
April	203	303	263	311	257	210	0
May	259	273	273	247	282	186	0
June	251	260	355	259	237	176	0
Totals:	4,745	3,314	3,470	3,208	2,685	2,482	1,037

***Through Q2**

GoGo Program Trips FY Comparison by Month

Gogo Program Trips FY Comparison								
Month	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26
July	0	491	240	529	812	1194	1851	2551
August	0	894	146	558	848	1452	2257	2491
September	0	740	228	624	865	1433	2158	2407
October	0	809	494	662	935	1516	2372	2723
November	0	277	389	698	855	1597	2109	2437
December	0	273	430	663	871	1650	2082	2419
January	0	282	464	768	865	1621	2372	1974
February	0	264	425	716	965	1695	2235	
March	0	155	549	784	1163	1873	2579	
April	3	83	505	746	1049	2055	2598	
May	90	178	462	752	1153	2189	2600	
June	304	267	504	795	1167	2041	2495	
Total		4713	4836	8295	11548	20316	27708	17002

*Through Q2

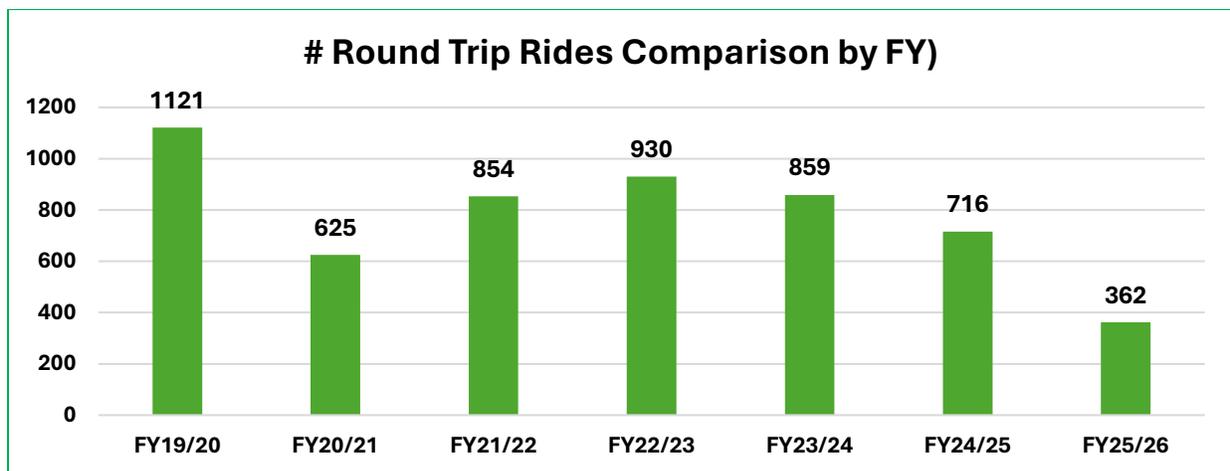
ATTACHMENT B

Veterans Program and Wheelchair Accessible Vehicle (WAV) Rides Through GoGo

Veterans Program and WAV (NEMT) Rides								
	Veterans				WAV/NEMT			
Month	FY22-23	FY23-24	FY24-25	FY25-26	FY22-23	FY23-24	FY24-25	FY25-26*
July	17	13	33	67	0	98	252	151
August	7	7	17	79	0	143	212	147
September	8	44	30	97	0	178	126	182
October	21	95	37	98	0	178	162	163
November	5	114	8	55	0	194	142	120
December	7	116	39	74	0	154	19	131
January	4	140	50		0	180	156	
February	4	122	60		0	194	190	
March	0	125	58		2	176	188	
April	11	113	88		32	242	138	
May	8	85	73		98	240	162	
June	16	66	62		69	208	148	
Totals	108	1040	555	470	201	2185	1895	894

*Through Q2

Faith in Action Volunteer Driver Program



STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

1. Travel Training:

STA’s Travel Training program continues to be popular with the public. The trainers go to various locations such as Adult Day Programs, Senior Centers and Senior Living Communities in an effort to reach those individuals who could most benefit.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, Solano Mobility’s Travel Training program currently provides educational resources and direct training for individuals using public transit and other county mobility programs. To ensure its effectiveness, the program must cover industrywide standard elements of educational content, which are considered essential for successful travel training. These topics include:
 - Understanding trip planning software
 - Reading route maps and schedules
 - Locating transit stops
 - Flagging-down buses, where applicable
 - Calculating and paying fares
 - Obtaining and using transit passes
 - Recognizing when the desired stop has been reached.
 - Indicating to bus drivers when to stop
 - Obtaining service updates
 - Using mobility devices safely on vehicles
 - Determining if a vehicle is equipped with mobility devices.
 - Completion of training is determined by the trainee being able to travel safely and independently.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with Solano Mobility to review Travel Training course content and overall curriculum.	Solano Mobility Travel Training program covers the education topics listed above and provides at least two trainings per month.	The Travel Training program meets these criteria.

2. Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:

STA contracted with Paratransit Inc., in July 2023 to conduct the ADA In-Person Evaluations. Paratransit Inc. officially began conducting in-person evaluations throughout the County in September.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, Solano County should offer a clear, understandable, and accessible ADA eligibility program that is standardized for use by all county residents, regardless of their jurisdiction of residence. To ensure that the Countywide In-Person Americans with Disabilities Act (ADA) Evaluations program is effective, management of the process should adhere to various industrywide best practices. These include:

- Accommodating accessibility as a part of the ADA assessment process, with various accessible over-the-phone and online opportunities available.
- Issuing clear communications about the program and about all accessible transportation services offered, with information that is readily available, issued in accessible formats and in relevant foreign languages, and easily understandable.
- Accommodating applicant needs by providing transportation to and from interviews and functional assessments, as well as interpretation in sign language.
- Administering interviews and assessments effectively, with ample time provided for applicants to complete necessary processes, adequately preparing applicants for these sessions, and allowing applicants to provide consent for information collection.
- Effectively communicating eligibility decisions by providing responses listing applicant name, agency name, eligibility status, agency contact information, any conditions that may be placed on an individual’s eligibility, an eligibility expiration date if applicable, and information about how to appeal the decision.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with STA to review existing ADA eligibility processes in Solano County.	Solano County’s ADA eligibility program is available and standardized on a countywide basis and meets the conditions listed above.	The Countywide In-Person Americans with Disabilities Act (ADA) Evaluations program meets the criteria.

3. Taxi Card Program utilizing the PEX Card:

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, the program should adhere to industrywide best practices that ensure service quality, stakeholder participation, and safety compliance. Solano Mobility’s ITX Card program enables qualified ADA-certified Solano County residents, including veterans, to use local taxis as a form of paratransit, accommodating subsidized rides between separate jurisdictions/transit service areas. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Key program aspects include:
 - Ensuring quality services from taxi companies with an established agreement/commitment from taxi company owners or managers to provide optimal service to ADA paratransit customers, defined customer service standards, an extensive and meaningful driver training program, sufficient driver compensation that is processed in a timely manner, a complaint processing and response program, and ongoing performance monitoring.
 - Maintaining regular communications between Solano Mobility, taxi company management, taxi drivers, and customers that establish a good working relationship between all involved parties and mutually benefits all stakeholders.
 - Participating with multiple taxi providers and allowing riders to select their provider of choice.
 - Ensuring taxi company and driver compliance with regulations.
 - Responding to valid complaints within 48 hours of complaint receipt.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
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Coordinate with Solano Mobility to review ITX Card program policies and processes.	Solano Mobility ITX Card program meets the conditions listed above.	The Intercity Taxi Card Program meets the criteria.
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4. Medical Trip Concierge Program (GoGo Grandparents):

The Gogo Grandparents Program continues to grow in participation. The 1st Quarter of this FY is 35% above the usage for the same timeframe last year.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, the service should be available for use by older adults countywide, including veterans, and should adhere to industrywide best practices. Solano County’s Older Adults Medical Trip Concierge Service should be oriented for access by all older adult residents in the county, including veterans, regardless of their jurisdiction of residence. To ensure that the program is effective, management and delivery of the service should adhere to various industrywide best practices. These include:
 - Adequately informing recipients and other stakeholders about the availability of the service, eligibility for use, the service authorization process, and how to access the service. This should include a variety of informational materials for distribution that accommodates Limited English Proficiency (LEP) individuals.
 - Operating a toll-free telephone contact center that allows recipients to request services. The contact center should accommodate recipients with disabilities and/or who are hearing impaired.
 - Managing the program to ensure that cost-effective and appropriate services are delivered, with collection and distribution of monthly trip level data reports that indicate performance levels.
 - Coordinating with local stakeholders to maximize service cost-effectiveness and quality. This includes collaboration with public transit programs, public welfare programs, and aging services where appropriate, and linkages/integrations with existing older adult medical transportation services.
 - Verifying recipient eligibility and need in a clear and standardized way, with a clearly-defined and mutually-accessible application process.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with STA to review the existing management and administration process for the Older Adults Medical Trip Concierge Service.	Solano County’s Older Adults Medical Trip Concierge Service is available to older adults countywide, including veterans, and meets the conditions listed above.	The Medical Trips Concierge program meets the criteria.

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DATE: March 11, 2026
TO: STA Board
FROM: Sean Person, Legislative Assistant
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 14, 2026, the STA Board approved its 2026 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2026.

Monthly legislative updates are provided by STA's state and federal lobbyists and are attached for your information (Attachments A and B). An updated Legislative Bill Matrix listing state bills of interest is available at: <https://sta.ca.gov/operations/legislative-program/current/>

Discussion:

The California State Transportation Agency (CalSTA) released the draft guidelines and schedule for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 8. The TIRCP is a competitive grant program which, since its inception in 2015, has funded over \$11 billion worth of transformative capital projects across California. TIRCP places emphasis on reducing greenhouse gas emissions, increasing service capacity, improving safety, and directing at least a portion of investments toward disadvantaged communities, aligning with state climate and equity goals embedded in current transportation law.

On February 19, 2026, Governor Gavin Newsom signed legislation authorizing a \$590 million emergency loan to Bay Area transit agencies to avert service cuts and preserve transit service ahead of upcoming regional funding ballot measures. This action came through a legislative authorization backed by the California Legislature and the Governor's office and aimed to sustain operations for systems such as BART, Caltrain, AC Transit, and San Francisco Muni while long-term funding solutions are pursued by regional authorities and voters. The transit loan represents a short-term fiscal policy move in response to financial pressures faced by multiple transit operators.

Additionally, the California Transportation Commission held informational hearings on the proposed 2026 State Transportation Improvement Program (STIP) funding proposals. These hearings revealed that the total project proposals for both regional and interregional components exceeded the initial fund estimates, requiring state agency staff to work with regional partners to prioritize projects and finalize recommendations ahead of the STIP adoption meeting scheduled for March. These discussions involved projects surrounding managed lanes, active-transportation improvements, rail resiliency work, and safety enhancements and highlight ongoing state planning work under the STIP programming cycles.

State Legislative Update (Shaw/Yoder/Antwih/Schmelzer/Lange):

Updates on the following are detailed in Attachment A:

- Legislative Update
- TIRCP Cycle 8
- Affordable Housing and Sustainable Communities Program (AHSCP) Update
- Bills of Interest

Federal Legislative Update (Akin Gump):

Updates on the following are detailed in Attachment B:

- 2026 Appropriations
- Department of Transportation/Congressional Update
- Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update

February 23, 2026

TO: Board of Directors - Solano Transportation Authority

FM: Matt Robinson & Michael Pimentel - Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – March 2026**

Legislative Update

In Sacramento, the second year of the 2025-26 Legislative Session is in full swing. Following the release of the Governor’s proposed FY 2026-27 budget on January 9, the Department of Finance subsequently published a number of budget trailer bills (policy bills to implement the Governor’s budget). Over the coming months, the Assembly and Senate’s respective budget committees and subcommittees will meet frequently regarding the Governor’s proposed budget. In mid-May, the Governor will release his “May Revise,” an update to his January proposed budget. This will kick off final negotiations between the Governor, Senate, and Assembly to finalize the budget agreement. The budget must be passed by June 15, in advance of the new fiscal year, which begins on July 1.

Meanwhile, since the Legislature reconvened on January 5, 1897 bills have been introduced in advance of the February 20 deadline. Many bills start out as “spot” bills and will need to be amended before they can be heard in the Legislature’s policy committees. The Assembly requires spot bills to be amended by March 16 and the Senate by March 25. Also, bills must be in print for 30 days before they may be heard in a policy committee.

The Legislature will break for Spring Recess from March 26 and return on April 6. When they reconvene, they will have until April 24 to finish policy committee hearings for bills in the first house.

For information about key legislative and budget deadlines for next year, please see the 2026 Legislative Calendar [here](#).

Governor Signs Bay Area Transit Loan Agreement

On January 30, the Office of Governor Newsom, the California Department of Finance (DOF) and the MTC announced that they reached an agreement on a \$590 million state loan to AC Transit, BART, Caltrain, and Muni.

The agreement authorizes the loan to be funded no later than July 1, 2026, using money awarded but not yet allocated for Bay Area projects by the California Transportation Commission through the Transit and Intercity Rail Capital Program (TIRCP).

Consistent with Senate Bill 105 enacted last fall, the loan agreement includes a clearly defined repayment structure, a guaranteed revenue source to secure the loan and an agreed-upon interest rate:

- 12-year repayment term, with interest-only payments during the first two years.
- Repayment secured by the "revenue-based" portion of State Transit Assistance that goes directly to the transit agencies.
- Variable interest rate tied to the state's Surplus Money Investment Fund, ensuring the state is fully repaid at the same rate it would have earned had the funds remained in state accounts.

The [language reflecting the agreement](#) was released by DOF on February 2 and was amended into [AB 117](#) and [SB 117](#), respectively, on February 13. The [language reflecting the agreement](#) was released by DOF on February 2 and was amended into [AB 117](#) and [SB 117](#), respectively, on February 13, and signed into law on February 19.

Caltrans Releases Director's Policy on Transit and Major Organizational Changes

On February 9, Caltrans announced the establishment of a new Deputy Director for Transit and Rail Programs, the restoration of the Division of Mass Transportation to create a dedicated team focused on transit issues, the release of the [Director's Policy on Transit](#) to support more coordinated and efficient transit and rail services along the State Highway System, and the creation of a new California Transit Advisory Committee (CALTAC). Individuals interested in serving on the CALTAC can apply [here](#). The Director's Policy focuses on transit priority facilities such as dedicated bus lanes, signal priority, and other infrastructure to make road-based transit service faster and more reliable on the State Highway System. CALTAC will consist of 20 member agencies and organizations from a diverse group of transit stakeholders, such as transit agencies, state universities, disadvantaged communities, and transit experts.

TIRCP Cycle 8

As we have previously reported, the California State Transportation Agency (CalSTA) released the draft [guidelines](#) and schedule for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 8. The TIRCP is a competitive grant program which, since its inception in 2015, has funded over \$11 billion worth of transformative capital projects across California. See the draft schedule below. CalSTA expects approximately \$900 million to be available for Cycle 8.

2026 TIRCP Cycle 8 Draft Schedule

- | | |
|--|--------------------------|
| • CalSTA Publishes Final Cycle 8 Guidelines | February 20, 2026 |
| • CalSTA Publishes Cycle 8 Call for Projects | February 20, 2026 |
| • Optional meetings with applicants* | March 2 – March 13, 2026 |
| • Project Applications Due | May 14, 2026 |
| • CalSTA Anticipated Award Announcements | September 18, 2026 |

AHSCP Update

Of interest to Solano Transportation Authority, the Governor's budget proposes programmatic changes to the Affordable Housing and Sustainable Communities Program (AHSCP) to align it with the Governor's recent state agency reorganization, which created the California Housing and Homelessness Agency

(effective July 1, 2026). The affordable housing component of the AHSCP will be nested within CHHA within the Housing Development and Homelessness Committee (HDFC) to better leverage complementary subsidies, streamline administration, and accelerate project delivery while maintaining AHSCP's rigorous climate and sustainability standards. The Governor's Budget proposes to provide up to \$560 million for the affordable housing component from the state's Cap-and-Invest program.

The sustainable communities and agricultural land conservation components of AHSCP will continue to be administered by the Strategic Growth Council and be updated to support more flexible, catalytic infrastructure investments aligned with regional priorities, maximizing the impact of limited resources to more effectively deliver climate-aligned housing. The Governor's Budget proposes to provide up to \$240 million for the affordable housing component from the state's Cap-and-Invest program. The Governor's proposed trailer bill language can be found [here](#).

Two-Year Bills of Interest

AB 1198 (Haney) Prevailing Wage – WATCH

This bill impacts public works contracts by requiring that any change in prevailing wage rates be applied biannually to *all* public works contracts awarded, until the projects' completion, as determined by the Director of Industrial Relations. The bill also allows contractors, awarding bodies, or their representatives to file a verified petition within 20 days to review a rate determination. The Director must then investigate or hold a hearing and issue a final determination within 20 days, which is sent to the awarding body and interested parties. ***In the Senate, pending referral to policy committee.***

AB 1421 (Wilson) Road Usage Charge Technical Advisory Committee – WATCH

This bill requires the California Transportation Commission (CTC), in partnership with the Transportation Agency (CalSTA), to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The report would be due to the Legislature by January 1, 2027. ***This bill is in the Assembly Appropriations Committee.***

New Bills of Interest

AB 1599 (Ahrens) California Transit Stop Registry – WATCH

This bill would require the Department of Transportation to create the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops by December 31, 2026. Additionally, this bill would require all transit operators that qualify for the funding under the Mills-Alquist-Deddeh Act to ensure that the name, location, of each of their transit stops are accurately reflected in the California Transit Stop Registry. ***In the Assembly Transportation Committee.***

AB 1837 (Mark Gonzalez) Forward Facing Camera Reauthorization – WATCH

Sponsored by the California Transit Association, this bill would extend the existing authorization for transit agencies to install forward-facing automated parking cameras to combat the issue of cars parked in bus lanes and help ensure transit reliability. This authorization – originally enacted in 2022 – is set to expire on January 1, 2027. ***In the Assembly, pending referral to policy committee.***

AB 1944 (Lee) Zero-Emission Bus Axle Weight Limit – WATCH

Also sponsored by the California Transit Association, this bill would amend the axle weight limits that apply to zero-emission buses purchased by California transit agencies by postponing the dates by which

certain axle weight limits apply. This proposal would provide for a near-term increase in axle weight limits to help facilitate continued compliance with the California Air Resources Board's Innovative Clean Transit (ICT) regulation. ***In the Assembly, pending referral to policy committee.***

AB 2346 (Wilson) Safer E-Bikes, Safer Communities Act – WATCH

This bill makes lower-speed electric bicycles (class 1 and 2 e-bikes) safer by requiring speedometers and integrated lights on all e-bikes. This bill also provides local governments with the authority to impose e-bike speed limits and sets a state-wide speed limit of 15 mph for minors under 15 years old operating any device. Lastly, AB 2346 requires manufacturers and retailers of e-bikes to provide consumers with disclosures on the type of bike and a clear summary of e-bikes laws and regulations. ***In the Assembly, pending referral to policy committee.***

MEMORANDUM

February 19, 2026

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: February Report

In February, Akin monitored developments in Washington, including the appropriations process, transportation updates, and funding opportunities. Susan Lent met with Solano Transportation Authority (STA) member cities and gave a presentation to the Board of Directors at its meeting on February 11 regarding federal funding opportunities, outlook for transportation legislation and plans to advocate for STA priorities in the coming year.

Fiscal Year 2026 Appropriations

On February 3, President Trump signed a [\\$1.2 trillion fiscal year \(FY\) 2026 minibus spending bill](#), providing full-year discretionary funding for federal agencies covered in five of the 12 annual spending bills (Defense; Financial Services and General Government; Labor, Health and Human Services, and Education; National Security, Department of State; and Transportation, Housing and Urban Development), including the Department of Housing and Urban Development and the Department of the Treasury. The Department of Homeland Security (DHS) was funded with a continuing resolution through February 13, but Congress failed to enact a stopgap spending bill amid Democratic concerns over immigration funding. As of February 14, DHS funding lapsed, leaving much of the department working without pay.

The final FY 2026 THUD bill provides \$8.82 billion more than the FY 2026 House bill and \$4.04 billion more than the Senate bill. The THUD bill includes \$145 million in supplemental funding for the RAISE grant program, above the \$1.5 billion in the Infrastructure Investment and Jobs Act (IIJA), and \$137,426,000 for CRISI of which \$87,426,000 is for community projects and \$50 million is for competitive grants. This is in addition to the \$1 billion in advance appropriations. The bill includes \$1 million for the Heart of Fairfield Downtown Project.

Department of Transportation Update

On February 2, DOT held a monthly meeting through its Office of Intergovernmental Affairs to discuss key updates and funding opportunities, including:

- Surface Transportation Reauthorization: DOT continues public engagement but there are no other significant updates.

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- Better Utilizing Investments to Leverage Development (BUILD) Grants: DOT [released](#) the FY 2026 BUILD NOFO in December 2025. Applications are due by February 24, 2026.
- Federal Aviation Administration Aviation Workforce Development Program: This NOFO is still working through DOT clearance and should be announced in the coming weeks.
- Federal Transit Administration All Stations Accessibility Program (“ASIP”): The FTA is planning to announce a NOFO for the ASIP program in the coming weeks. FTA anticipates making \$686 million available to support upgrades to subway, commuter rail and light rail systems for disabilities.
- Federal Transit Administration Bus Safety and Accessibility Research Program: DOT anticipates issuing a NOFO that supports safety and improves accessibility for all riders.
- Federal Transit Administration Transit Oriented Development Program: The FTA anticipates publishing \$14 million for a transit oriented development pilot program NOFO and \$10 million for a tribal transit NOFO.

Congressional Update

The House and Senate committees of jurisdiction are in the process of drafting their respective bills to reauthorize surface transportation programs with the current law expiring on September 30, 2026. House Transportation and Infrastructure Committee Chair Sam Graves (R-MO) has said that the Committee plans to mark up the bill in February, but has not scheduled a markup to date. The Senate Committee on Commerce, Science and Transportation, which has jurisdiction over ports and rail; the Senate Committee on Environment and Public Works, which has jurisdiction over highways and environmental programs; and the Senate Committee on Banking, Housing and Urban Affairs, which has jurisdiction over public transportation programs, must separately draft bills to cover programs under their jurisdiction. There is no word on timing for those markups. As is typical with these bills, the Administration in power will also offer recommendations. It has been reported that the Department of Transportation has proposed that the new law prohibit recipients of public transportation funding from providing free service to passengers.

Congress has traditionally not been able to pass surface transportation legislation before current law expires and has often passed short term extensions. That is likely to occur this year, particularly with the upcoming midterm elections and difficult questions regarding the level of funding to authorize, how to pay for transportation programs and which programs and policies to include in the new law.

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On February 4, the Senate Committee on Commerce, Science and Transportation held a [hearing](#) to examine the current state of autonomous vehicle (AV) technology and the role of Congress in establishing a federal regulatory framework. The hearing focused on AV innovation and how to reconcile federal oversight with state and local authority. Jeff Farrah, Chief Executive Officer of the Autonomous Vehicle Industry Association, [spoke](#) at the hearing and emphasized the importance of AV in improving roadway safety.

Bills of Interest

On January 27, Sen. Tammy Duckworth (D-IL) introduced [S.3701](#) in the Senate. The bill would establish a competitive grant program to provide capital assistance for the maintenance, replacement, and rehabilitation of commuter rail bridges. There are no cosponsors for the bill. The bill was referred to the Committee on Banking, Housing, and Urban Affairs.

On January 29, Sen. Tim Sheehy (R-MT) introduced [S.3728](#) in the Senate. The bill would remove the requirement that the Secretary of Transportation consider the committed or anticipated non-Federal funding for long distance intercity passenger rail routes under the Corridor Identification and Development Program. Sen. Jeff Merkley (D-OR) cosponsored the bill. The bill was referred to the Committee on Commerce, Science, and Transportation.

On January 30, Rep. Lateefah Simon (D-CA) introduced [H.R.7298](#) in the House. The bill would amend the Federal Public Transportation Act of 2012 to expand eligibility for the transit-oriented development planning grant program to pre-development activities. Rep. Sara Jacobs (D-CA) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On February 9, Rep. Kristen McDonald (D-MI) introduced [H.R.7437](#) in the House. The description of the bill states that it would improve federal transportation programs. As of February 19, the text of the bill is not yet available to confirm details. Rep. Robert Bresnahan (R-PA) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On February 9, Rep. Troy Nehls (R-TX) introduced [H.R.7442](#) in the House. The bill would eliminate the Carbon Reduction and PROTECT programs and dedicate the funding to a new bridge formula program that distributes funding based primarily on overall deck area. There are [3 cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On February 10, Rep. Wesley Bell (D-MO) introduced [H.R.7461](#) in the House. The bill would direct the Administrator of the Federal Emergency Management Agency to submit a

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monthly report on the status of all projects and activities funded through the Disaster Relief Fund. Rep. Jared Moskowitz (D-FL) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On February 12, Sen. Richard Blumenthal (D-CT) introduced [S.3871](#) in the Senate. The bill would amend title 23, United States Code, and the Infrastructure Investment and Jobs Act with respect to vehicle roadside crashes and work zone safety. As of February 18, a text of the bill is not yet available to confirm details. Sen. Deb Fischer (R-NE) cosponsored the bill. The bill was referred to the Committee on Commerce, Science, and Transportation.



DATE: February 12, 2026
 TO: STA TAC
 FROM: Jasper Alve, Senior Project Manager
 RE: Summary of Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months broken up by Federal, State, and regional sources.

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	Fiscal Year 2026 Better Utilizing Investments to Leverage Development (BUILD) https://simpler.grants.gov/opportunity/4d8f5775-ff01-4a6f-ab4e-b125899043b3	\$1.5B	February 24, 2026
2.	Port Infrastructure Development Program https://simpler.grants.gov/opportunity/d339d69b-b178-4163-b3aa-abd63c095011	\$450M	February 28, 2026
Regional			
1.	Priority Conservation Area Grant Program https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants	\$8M	March 20, 2026

This item went to the STA TAC meeting on February 25, 2026 as informational, no discussion.

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: March 2, 2026
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Committees Meeting Calendars for 2026

Discussion:

Attached is the 2026 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2026



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2026**

STA Board: Meets 2nd Wednesday of Every Month
 Consortium: Meets *Last* Tuesday of Every Month
 TAC: Meets *Last* Wednesday of Every Month
 BAC: Meets 1st Thursday of every *Odd* Month
 PAC: Meets 1st Thursday of every *Even* Month
 PCC: Meets 3rd Thursday of every *Odd* Month
 SR2S-AC: Meets 3rd Wednesday - Quarterly

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., March 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., March 11	4:00 p.m.	Transit and Rideshare Committee	423 Main Street, Suisun City	Confirmed
Wed., March 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., March 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., March 24	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., March 25	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., April 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., April 8	3:00 p.m.	SR 12 Corridor Subcommittee	423 Main Street, Suisun City	Tentative
Wed., April 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., April 28	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., April 29	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., May 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., May 13	4:00 p.m.	SR 113 Corridor Subcommittee	423 Main Street, Suisun City	Confirmed
Wed., May 13	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Wed., May 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., May 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., May 26	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., May 27	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., May 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Thurs., June 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Tentative
Wed., June 10	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., June 23	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., June 24	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., July 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., July 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., July 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
(No Meeting) SUMMER RECESS		Solano County Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
(No Meeting) SUMMER RECESS		STA Board Meeting	N/A	N/A
Wed., August 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., August 25	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., August 26	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 3	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., Sept. 9	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 24	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Tues., Sept. 29	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Sept. 30	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., Oct. 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., Oct. 14	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
No meeting due to STA's Annual Awards in Nov. (No STA Board Meeting)		Solano County Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A

Thurs., Nov. 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., Nov. 4	5:00 p.m.	STA's 29th Annual Awards	Suisun City	TBD
Tues., Nov.17	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Nov. 18	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Wed., Nov. 18	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., Nov. 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Thurs., Dec. 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., Dec. 9	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., Dec. 15	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Dec. 16	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed