



MEETING AGENDA

5:30 p.m., Closed Session
6:00 p.m., Regular Meeting
Wednesday, May 13, 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.

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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.**

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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 sernst@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	J.R. Matulac
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AGENDA ITEMS

BOARD/STAFF PERSON

CLOSED SESSION (5:30 - 6:00 p.m.)

Megan Callaway

PERSONNEL MATTERS (Government Code § 54957) Public Employee

Employment: Executive Director

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

3. APPROVAL OF AGENDA

4. OPPORTUNITY FOR PUBLIC COMMENT (6:00 – 6:10 p.m.) Daryl K. Halls

5. EXECUTIVE DIRECTOR’S REPORT (6:10 – 6:15 p.m.)

6. PRESENTATIONS (6:15 – 6:45 p.m.)

A. Proclamations:

- **Solano County Bike Champion of the Year:**
 - **Braxton Winchester**
 - **Alexi Sinclair**
- **Johanna Masielat’s Retirement – STA Clerk of the Board/Office Manager – 23 Years of Service**

Steve Bird
Andrea Sorce
Chair Hernandez/
STA Board

B. Bay Area Infrastructure Financing Authority (BAIFA) – I-80 Express Lanes Update Stephen Wolf, MTC

C. Solano Express Systems Performance Monthly Report Beth Kranda, SolTrans

D. STA Director Reports

1. Programs –

i. **Mobility Programs: Call Center 2nd Quarter Report for FY 2025-26** Erika Dohina

2. Planning –

- i. **SR2S Activities Update** Amy Antunano
- ii. **Bay Area Air District (BAAD) Opportunity Grant** Robert Guerrero
- iii. **Priority Production Area**
- iv. **STA Transportation Resiliency Plan**

3. Projects Update

- i. **SR 37 Fairgrounds** Nick Burton
- ii. **SR 12 and SR 113 Corridor Updates**
- iii. **Upcoming Notice of Funding Opportunities (NOFO)**

7. CONSENT CALENDAR (6:45 – 6:50 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 April 8, 2026 Johanna Masielat

Recommendation:

Approve the minutes of the STA Board Meeting of April 8, 2026.

The complete STA Board Meeting Packet is available on STA's Website at www.sta.ca.gov
(Note: STA Board Meetings are held at 6:00 p.m. on the 2nd Wednesday of every month except August (Board Summer Recess) and November (Annual Awards Ceremony).)

- B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of April 29, 2026** Sheila Ernst
Recommendation:
 Receive and file.
Pg. 19
- C. Approved/Draft Minutes of STA Advisory Committees in the Month of April 2026** Sheila Ernst
Natalie Quezada
Josue Jimenez
Recommendation:
 Receive and file.
Pg. 25
- D. Contract Amendment Preliminary Project Development Funding Plan for Neitzel Road Ramp Connection (Interchange Project Package 5) – Mark Thomas Scope Fee (Revision 2)** Nick Burton
Recommendations: Authorize the Executive Director to:
 1. Amend Mark Thomas’ consultant contract to add \$3,461,595.58 for additional scope of work identified in Attachment B provided the necessary funding agreements with the City of Fairfield are executed, thereby bringing the budget of the contract to the amount not-to-exceed \$13,142,497.58;
 2. Amend the City of Fairfield’s RTIF funding agreement to add the loan totaling \$100,000 of RTIF funding bringing the total RTIF contribution to \$300,000; and
 3. Execute a funding agreement with the City of Fairfield related to the RM3 loan totaling \$200,000.
Pg. 35
- E. Second Contract Amendment for Suisun City Mobility Hub Construction Management Services** Jasper Alve
Recommendation:
 Authorize the STA Executive Director to amend the consultant contract with WSP for construction management support services for the Suisun City Mobility Hub Project to add \$21,548 thereby raising the total consultant contract to the amount not-to-exceed \$336,463.
Pg. 77
- F. Solano Community College (SCC) Falcon Flyer Vanpool Pilot Program Extension FY 2026-27** Lorene Garrett
Recommendations: Authorize the Executive Director to:
 1. Enter into a funding agreement with the Solano Community College District for the Solano Community College Intercampus Vanpool Pilot program for an amount not to exceed \$457,184 per year through June 30, 2027;
 2. Enter into an agreement with Propark Mobility to operate the Solano Community College Intercampus Vanpool Pilot Program through June 30, 2027, for an amount not to exceed \$457,184 per year.
Pg. 85
- G. Contract Amendment – Commute with Enterprise for the Traditional Vanpool Program** Lorene Garrett
Recommendation:
 Authorize the Executive Director to enter into a contract amendment with Commute with Enterprise to extend the traditional vanpool program for FY 2026-27 and FY 2027-28 at the budgeted amount of \$50,000 per fiscal year.
Pg. 109

H. Public Safety Education and Enforcement Grant-Reallocation of Funds Amy Antunano
Recommendation:
Authorize the Executive Director to reallocate the remaining Public Safety Education and Enforcement Grant funds, not to exceed \$50,000, to the City of Benicia Police Department to support Safe Routes to School safety education and enforcement activities.
Pg. 111

I. Fiscal Year 2025-26 Proposed Third Quarter Budget Revision Nick Burton
Recommendation: Robert Guerrero
Adopt the STA’s FY 2025/26 Proposed Third Quarter Budget Revision as shown in Attachment A. Ron Grassi
Pg. 113 Andrew Obando

8. ACTION FINANCIAL ITEMS

A. Solano County One Bay Area Grant Cycle 4 Call for Projects Brandon Thomson
Recommendation: Jasper Alve
Authorize the STA to release the Solano County OBAG 4 Competitive Call for Projects and utilize the screening and evaluation criteria outlined in Attachment B with a funding target of \$16.190 million and with grant applications due on June 30, 2026.
(6:50 – 7:00 p.m.)
Pg. 119

B. MTC Community Action Resource and Empowerment (CARE) Program – Call for Projects and Evaluation Criteria Kathrina Gregana
Recommendations: Approve the following:
1. Approve the Solano CARE Program Evaluation Criteria as specified in Attachment A; and
2. Issue a Call for Projects for \$1.894 million for the Solano CARE Program (\$1,044,000 for CBTP Project Development Technical Assistance and \$850,000 for Participatory Budgeting and Implementation) with flexibility of up to 30 percent between the two categories.
(7:00 – 7:05 p.m.)
Pg. 193

C. Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2026-27 Call for Projects Dulce Jimenez
Recommendation:
Authorize the Executive Director to issue a Call for Projects for Transportation Development Article 3 Funds.
(7:05 – 7:10 p.m.)
Pg. 199

D. Bay Area Air District Transportation Funds for Clean Air (TFCA) 40% Fund Program Fiscal Year (FY) 2026-27 Call for Projects Dulce Jimenez
Recommendations: 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.
Pg. 203 (7:10 – 7:15 p.m.) **4**

E. Solano Express Route Name Changes and Regional Mapping & Wayfinding in Solano County Kathrina Gregana

Recommendations: Approve the following:

1. Authorize the route naming revisions to the Solano Express Network
2. Approve up to \$500,000 in funding for Solano transit wayfinding sign replacement, in accordance with the Regional Mapping and Wayfinding Design Guidance, and prioritizing regional signage, with any remaining funds allocated to local transit sign updates.
3. Authorize the Executive Director to enter into funding agreements Soltrans and other transit operators in Solano County to implement the wayfinding sign replacement program not to exceed \$500,000.

(7:15 – 7:25 p.m.)

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F. First Amendment to Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27 Ron Grassi

Recommendations: Forward a recommendation to the STA Board to approve the 1st Amendment to Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27(Attachment C, D & E) with the updated:

1. Solano Express Cost Per Revenue Hour
2. Solano Express Service Hours by Route
3. FY 2026-27 Solano Express Budget
4. FY 2026-27 Funding Plan and 5 Year Financial Forecast

(7:25 – 7:30 p.m.)

Pg. 211

9. ACTION NON-FINANCIAL ITEMS

A. STA’s Draft Overall Work Plan for FY 2026-27 and FY 2027-28 Nick Burton

Recommendation:

Release the STA’s Draft Overall Work Plan (OWP) for FY 2026-27 and 2027-28 for a 30-day comment period as shown in Attachment A.

(7:30 – 7:45 p.m.)

Pg. 261

Robert Guerrero
Ron Grassi

B. Safe Streets and Roads for All Federal Grant Application for Fiscal Year 2026 Janelle Gregorio

Recommendation:

Authorize STA Staff to submit a Safe Routes to School implementation grant application for the fiscal year 2026 Safe Streets and Roads for All Grant Program.

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(7:45 – 7:50 p.m.)

10. INFORMATIONAL – NO DISCUSSION ITEMS

A. Solano Mobility Programs – Call Center 2nd Quarter Report for FY 2025-26 Erika Dohina
Pg. 307

B. Legislative Update Sean Person
Pg. 311

C. **Summary of Funding Opportunities**
Pg. 321

Jasper Alve

D. **STA Board and Advisory Committees Meeting Calendar for 2026**
Pg. 323

Johanna Masiclat

11. BOARD MEMBER COMMENTS

12. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, June 10, 2026**, at STA Board Room - 423 Main Street in Suisun City.

STA Board Meeting Schedule for Calendar Year 2026

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



DATE: May 5, 2026
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Executive Director's Report – May 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.

Departure of the Clerk of the Board Johanna Masiclat

Johanna Masiclat served as Clerk of the Board for the last 20 years plus years with a total of 23 years with the STA. She announced her retirement effective this month. The STA will be recognizing her with a proclamation and award for her many years of outstanding service to the STA, STA Board, staff, and partner agencies. She will be missed.

Staff Update

- **Introduction of New Clerk of the Board/Office Manager Sheila Ernst**

We are pleased to introduce the new Clerk of the Board/Office Manager, Sheila Ernst. Sheila is a long time resident of Solano County and currently resides in Dixon. She recently worked for the City of Suisun City and City of Vacaville and previously worked for the STA as an Administrative Assistant. She is supervised by the Executive Director and provided administrative support to the STA Board, Legal Counsel, and Management Team.

- **Introduction of New Budget and Finance Manager Andrew Obando**

Andrew Obando was hired as the new Budget and Finance Manager position. He started with the STA on April 30th. He is a resident of Fairfield and his previous employment, he has worked for the County of Solano in the Public Health Department and Finance Manager for the Northbay Schools Insurance Authority. He supervises accounting staff of two and reports to the Director of Projects, Nick Burton. He provides financial support to administration, STA Board, and Departments of Project, Planning, and Programs.

Update on I-80 Express Lanes by Bay Area Infrastructure Finance Authority (BAIFA)

Presentation

In December of 2025, BAIFA put in the I-80 Express Lanes. The I-80 Express Lanes opened up as a 3 year pilot, operating 7 days per week, with conditions requested by the STA Board. As per the STA request, BAIFA will provide the STA Board with the status of the project and answer any questions regarding the operation of the facility.

Draft Overall Work Plan for FY 2026-27 & 2027-28

Every year the STA staff and STA Board update the STA Overall Work Program (OWP). The OWP is a 2-year work program that covers all the plans, projects, and programs authorized by the STA Board. The STA management staff has updated the OWP from last year and plans to provide a draft for 2026-27 and 2027-28. STA staff is recommending the STA Board release the OWP to the member and partner agencies for review and comment. The STA Board is schedule to adopt the OWP at its June Board meeting.

Release of Call for Projects for Over \$20M Dollars as Part of OBAG Cycle 4

As part of the One Bay Area Grant (OBAG) Cycle 4, STA staff has introduced a call for projects for OBAG Cycle 4 Funds in coordination with the call for projects for several other fund sources administered by the STA. These include the following: Community Action Resource and Empowerment (CARE), Transportation Development Act (TDA) Article 3, Transportation Funds for Clean Air (TFCA), Yolo-Solano Air Quality Management District (YSAQMD), Regional Active Transportation Program (ATP), Regional Measure 3 (RM3)/Bay Trail Funds. Collectively, these funds total over \$20M and will be programmed this calendar year.

Approval of SolanoExpress Intercity Transit Funding and Cost Sharing Agreement

STA program staff has updated the SolanoExpress Intercity Transit Funding and Cost Sharing Agreement in partnership with Soltrans and other transit operators that help fund SolanoExpress. Thanks to the assistance of MTC Commissioner and County Supervisor Mitch Mashburn, MTC has provide additional RM3 funds for SolanoExpress to close the funding gap between FY 2026 and 2027. This one year agreement extension will cover 2026-27 and was reviewed by and recommended for approval by all the transit operators including the following: Soltrans, FAST, Vacaville, Dixon, Suisun City, County of Solano, and the STA at their April Consortium and TAC meetings.

3rd Quarter Budget Report for Fiscal Year 2025-26 and Updated Budget Schedule

STA Department Directors and Finance Staff prepared the 3rd quarter budget report for FY 2025-26 and updated the budget schedule for 2026-27 and 2027-28. The 2026-27 budget will be brought to the Board in June 2026 in coordination with the OWP. The 2027-28 budget will be brought the Board in September.

Attachment:

- A. STA Acronyms List of Transportation Terms

A		D	
AADT	Average Annual Daily Traffic	DAC	Disadvantaged Communities
AB	Assembly Bill	DBE	Disadvantaged Business Enterprise
ABAG	Association of Bay Area Governments	DOT	Department of Transportation
ACTC	Alameda County Transportation Commission	E	
ADA	American Disabilities Act	ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program
ADT	Average Daily Traffic	EIR	Environmental Impact Report
AFFH	Affirmatively Furthering Fair Housing	EIS	Environmental Impact Statement
AHSC	Affordable Housing and Sustainable Community	EPA	Environmental Protection Agency
AMPO	Association of Metropolitan Planning Organizations	EV	Electric Vehicle
APDE	Advanced Project Development Element (STIP)	F	
AQMD	Air Quality Management District	FAST	Fairfield and Suisun Transit
ARPA	American Rescue Plan Act	FAST Act	Fixing America’s Surface Transportation Act
ARRA	American Recovery and Reinvestment Act	FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.
ATP	Active Transportation Program	FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies
ATWG	Active Transportation Working Group	FEIR	Final Environmental Impact Report
AVA	Abandoned Vehicle Abatement	FHWA	Federal Highway Administration
B		FPI	Freeway Performance Initiative
BAAQMD	Bay Area Air Quality Management District	FTA	Federal Transit Administration
BAC	Bicycle Advisory Committee	FTIP	Federal Transportation Improvement Program’
BACTA	Bay Area Counties Transportation Agencies	FY	Fiscal Year
BAIFA	Bay Area Infrastructure Financing Authority	G	
BARC	Bay Area Regional Collaborative	GARVEE	Grant Anticipating Revenue Vehicle
BART	Bay Area Rapid Transit	GHG	Greenhouse Gas
BATA	Bay Area Toll Authority	GIS	Geographic Information System
BCDC	Bay Conservation & Development Commission	GO	Governor’s Office
BUILD	Better Utilizing Investments to Leverage Development	H	
C		HCD	California Department of Housing & Community Development
CAF	Clean Air Funds	HIP	Housing Incentive Program
CalSTA	California State Transportation Agency	HOT	High Occupancy Toll
CALTRANS	California Department of Transportation	HOV	High Occupancy Vehicle
CAPTI	California State Transportation: Climate Action Plan for Transportation	HPMS	Highway Performance Monitoring System
CARB	California Air Resources Board	HSIP	Highway Safety Improvement Plan
CARL	California Academy for Regional Leaders	I	
CCAG	City-County Association of Governments (San Mateo)	INFRA	Infrastructure for Rebuilding America
CCCC (4’Cs)	City County Coordinating Council	ISTEA	Intermodal Surface Transportation Efficiency Act
CCCTA (3CTA)	Central Contra Costa Transit Authority	ITIP	Interregional Transportation Improvement Program
CCJPA	Capitol Corridor Joint Powers Authority	ITS	Intelligent Transportation System
CCTA	Contra Costa Transportation Authority	J	
CEC	California Energy Commission	JARC	Jobs Access Reverse Commute Program
CEQA	California Environmental Quality Act	JPA	Joint Powers Agreement
CHFA	California Housing Finance Agency	L	
CHP	California Highway Patrol	LATIP	Local Area Transportation Improvement Program
CIP	Capital Improvement Program	LCTOP	Low Carbon Transit Operations Program (LCTOP)
CMA	Congestion Management Agency	LEV	Low Emission Vehicle
CMIA	Corridor Mobility Improvement Account	LIFT	Low Income Flexible Transportation Program
CMAQ	Congestion Mitigation & Air Quality Program	LOS	Level of Service
CMGC	Construction Manager/General Contractor	LS&R	Local Streets & Roads
CMP	Congestion Management Plan	LTF	Local Transportation Fund
CNG	Compressed Natural Gas	LTR	Local Transportation Funds
CPI	Consumer Price Index	M	
CRRSAA	Coronavirus Response and Relief Supplemental Appropriation Act of 2021	MAP-21	Moving Ahead for Progress in the 21 st Century
CSAC	California State Association of Counties	MAZ	Micro Analysis Zone
CSIS	Caltrans System Investment Strategy	MIS	Major Investment Study
CTA	California Transit Agency	MLIP	Managed Lanes Implementation Plan
CTC	California Transportation Commission	MOU	Memorandum of Understanding
CTP	Comprehensive Transportation Plan	MPO	Metropolitan Planning Organization
CTSA	Consolidated Transportation Services Agency	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
PCRPP	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
April 8, 2026

CLOSED SESSION

Chair Hernandez cited that approval has been given to counsel to defend the litigation entitled Shayla Lewellen v. City of Fairfield, et al and the authority to engage in an agreement for the defense.

1. CALL TO ORDER

Chair Hernandez called the regular meeting to order at 6:05 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
K. Patrice Williams for Cat Moy City of Fairfield
Edwin Okamura City of Rio Vista
John Carli City of Vacaville
Andrea Sorce City of Vallejo
Wanda Williams for Mitch Mashburn County of Solano

MEMBERS

ABSENT: Mitch Mashburn County of Solano
Cat Moy City of Fairfield

STA STAFF

PRESENT: (In alphabetical order by Last Name.)
Amy Antunano SR2S Program Manager
Nick Burton Director of Projects
Megan Callaway STA Legal Counsel
Lorene Garrett Senior Transit Mobility Coordinator
Leslie Gould Project Manager
Ron Grassi Director of Programs
Kathrina Gregana Associate Planner
Robert Guerrero Deputy Executive Director/Director of Planning

Daryl Halls (Zoom) Executive Director
Dulce Jimenez Assistant Planner
Josue Jimenez Administrative Assistant
Johanna Masiclat Clerk of the Board
Sean Person Legislative Assistant
Natalie Quezada Administrative Assistant

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

Bruce Barrett Dixon REDI-Ride
Bill Higgins Presenter, CalCOG
Beth Kranda Solano County Transit (SolTrans)
Brian Oxley City of Vacaville
Terry Scott Chair, SolTrans Board

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. SWEARING IN OF STA BOARD ALTERNATE MEMBERS

- Vice Mayor Michael Silva
City of Vacaville

4. APPROVAL OF AGENDA

On a motion by Vice Chair Bird, and a second by Board Member Carli, the STA Board approved the agenda. (8 Ayes)

5. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

6. EXECUTIVE DIRECTOR’S REPORT

- CalCOG Presentation
- Contract Extension for Equitable Access to Justice Pilot Program for FY 2026-27
- One Bay Area Grant Cycle 4 Supplemental Funding for Planning and Project Programming, Monitoring, and Delivery Efforts
- Additional Funding Opportunities
- Solano Mobility Programs Second Quarter Report for FY 2025-26 Employer Commuter Student Programs
- Contract Extension for Equitable Access to Justice Pilot Program for FY 2026-27
- Update on MTC Regional Mapping & Wayfinding Pilot Program in Solano County
- Solano Express Intercity Transit Funding and Cost Sharing Agreement
- Staff Update

7. STA PRESENTATIONS

A. CalCOG Presentation presented by Bill Higgins

B. Legislative Update presented by Sean Person

C. Solano Express Systems Performance Monthly Report presented by Beth Kranda

D. STA Director Reports:

1. Programs

i. Bike Month and Safe Routes to School Events presented by Lorene Garrett and Amy Antunano

ii. Solano Mobility Programs Second Quarter Report for FY 2025-26 Employer, Commuter, and Student Programs presented by Lorene Garrett

2. Planning

3. Projects Update presented by Nick Burton

i. SR 37 Fairgrounds Drive

ii. I-80 Express Lanes Update

iii. SR 12 and SR 113 Corridor Update

8. CONSENT CALENDAR

On a motion by Vice Chair Bird, and a second by Board Member Carli, the STA Board approved the Consent Calendar Items A-D, F,G and I.

Consent Calendar Items E, H, and J were pulled for discussion and clarifying questions.

The Consent Calendar Items A-D, F,G and I passed by the following roll call votes:
Ayes: Bird, Carli, Hernandez, Moy, Okamura, Sorce, Williams (for Mashburn), and Young
Noes: None.
Absent: None.
Abstain: None.

- A. Minutes of the STA Board Meeting of March 11, 2026**
Recommendation:
Approve the minutes of the STA Board Meeting of March 11, 2026.
- B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of March 25, 2026**
Recommendation:
Receive and file.
- C. Approved/Draft Minutes of STA Advisory Committees in the Month of March 2026**
Recommendation:
Receive and file.
- D. Bicycle Advisory Committee (BAC) Member Appointment**
Recommendation:
Approve the appointment of Dr. Brett Nelson as a representative for the City of Benicia on the STA Bicycle Advisory Committee for a three-year term set to expire on December 31, 2028.
- E. (At the request of Alternate Board Member Williams, this item was pulled for discussion.)**
Paratransit Coordinating Council (PCC) Membership Update
Alternate Board Member Wanda Williams requested STA staff *to add a column to the PCC membership roster to identify the relevant experience/qualifications of each member.*
Recommendation:
Approve the appointment of Heather Barlow, Social Service Provider, to another 3-year term to expire on December 31, 2029.

A motion was made by Vice Chair Bird (seconded by Alternate Board Member Wanda Williams) to approve the recommendation to include the request noted above shown in *bold italics.*
- F. Contract Amendment for Traffic Modeling Consultant for the Solano Napa Activity Based Model (SNABM) Base Year Update Effort**
Recommendation:
Authorize the Executive Director to execute a contract amendment with TJKM to include on-call modeling services and amend their budget amount by \$30,298 for a new total budget not to exceed \$375,000.
- G. Contract Extension for Equitable Access to Justice Pilot Program for FY 2026-27**
Recommendation:
Authorize the Executive Director to:
 1. Extend the Equitable Access to Justice Pilot Program through June 30, 2027;
 2. Amend the funding agreement with Solano Superior Courts to extend the Equitable Access to Justice Pilot Program for one year through June 30, 2027, and increase the budget by a total of \$50,000; and
 3. Amend the agreement with Uber to extend the term for the Equitable Access to Justice Pilot Program for one year through June 30, 2027, and increase the budget by a total of \$50,000.

H. (At the request of Board Member Young, this item was pulled for discussion.)

Bay Area Air District Local Community Benefits Fund Grant

After discussion, the STA Board directed the STA to work with Benicia, Vallejo, and other partners to finalize scope and funding amounts for the grant application and bring back any required actions for co-applicant authorization at the May meeting.

STA staff suggested changing the recommendation by removing the \$1M dollar amount to give staff the ability to move forward by submitting their grant applications without showing a specific dollar amount.

Recommendation:

Authorize STA to partner with Benicia and Vallejo and Solano Public Health agencies to submit a joint application BAAD Local Community Benefits Fund Opportunity Grant ~~for \$1,000,000~~ to support the Clean School Air initiative, focused on reducing traffic-related emissions and improving safety and health outcomes around schools.

The motion made by Sorce (seconded by Young) was passed to include the change requested by staff shown above in ***bold italics strikethrough***. The motion was passed by the following roll call votes:

- Ayes: Bird, Carli, Hernandez, Okamura, Sorce, K.P. Williams (for Moy),
W. Williams (for Mashburn), and Young
Noes: None.
Absent: None.
Abstain: None.

I. Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Grant Submittal

Recommendation:

Authorize the Executive Director to:

1. Submit a grant proposal for Clean Air Funds to Yolo Solano Air Quality Management District (YSAQMD) for Solano Transportation Authority's Solano Mobility Express Vanpool Pilot Program Expansion providing service to the cities of Vacaville, Dixon, UC Davis's Memorial Union and Sacramento; and
2. Enter into an agreement with the Yolo Solano Air Quality Management District (YSAQMD) for awarded funds.

J. (At the request of Board Member Young, this item was pulled for discussion.)

Public Safety Education and Enforcement Grant-Reissue of Funds

After discussion, the STA Board directed staff to release call for applications to reissue remaining Safe Routes to School safety education and enforcement grant funds, and coordinate with City of Benicia (and other eligible agencies) to determine feasibility and next steps for grant award.

Recommendation:

Authorize staff to release a call for applications to reissue the remaining grant funds to an eligible agency to support Safe Routes to School safety education and enforcement activities.

The motion made by Young (seconded by Bird) was passed by the following roll call votes:

- Ayes: Bird, Carli, Hernandez, Okamura, Sorce, K.P. Williams (for Moy),
W. Williams (for Mashburn), and Young
Noes: None.
Absent: None.
Abstain: None.

9. ACTION FINANCIAL ITEMS

A. One Bay Area Grant Cycle 4 Supplemental Funding for Planning and Project Programming, Monitoring, and Delivery Efforts

Jasper Alve outlined staff's recommendations related to the four-year planning and programming funding for FY 2026-27 through FY 2029-30 totaling \$7.490 million. He summarized the programming process to the STA MTC's OBAG 4 base planning and programming funds set aside totaling \$3.850 and an additional \$3.640 million to the STA for planning and project programming monitoring, and delivery efforts. ,

Recommendation:

Approve the following recommendations below related to the four-year planning and programming funding for fiscal years 2026-27 through 2029-30 totaling \$7.490 million, which is the same amount from OBAG 3:

1. Program to the STA MTC's OBAG 4 base planning and programming funds set aside totaling \$3.850 million;
2. Program an additional \$3.640 million of OBAG 4 funds to the STA for planning and project programming, monitoring, and delivery efforts; and
3. Authorize the STA Executive Director to enter into funding agreement with MTC for the OBAG 4 funding set aside to the STA totaling \$7.490 million.

Agenda Item 9.A passed by the following roll call votes:

Ayes: Bird, Carli, Hernandez, Moy, Okamura, Sorce, Williams (for Mashburn), and Young

Noes: None.

Absent: None.

Abstain: None.

10. ACTION NON-FINANCIAL ITEMS

A. None.

11. INFORMATIONAL – NO DISCUSSION ITEMS

A. Update on MTC Regional Mapping & Wayfinding Pilot Program in Solano County

Kathrina Gregana provided an update on the regional mapping and wayfinding program led by MTC and highlighted the project's goal to unify transit signage across the Bay Area. She noted that MTC is now preparing to advance pilot projects at nine multimodal hubs across the Bay Area, two of which are located in Solano County: the Solano Rail Hub in Suisun City and the Vallejo Transit Center and Ferry Terminal.

Ms. Gregana also explained that the STA previously committed a \$500,000 match to support the Solano pilot projects, however, MTC has since indicated that it can cover the full costs of the pilots. With these matching funds now available, STA staff will coordinate with transit operators and public works departments to assess countywide wayfinding signage needs for both regional and local services and bring back a recommendation to the STA Board on the allocation of the \$500,000 in returned matching funds, including options for funding Solano Express stops and potential consolidated purchasing.

STA Board members provided comments generally agreeing with staff's proposed approach to prioritize replacement of signs along regional transit services first, and if there is funding left over, consider signage needs along local routes. The STA Board directed staff to return with an analysis of options for allocation of the \$500,000 in returned wayfinding funds with pros/cons, in time for the May meeting. In addition, the STA Board directed staff to implement a consistent signage system across the county and to coordinate with SolTrans, who is already implementing new signs, to ensure consistency.

B. Solano Express Intercity Transit Funding and Cost Sharing Agreement

1. Solano Express Cost Per Revenue Hour

2. Solano Express Service Hours by Route

Ron Grassi noted that STA staff will bring this item to the Intercity Transit Funding Working Group scheduled to meet on April 23rd and to the Solano County Transit Consortium scheduled to meet on April 28th. At their meetings, staff will review the proposed cost increase from \$230.37 to \$247.97 per revenue hour, representing an approximately \$800,000 increase.

Chair Hernandez requested STA and SolTrans staff collaborate to ensure both Boards receive the same numbers regarding Solano Express revenue hours and costs to avoid conflicting decision-making and continue process improvements for future funding agreements.

NO DISCUSSION ITEMS

C. MTC Community Action Resource and Empowerment (CARE) Program – Draft Evaluation Criteria

D. California Public Utility Commission (CPUC) Access for All Funding

E. One Bay Area Grant Cycle 4 Draft Evaluation Criteria and Transit Priority Policy for Roadways Compliance

F. Safe Streets and Roads for All Federal Grant Application for FY 2025

G. Solano Mobility Programs Second Quarter Report for FY 2025-26 Employer Commuter Student Programs

H. Legislative Update

I. Summary of Funding Opportunities

J. STA Board and Advisory Committees Meeting Calendar for 2026

12. BOARD MEMBER COMMENTS

Vice Chair Bird introduced the City of Dixon’s new Public Works Director, Bruce Barrett.

13. ADJOURNMENT

The meeting adjourned at 8:02 p.m. The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, May 13, 2026** STA Board Room - 423 Main Street in Suisun City.



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

1. CALL TO ORDER

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

TAC Members

Present:

Neil Leary (Zoom)	City of Benicia
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
Matt Tuggle (Zoom)	County of Solano

TAC Members

Absent:

Oscar Alcantara	City of Vallejo
Christopher Fong	City of Dixon

STA Staff and

Others Present:

(In Alphabetical Order by Last Name)

Jasper Alve	STA
Amy Antunano	STA
Krystine Ball (Zoom)	City of Rio Vista
Ana Lee Bernard	STA Intern
Nick Burton	STA
Sheila Ernst	STA
Leslie Gould	STA
Ron Grassi	STA
Kathrina Gregana	STA
Janelle Gregorio	STA
Robert Guerrero	STA
Daryl Halls (Zoom)	STA
Dulce Jimenez	STA
Josue Jimenez	STA
Steven Lowe	STA
Johanna Masiclat	STA
Daniel Sutton (Zoom)	City of Vacaville

2. APPROVAL OF THE AGENDA

Nick Burton requested to move agenda item 8A to agenda item 6F and 6C to the beginning as 6A.

On a motion by Matt Tuggle and a second by Sanjay Mishra, the STA TAC unanimously approved the agenda. (7 Ayes; 2 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

- ✓ Projects Update reported by Nick Burton
SR 37 Fairgrounds Nick Burton provided updates included the SR37 Fairgrounds project approaching completion with a ribbon cutting expected in late June, and the SR12 and 113 corridor studies resuming with combined committee meetings planned for June.
- ✓ SR 12 and SR 113 Corridor Updates
Nick Burton provided a status update and shared that a joint meeting will be held to discuss the scope for each corridor.
- ✓ TIRCP Call for Projects
Jasper Alve presented funding opportunities including TIRCP and ATP Cycle 8 grants, while the committee approved several action items including the OBAG4 coordinated call for projects with up to \$16.19 million in funding, the CARE program with \$1.894 million total funding, and TDA Article 3 funding of \$430,000.
- ✓ ATP Call for Projects
Robert Guerrero announced that call for projects applications are currently underway. He also mentioned that the STA is submitting for the Bay Area Air District Repair Grant for the \$1.25-1.5 million.

Steven Lowe presented Bike Month activities, including Bike to Work Day and various community events planned for May.

5. CONSENT CALENDAR

Minutes of the TAC Meeting of March 25, 2026

Recommendation:

Approve TAC Meeting Minutes of March 25, 2026.

On a motion by Matt Tuggle and a second by Greg Malcolm, the STA TAC unanimously approved the consent calendar. (7 Ayes; 2 Absent)

6. ACTION FINANCIAL

A. Solano County One Bay Area Grant Cycle 4 Call for Projects

Recommendation:

Forward a recommendation to the STA Board to authorize the STA to release the Solano County OBAG 4 Competitive Call for Projects and utilize the screening and evaluation criteria outlined in Attachment B with a funding target of \$16.190 million and with grant applications due on June 30, 2026.

Jasper Alve presented the OBAG4 CO4 projects, outlining key details including the funding target of up to \$16.19 million, application deadline of June 30, 2026, and evaluation criteria through MTC and STA. He announced that the STA Board authorized

STA to release the OBAG4 competitive call for projects with the approved funding target and application deadline.

On a motion by Brian Oxley and a second by Sanjay Mishra, the STA TAC unanimously approved the recommendation. (7 Ayes; 2 Absent)

B. MTC Community Action Resource and Empowerment (CARE) Program Call for Projects

Recommendation:

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

1. Approve the Solano CARE Program Evaluation Criteria as specified in Attachment A; and
2. Issue a Call for Projects for \$1.894 million for the Solano CARE Program (\$1,044,000 for CBTP Project Development Technical Assistance and \$850,000 for Participatory Budgeting and Implementation) with flexibility of up to 30 percent between the two categories.

Katharina Gregana presented the program details, including two grant categories with funding amounts of \$1 million and \$850,000, respectively, and outlined eligible activities and evaluation criteria. She noted that the program follows the same schedule as OBAG4, with applications due by June 30th and project completion deadlines set for Spring 2029 and 2030. She explained that the STA Board unanimously approved the motion to forward a recommendation to approve the CARE evaluation criteria and issue a call for projects totaling \$1.894 million.

On a motion by Greg Malcom and a second by Brian Oxley the STA TAC unanimously approved the recommendation. (7 Ayes; 2 Absent)

C. Safe Streets and Roads for All Federal Grant Application for Fiscal Year (FY) 2026

Recommendation:

Forward a recommendation to the STA Board to authorize the STA Executive Director to submit a Safe Routes to School implementation grant application for the fiscal year 2026 Safe Streets and Roads for All Grant Program.

Janelle Gregorio presented the countywide application for the Safe Streets and Roads for All Federal Grant for fiscal year 2026. She noted that the previous application was highly recommended with minor improvements needed, and the team decided to carry over the application with updated statistics and crash data from 2019 to 2023. Janelle highlighted that this is the final funding cycle for SS4A, but highly recommended applications may be prioritized for future funding. The group agreed to move forward with the application and seek a recommendation from the STA Board.

On a motion by Greg Malcom and a second by Brian Oxley the STA TAC unanimously approved the recommendation. (7 Ayes; 2 Absent)

D. Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2026-27 Call for Projects

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to issue a Call for Projects for Transportation Development Article 3 Funds.

Dulce Jimenez discussed TDA Article 3 funding, explaining that \$430,000 is available this year with potential for \$2 million over four years. Projects will need to present to the STA Bicycle and Pedestrian Advisory Committee and applications are due June 30th.

On a motion by Sonjay Mishra and a second by Brian Oxley the STA TAC unanimously approved the recommendation. (7 Ayes; 2 Absent)

E. First Amendment to Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the 1st Amendment to Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27 (Attachment C, D & E) with the updated:

1. Solano Express Cost Per Revenue Hour
2. Solano Express Service Hours by Route
3. FY 2026-27 Solano Express Budget
4. FY 2026-27 Funding Plan and 10 Year Financial Forecast

Ron Grassi discussed the first amendment to the Solano Express Funding and Cost Sharing Agreement for fiscal year 26-27, noting that the current agreement expires June 30th, 2026. He concluded that the funding involves a collaborative formula with partner agencies contributing \$1.4 million and STA providing \$1.9 million in state transit assistance funds, with potential for increased RM3 funds of \$3 million annually going forward.

Sonjay Mishra asked for clarification on the hours associated with the routes.

Daryl Halls reminded the group that the agreement is for one year.

Robert Guererro noted that Soltrans supports this item and has requested to revisit this in the next year due to Soltrans' desire to change roles and responsibilities outlined in the current funding agreement.

Sonjay Mishra recommended that the Solano Express service recommendations should only be under the purview of the STA Board.

Robert Guerrero added that with support from the group a recommendation can be a topic for a future meeting.

On a motion by Sonjay Mishra and a second by Brian Oxley the STA TAC unanimously approved the recommendation. (7 Ayes; 2 Absent)

F. Update on MTC Regional Mapping and Wayfinding Signs Pilot Program in Solano County

Recommendation:

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

1. Authorize the route naming revisions to the Solano Express Network
2. Approve up to \$500,000 in funding for Solano transit wayfinding sign replacement, in accordance with the Regional Mapping and Wayfinding Design Guidance, and prioritizing regional signage, with any remaining funds allocated to local transit sign updates

Kathrina Gregana provided an update on the MTC regional mapping and wayfinding pilot program, with emphasis on the project's goal for pilot projects at nine multimodal hubs in Solano County using MTC design guidelines. She explained the route naming revisions for Solano Express to transition from color lines to numbers and authorized up to \$500,000 in funding for Solano Transit wayfinding sign replacement, prioritizing regional signage first.

On a motion by Sanjay Mishra and a second by Matt Tuggle the STA TAC unanimously approved the recommendations. (7 Ayes; 2 Absent)

7. ACTION NON-FINANCIAL

A. STA's Draft Overall Work Plan for FY 2026-27 and FY 2027-28

Recommendation:

Forward a recommendation to the STA Board to release the STA's Draft Overall Work Plan (OWP) for FY 2026-27 and 2027-28 for a 30-day comment period as shown in Attachment A.

Robert Guerrero provided a presentation on planning and accomplishments for 2025-26. He added that He explained that the STA has been working with the Solano Economic Development Corporation on priority production areas, primarily the designated areas for higher employment in the county. He concluded that staff is planning to present the Comprehensive Transportation Plan to the group in June or July.

Robert Guerrero and Kristina Botsford further discussed the signage concepts and funding with the group. He explained that the STA presented their draft overall work plan for fiscal years 2026-27 and 2027-28, highlighting accomplishments from the previous year including housing element implementation, Safe Routes to School plan adoption, and various transportation projects.

Nick Burton provided a status update on delivery projects and packages on I-80 and Highway 12 He highlighted State Route (SR) 37/Fairgrounds Drive project that is forecasted to begin its construction phase using Regional Measure 3 funds obtained. He added that staff is working with MTC to initiate the design phase for SR 37 Interim Congestion Relief project. Nick announced that we also obtained an SB 1 \$129M grant for the I-80 Westbound Truck Scales project. He concluded that STA is collaborating with the City of Fairfield and Solano County on the I-80/680/HWY 12 interchange.

Ron Grassi provided a presentation on the program highlights from 2024-25. He announced that the call center helped 8,200 individuals by phone, almost 500 people in person, and had about 122,000 website hits. He concluded that 174 travel trainings were conducted.

The STA Directors - Guerrero, Burton, and Grassi provided updates on packages pertaining to Planning, Projects, and Programs.

On a motion by Brian Oxley and a second by Sanjay Mishra the STA TAC unanimously approved the recommendation. (7 Ayes; 2 Absent)

8. INFORMATIONAL ITEMS – DISCUSSION

A. ~~MTC's Regional Mapping and Wayfinding Signs Pilot Program in Solano County~~

9. FUTURE TAC AGENDA TOPICS

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

10. ADJOURNMENT

The meeting adjourned at 3:30 p.m. The next regular meeting of the STA Technical Advisory Committee (TAC) is scheduled at **1:30 p.m., Wednesday, May 27, 2026**, at STA Office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.



DATE: April 29, 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 April 2026

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

- A. Pedestrian Advisory Committee (PAC) Draft Minutes of April 2, 2026
- B. Solano County Intercity Transit Consortium Draft Minutes of April 28, 2026



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

1. CALL TO ORDER/CONFIRM QUORUM

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

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

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

Absent PAC Members

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

Others Present:

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

2. APPROVAL OF AGENDA

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

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

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

Summary of PAC Committee Comments:

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

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

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

4. CONSENT CALENDAR

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

A. PAC MEETING MINUTES

Recommendation:

Approve the PAC Meeting Minutes of February 5, 2026

5. PRESENTATIONS

A. Upcoming May Bike Month Events

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

Summary of PAC Committee Comments:

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

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

6. ACTION NON-FINANCIAL

A. None.

7. INFORMATIONAL ITEMS – DISCUSSION

A. Discussion of Upcoming One Bay Area Grant Cycle 4

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

Summary of PAC Committee Comments:

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

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

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

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

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

Kathrina Gregana shared about this new grant program that STA is administering starting this year, and the process coincides with the timeline of OBAG Cycle 4.

Summary of PAC Committee Comments:

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

C. Discussion of the Active Transportation Program

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

8. INFORMATIONAL ITEMS – NO DISCUSSION

A. None.

9. MEMBER UPDATE/ ROUND TABLE

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

10. ADJOURNMENT

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

DRAFT

**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM
DRAFT Meeting Minutes of April 28, 2026**

1. CALL TO ORDER

Chair DaMassa 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:

- | | |
|---------------------|--|
| Bruce Barrett | Dixon Read-Ride |
| Lori DaMassa, Chair | Vacaville City Coach |
| Gwendolyn Gill | Solano County Health & Social Services for Older & Disabled Adult Services |
| Robert Guerrero | Solano Transportation Authority |
| Beth Kranda | SolTrans |
| Greg Malcolm | Rio Vista Delta Breeze (Zoom) |
| Debbie McQuilkin | Solano Mobility |
| Shaun Vigil | Fairfield Transit |

Also Present (In Alphabetical Order by Last Name):

- | | |
|--------------------|----------------------|
| Jasper Alve | STA |
| Ana Lee Bernard | STA Intern |
| Kristina Botsford | SolTrans |
| Erika Dohina | STA |
| Sheila Ernst | STA |
| Christopher Fong | City of Dixon |
| Lorene Garrett | STA |
| Leslie Gould | STA |
| Ron Grassi | STA |
| Kathrina Gregana | STA |
| Daryl Halls | STA |
| Tateyana Hendricks | Vacaville City Coach |
| Steven Lowe | STA |
| Nick Lozano | City of Suisun City |
| Johanna Masielat | STA |
| Sean Person | STA |
| Natalie Quezada | STA |
| Jason Riley | City of Fairfield |
| Brandon Thomson | STA |

2. APPROVAL OF AGENDA

On a motion by Gwendolyn Gill and a second by Shaun Vigil, the Solano County Intercity Transit Consortium approved the agenda with the amendment to move Agenda Item 8.A to Agenda Item 6.B and an update to the Capitol Corridor was added under Reports from MTC. (9 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

- Bike to Wherever Day Update
Steven Lowe presented on Bike Month activities, including Bike to Work Day and various community events planned for May.

5. CONSENT CALENDAR

On a motion from Shaun Vigil, and a second by Bruce Barrett, the Solano County Intercity Transit Consortium approved the Consent Calendar. (9 Ayes)

A. Minutes of the Consortium Meeting of March 24, 2026

Recommendation:

Approve the Minutes of the Consortium Meeting of March 24, 2026

6. ACTION FINANCIAL ITEMS

A. First Amendment to Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the 1st Amendment to Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27

(Attachment C, D & E) with the updated:

1. Solano Express Cost Per Revenue Hour
2. Solano Express Service Hours by Route
3. FY 2026-27 Solano Express Budget
4. FY 2026-27 Funding Plan and 10 Year Financial Forecast

Ron Grassi provided a brief update on the budget. He explained that he will follow up with service hours by route. He added that this item was presented to the Intercity Funding Working Group on March 19, 2026, to the Intercity Transit Consortium on March 24, 2026, and to the STA Board on April 8, 2026.

Chair Damassa anticipates that an increase in the cost per hour may increase.

Beth Kranda concurred with the proposed amendment but noted her desire to modify the funding agreement in 2026.

Director Grassi requested the service hours from Kristina Botsford by Monday, May 4, 2026.

On a motion from Robert Guerrero, and a second by Gwendolyn Gill, the Solano County Intercity Transit Consortium approved the recommendation. (9 Ayes)

B. Update on Regional Mapping and Wayfinding

Recommendation:

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

1. Authorize the route naming revisions to the SolanoExpress Network
2. Approve up to \$500,000 in funding for Solano transit wayfinding sign replacement, in accordance with the Regional Mapping and Wayfinding Design Guidance, and prioritizing regional signage, with any remaining funds allocated to local transit sign updates.

Katherina Gregana provided a brief update on the Regional Mapping and Wayfinding pilot program. She explained that MTC has requested that Solano Express routes transition from color-based names back to numbers, and the goal is to maintain color coding for rail systems and use numbers for bus services to essentially make it easier for riders to distinguish between the two returning SolanoExpress to its original numbering convention. She added that the \$500,000 in wayfinding funds that were returned to the STA, which were originally, match funding that was going to be given to the two pilot projects in Solano.

Robert Guerrero discussed regional and local sign improvements, with a focus on flagpole signs, and agreed to move forward with recommendations while working out funding details with local agencies.

On a motion from Beth Kranda, and a second by Robert Guerrero, the Solano County Intercity Transit Consortium approved the recommendation. (9 Ayes)

7. ACTION NON-FINANCIAL

A. STA's Draft Overall Work Plan for FY 2026-27 and FY 2027-28

Recommendation:

Forward a recommendation to the STA TAC and Board to release the STA's Draft Overall Work Plan (OWP) for FY 2026-27 and 2027-28 for a 30-day comment period as shown in Attachment A.

Robert Guerrero provided a presentation on planning and accomplishments for 2025-26. He added that STA adopted a Safe Routes to School Plan Update and that staff is focusing on the housing element implementation. He explained that the STA has been working with the Solano Economic Development Corporation on priority production areas, primarily the designated areas for higher employment in the county. He explained that these plans are being funded with grants from MTC and ABAG. He concluded that staff is planning to present the Comprehensive Transportation Plan to the group in June or July.

Robert Guerrero and Kristina Botsford further discussed the signage concepts and funding with the group. He explained that the STA presented their draft overall work plan for fiscal years 2026-27 and 2027-28, highlighting accomplishments from the previous year including housing element implementation, Safe Routes to School plan adoption, and various transportation projects.

Nick Burton project delivery projects and packages on I-80 and Highway 12 He highlighted State Route (SR) 37/Fairgrounds Drive project that is forecasted to begin its construction phase using Regional Measure 3 funds obtained. He added that staff is working with MTC to initiate the design phase for SR 37 Interim Congestion Relief project. Nick announced that we also obtained an SB 1 \$129M grant for the I-80 Westbound Truck Scales project. He concluded that STA is collaborating with the City of Fairfield and Solano County on the I-80/680/HWY 12 interchange.

Ron Grassi provided a presentation on the program highlights from 2024-25. He announced that the call center helped 8,200 individuals by phone, almost 500 people in person, and had about 122,000 website hits. He concluded that 174 travel training were conducted.

Directors Guerrero, Burton, and Grassi provided updates on packages pertaining to Planning, Projects, and Programs.

On a motion Debbie McQuilkin, and a second by Lori Damassa, the Solano County Intercity Transit Consortium approved the recommendation. (9 Ayes)

8. INFORMATIONAL – DISCUSSION

A. ~~Update on MTC Regional Mapping and Wayfinding Signs Pilot Program in Solano County~~

B. Solano Mobility Programs – Call Center 2nd Quarter Report for FY 2025-26 Erica Dohina shared the Solano Mobility Call Center's second quarter report, noting increased engagement and website visits.

C. Solano Express Fares

Christina Botsford discussed potential fare increases, proposing a multi-year approach and suggesting initial discussions take place in the Intercity Transit Fund Working Group.

Shaun Vigil and the group discussed the Senior Clipper Card and other affordable transit programs.

NO DISCUSSION

D. Legislative Update

E. Summary of Funding Opportunities

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

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

10. 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

Consortium members provided updates on their respective cities and programs, including new bus purchases, electrification projects, and ongoing service modifications.

11. ADJOURNMENT

The meeting adjourned at 2:32 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, May 26, 2026.**

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DATE: April 30, 2026
TO: STA Board
FROM: Nick Burton, Director of Projects
Jasper Alve, Project Manager
RE: Contract Amendment Preliminary Project Development Funding Plan for Neitzel Road Ramp Connection (Interchange Project Package 5) – Mark Thomas Scope Fee (Revision 2)

Background:

Regional Measure 3 (RM3) was approved by the Bay Area voters in 2018 and included an Expenditure Plan that identified specific projects and programs with designated RM3 funding amounts. The Solano Transportation Authority (STA) was designated as the project sponsor for several projects including the I-80/I-680/SR 12 Interchange Project. This project received a total RM3 expenditure budget of \$150 million. However, litigation prevented expenditure of RM3 funds until June 2023 when the State Supreme Court upheld the Appellate Court decision. The Metropolitan Transportation Commission (MTC) provided a process for project sponsors listed in the RM3 Expenditure Plan to enter into a Letter of No Prejudice (LONP) agreement with the MTC. The LONP agreement allowed project sponsors to expend local funds in lieu of RM3 funds to advance RM3 eligible projects while RM3 was in litigation. The MTC would then reimburse project sponsors with RM3 funds once the litigation was resolved.

The STA executed LONP agreements with the MTC for the I-80/I-680/SR 12 Interchange Project in June 2020. These LONP agreements totaled around \$33 million to advance Package 2 of the interchange project to construction. Package 2 improvements included removing the existing eastbound SR 12 to eastbound I-80 connector, as well as constructing a new two-lane highway alignment and bridge structure for the eastbound SR 12 to eastbound I-80 that meets the design requirements for future project phases. Additionally, the project included construction of the offramp from eastbound SR 12 to Green Valley Road and a braided ramp connection from eastbound I-80 to Green Valley Road and southbound I-680.

Discussion:

After the RM3 litigation was resolved, STA staff evaluated the remaining packages of the I-80/I-680/SR12 Interchange Project to see which should move forward. The STA Board, in October 2023, heard the item and voted to move forward with the RM3 allocation request for the design and project management of Package 5 of the interchange project. Package 5, as shown in Attachment A, addresses local circulation around the interchange by extending Business Center Drive across SR 12 to connect with a realigned Red Top Road at the existing I-80/Red Top Road interchange, as well as by constructing the SR 12/Red Top Road/Business Center Drive interchange.

The MTC at its December 2023 Commission meeting approved STA's RM3 allocation request for completing the design and project management of Package 5, as well as paying for the remaining Pacific Gas and Electric relocation costs associated with Packages 1 and 2 of the interchange. Given this new allocation, along with the LONP and additional \$1 million allocation requests approved by the MTC in June 2023, the amount of RM3 funds that have been drawn from the funding identified in the RM3 Expenditure Plan for the interchange total

approximately \$44.8 million. The total RM3 remaining balance for the interchange now stands at approximately \$105.2 million.

Following the Request for Proposal released in February 2024 to procure the services of a consultant for completing the design and project management of Package 5, STA entered into a consultant contract agreement with Mark Thomas to provide the needed services. This agreement was executed in June 2024 for an amount not-to-exceed \$6,636,033. Subsequently, STA amended the contract to add an additional \$3,044,869 for additional design services thereby bringing the total contract budget to \$9,680,902. STA staff are now proposing to amend this agreement for additional scope of work outlined in Attachment B. This additional work, in partnership with the City of Fairfield, will focus on supporting the development of a new ramp connection from Neitzel Road to Green Valley Road as part of the overall Package 5 project footprint.

The cost estimate developed by Mark Thomas to support the design and project management of the new ramp connection is \$3,461,595.58. The amended consultant agreement will reflect the addition of this amount thereby increasing Mark Thomas' contract budget to the amount not-to-exceed \$13,142,497.58 for Package 5. However, it is important to note that the full funding plan related to the additional work has not been identified or secured. Funds that have been secured to-date total only \$500,000, while STA and City of Fairfield continue to coordinate to secure funding of the remaining \$2,961,595.58.

The initial \$500,000 funding secured related to the additional scope of work will ensure that the preliminary studies and technical reports associated with the new ramp are completed immediately to align with the overall Package 5 schedule. The initial funding consists of Regional Transportation Impact Fee (RTIF) funds already committed to the project totaling \$200,000, plus \$200,000 of RM3 loan which the City of Fairfield shall repay six (6) months prior to completion of design and lastly, \$100,000 of RTIF loan from RTIF district 2 which will be repaid by future funds from RTIF district 4.

Fiscal Impact:

The initial funding totaling \$500,000 to fund the preliminary studies and technical reports related to the additional scope of work will come from RTIF and RM3. The STA and City of Fairfield are coordinating to secure the remaining funding needed totaling \$2,961,595.58.

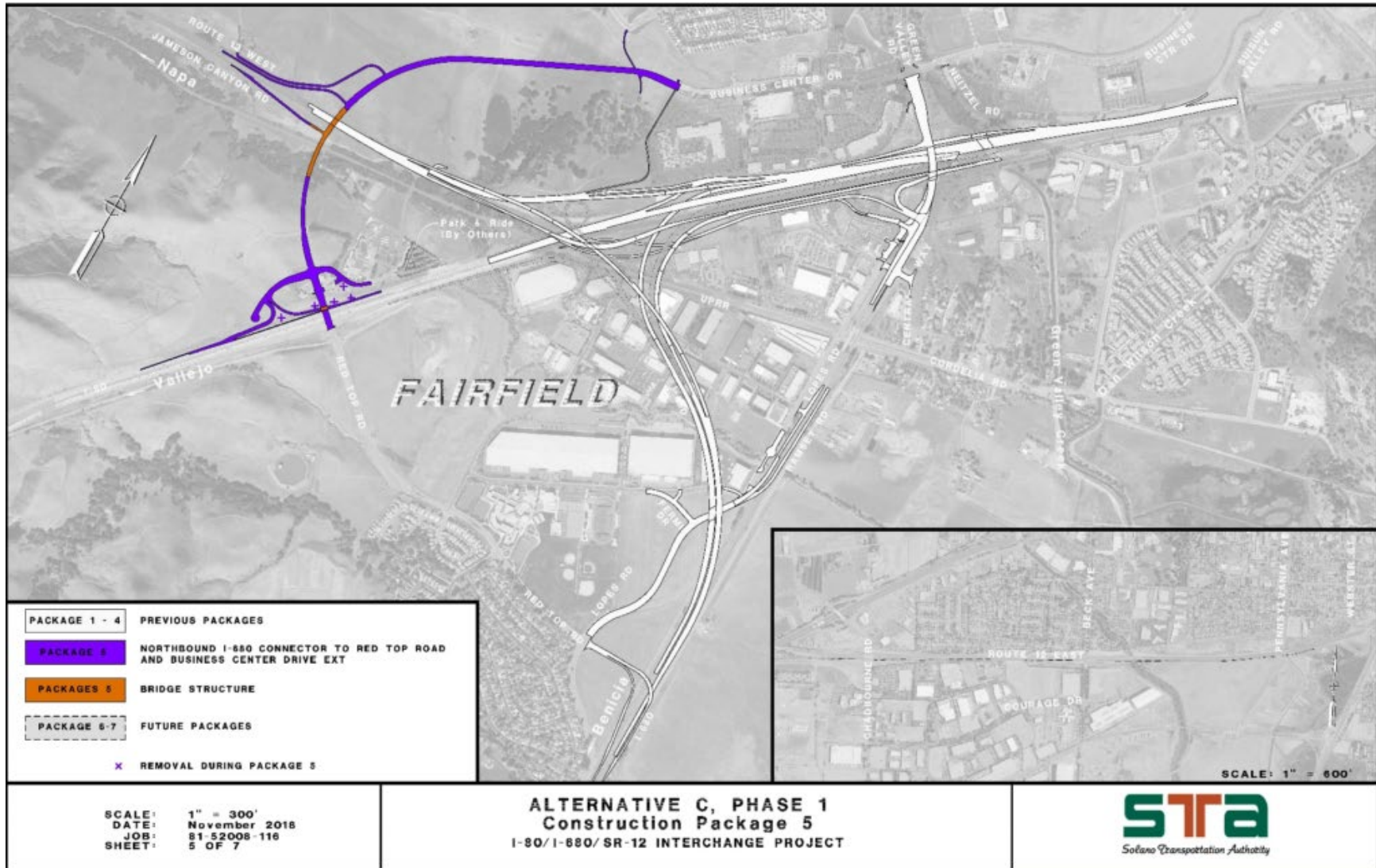
Recommendations:

Authorize the Executive Director to:

1. Amend Mark Thomas' consultant contract to add \$3,461,595.58 for additional scope of work identified in Attachment B provided the necessary funding agreements with the City of Fairfield are executed, thereby bringing the budget of the contract to the amount not-to-exceed \$13,142,497.58;
2. Amend the City of Fairfield's RTIF funding agreement to add the loan totaling \$100,000 of RTIF funding bringing the total RTIF contribution to \$300,000; and
3. Execute a funding agreement with the City of Fairfield related to the RM3 loan totaling \$200,000.

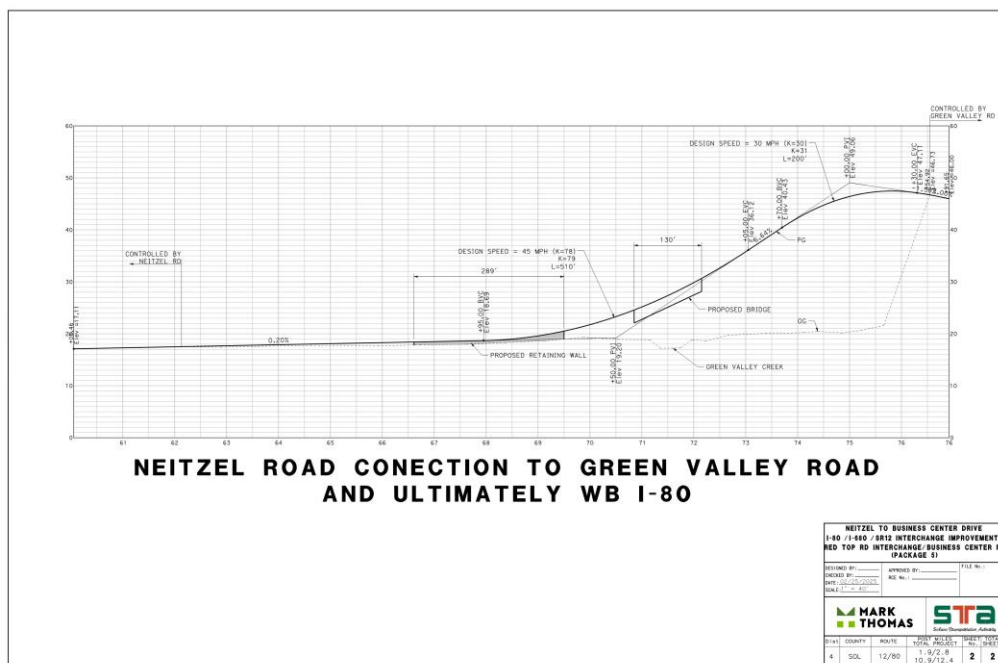
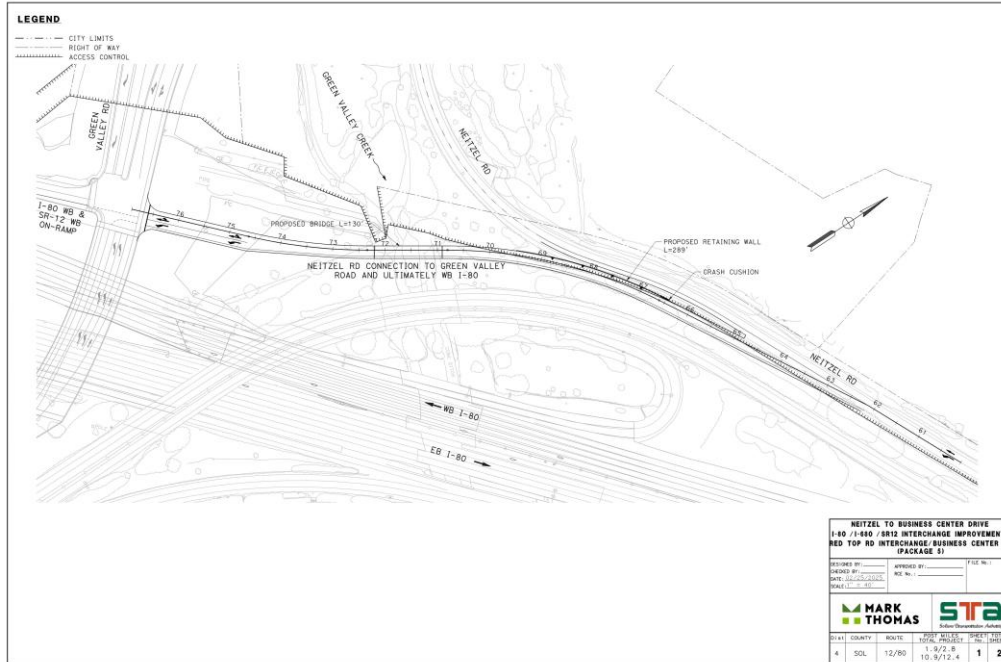
Attachments:

- A. Map of Alternative C, Phase 1 Construction Package 5
- B. Additional Scope and Fee



SCOPE OF WORK (DATED 7/25/2025)

The Solano Transportation Authority (STA) in partnership with the City of Fairfield is proposing a new ramp connection from Neitzel Road to Green Valley Road to support development in the immediate area north of Interstate I-80 at Suisun Valley Road. Per the exhibits below, the new ramp connection is proposed to diverge from existing Neitzel Road and elevate over Green Valley Creek and connect with Green Valley Road at the existing westbound I-80/SR 12 on-ramp intersection.



The Mark Thomas Team will complete Plans, Specifications & Estimate (PS&E), prepare various supporting documents, prepare various environmental permit applications, supplemental technical studies to support environmental revalidation, perform right of way engineering, support right of way appraisal and acquisition process, and utility relocation coordination and prepare various utility agreements according to Caltrans, Federal Highway Administration (FHWA), local agencies and utility owners standards & requirements. The Mark Thomas Team will perform the following major tasks.

TASK 1. PROJECT MANAGEMENT AND COORDINATION

TASK 2. BASE MAPPING, PRELIMINARY ENGINEERING AND TECHNICAL REPORTS

TASK 3. 35% PS&E SUBMITTAL

TASK 4. 65% PS&E SUBMITTAL

TASK 5. 95% PS&E SUBMITTAL

TASK 6. 100% PS&E SUBMITTAL

TASK 7. FINAL DESIGN

TASK 8. ENVIRONMENTAL REVALIDATION

TASK 9. RIGHT OF WAY ENGINEERING, RIGHT OF WAY ACQUISITION, UTILITY AGREEMENTS AND COORDINATION

TASK 10. PERMIT APPLICATIONS AND OBTAINING PERMITS

TASK 11. DESIGN SUPPORT DURING BIDDING AND CONSTRUCTION

TASK 1. PROJECT MANAGEMENT AND COORDINATION

Task 1.1. Project Management

Mark Thomas will supervise, coordinate and monitor planning and design for conformance with Caltrans standards and policies, prepare and provide regular updates of the project schedule, and maintain project files. Mark Thomas will manage the consultant team and prepare and submit monthly progress reports and invoices in accordance with STA requirements.

It is assumed that project management for the PS&E phase will occur over 24 months from Notice to Proceed (NTP) through to the Ready-to-List (RTL) milestone.

Task 1.2. Meetings

The Mark Thomas Project Manager shall coordinate with the STA Project Manager, Caltrans, and the City of Fairfield (City) staff on a frequent basis; prepare agendas and records of meetings for monthly Project Development Team meetings (PDT) and focus meetings. Mark Thomas will lead the overall coordination effort with the project team in consultation with and under the direction of the STA Project Manager. Mark Thomas will schedule, prepare for, and attend project team meetings with key stakeholders to share project information, make decisions, assign project tasks, and identify items critical to project delivery. Key team members from the Mark Thomas Team will be present at each team meeting depending on the items to

be discussed. Mark Thomas will prepare and distribute agendas prior to each meeting and prepare meeting minutes with action items within one week after the meeting. It is assumed there will be:

- Up to twenty-four (24) PDT meetings held in a virtual format
- Up to twelve (12) focused meetings held in a virtual format
- Up to eight (8) meetings held with City of Fairfield in virtual format

Task 1.3. CPM Schedule

Mark Thomas will develop a Critical Path Method (CPM) schedule for the project that will show all the expected sequence of tasks and subtasks and include durations for the performance of each task, subtask, milestones, submittal dates and review periods for each submittal. Working with STA Project Manager and other project team members, Mark Thomas shall prepare, maintain and use critical action items list to monitor project progress and to implement recovery action plans. The CPM schedule will be updated monthly and discussed during the monthly PDT meetings.

Task 1.4. QA/QC

Mark Thomas will implement an established Quality Assurance (QA) Procedures, which includes performing Quality Control (QC) and QA Audits for the project. The QA/QC program is overseen by a companywide Mark Thomas QA Manager, whose role is to implement companywide QC standards, confirm and audit QC procedures on projects, and to verify that all finished products meet the current standard of practice.

Independent QC reviews will be performed at each level of completion by an experienced staff member not directly involved with the project. QC Checklists specific to the discipline involved in creating the deliverable will be used, with comments, responses by the design team, and verification of implementation fully documented.

QA audits will be performed at major milestones at least twice on the project by a QA Auditor, who is not directly involved with the project. The QA Audits will review all records of QC on the project and will provide feedback to the PM and Principal-in-Charge (PIC). QA Audits review everything from completions of QC reviews to project budget, schedule, incorporation of client and stakeholder comments, and other tasks pertinent to the successful completion of the work on time and within budget.

TASK 1 DELIVERABLES

- Monthly progress reports and invoice packages (PDF)
- Meeting agendas and minutes (PDF)
- Project Management Plan (PDF)
- CPM Schedule (PDF)

TASK 2. BASE MAPPING, PRELIMINARY ENGINEERING AND TECHNICAL REPORTS

Task 2.1. Data Collection

Mark Thomas will assemble all available data for the project area from STA, Caltrans, City of Fairfield, and Solano County, including as-built plans of roadways and site development, parcel maps, records of survey, Caltrans right of way mapping, etc. Information gathered from the completed 2012 PA&ED phase for the I-80/I-680/SR 12 interchange complex will be

utilized, where appropriate. Utility mapping and facility collection will be done as part of Task 2.2.3. Mark Thomas will request electronic files of information where available.

Mark Thomas will obtain encroachment permits from Caltrans and City of Fairfield for field work including supplemental survey, geotechnical exploration, hazardous material exploration, tree surveys, and utility potholes. It is assumed that no fee encroachment permits will be issued.

It is assumed that rights of entry from private property owners for field surveys and exploration will not be required.

Task 2.2. Base Mapping

It is assumed existing photogrammetric base mapping prepared in the PA&ED phase for the I-80/I-680/SR 12 interchange complex will be used in this phase of the project. The existing 2-dimensional photogrammetric linework will be updated to reflect the existing conditions using design level topographic field surveys. Recent projects which have been constructed since the photogrammetry was prepared will be reflected in the base mapping, including the Construction Packages 1 and 2. The photogrammetry will also be updated with supplemental topographic surveys as outlined in the scope of work below. Supplemental Topographic Surveys will be conducted to facilitate design efforts. It is assumed encroachment permits will allow access of local roads and Caltrans right of way.

Task 2.2.1. Supplemental Topographic Surveys

Mark Thomas will perform a field survey to provide topographic mapping sufficient to serve as the basis for future civil design work. Inter-visible local project horizontal control (NAD83) and vertical control (NAVD88) will be established based on the previous phases of work. Control point coordinates, benchmark notes, and stationing will be shown on the plans.

Ground visible features to be captured include trails, slopes, washouts, hinge/top and toes if not inundated, sidewalks, curb and gutter, driveways, curb ramps, fences, private utilities, storm and sewer facilities, select trees, street lighting, signing, striping, and markings within the project limits. Five (5) creek cross sections are included in this scope. Storm and sewer will be dipped to determine invert elevations and pipe diameters within the streets around the site. Field crews will rely upon markings on utility feature lids. No utilities will be dipped other than sewer and storm. Existing paint marks (if available) from underground utility locating efforts will be surveyed to provide evidence of utilities. New utility locating is not included in this scope of work. This base mapping effort is not to be considered a replacement for potholing. The limits of the topographic survey are shown in the attached Limit of Work Exhibit. This scope is limited to ten (10) days of field work for a 2-person crew.

Task 2.2.2. Existing Utility Base Mapping

Mark Thomas will provide utility coordination for the project. Utility coordination services will be conducted in general conformance with Caltrans Local Assistance and Utility Relocation Manuals. Mark Thomas will send "A Letters" to utility companies with facilities in the project area project, requesting updated copies of their existing facility maps. Mark Thomas will update the existing utility mapping prepared in the completed 2012 PA&ED phase for the I-80/I-680/SR 12 interchange complex to reflect updated mapping provided by the utility owners.

Mark Thomas will coordinate with a utility potholing company to positively locate underground utilities. Mark Thomas has assumed approximately ten (10) potholes at a not to exceed cost of \$30,000 will be required to positively locate existing high and low risk utilities. The utility base mapping will be updated to reflect the positive utility locations.

Task 2.3. Supplemental Project Report

Task 2.3.1. Supplemental Project Report

A parent Project Report was approved in 2012 as part of the PA&ED phase for the I-80/I-680/SR 12 interchange complex. Mark Thomas will prepare a Supplemental Project Report documenting changes made since approval of the parent Project Report during the PA&ED phase. The intent is to capture major elements such as geometric refinements and any additional nonstandard design features. It is assumed that the Supplemental Project Report will be a minimal document of approximately 20-25 pages that will summarize the project changes. This scope does not include a major re-write of the approved parent Project Report from the PA&ED phase.

Task 2.3.2. Geometric Drawings

Mark Thomas will prepare Geometric Approval Documents (GADs) for the new ramp connection for review and approval by Caltrans. The approved GADs will serve as the basis for the 35% plans. The GADs will be included as an attachment to the Supplemental Project Report.

Task 2.3.3. Design Standard Decision Document

As design progresses, any nonstandard design features identified based on the current version of the Caltrans Highway Design Manual (HDM) will be documented in a Design Standard Decision Document (DSDD). The DSDD will be submitted to Caltrans for review and approval. Mark Thomas has assumed five (5) HDM design exceptions will need to be documented. Any supporting Highway Safety Manual (HSM) Analysis is excluded. If the HSM analysis is requested by Caltrans, it would need to be added as a contract amendment.

Task 2.3.4. Structure Advance Planning Study

Mark Thomas will prepare a Structure Advance Planning Study (APS) for the Neitzel Ramp Connection over Green Valley Creek and one non-standard retaining wall with specialty design. A total of two APSs will be completed, one APSs for the bridge and one APS for each non-standard wall. Each APS will consist of one plan sheet showing the basic structure layout, items of work and square foot cost estimate. The APS and APS Design Memo will document the structure alternative strategies considered, construction staging, falsework needs, proposed aesthetics, constructability, necessary retrofit and structure upgrades, and foundation type assumed. An APS checklist will also be included. The APS will follow Caltrans Memo to Designer manual and the OSFP Information and Procedure guide. Existing bridge as-built plans and Bridge Inspection Reports (BIR) will be reviewed. The APSs will be submitted to Caltrans for review and comment. It is assumed that one round of Caltrans comments will be addressed. The approved APSs will be included as part of the Supplemental Project Report.

Task 2.4. Technical Reports

Task 2.4.1. Structure Type Selection

Mark Thomas will prepare a Structure Type Selection Report to assist the STA in determining the best suited structure type for the project. The Type Selection Report will discuss geotechnical, hydraulic, seismic, constructability, aesthetic, utility, and drainage issues related to the structure. Two different alternatives will be considered in the report, which will include a General Plan, Foundation Plan, and General Plan Estimate for each structure alternative. The Type Section Report will be presented to Caltrans at a Type Selection Review Meeting that will be held remotely with the Caltrans Division of Structures. Mark Thomas will present the project, preliminary seismic design criteria, preliminary foundation recommendations and recommended structure types to Caltrans engineers for review and comment.

Task 2.4.2. Geotechnical Field Work, Testing, Analysis and Reports

PARIKH will conduct a supplemental geotechnical investigation for the proposed Neitzel Road Ramp Connection to Green Valley Road. The added project elements include a new bridge over Green Valley Creek, retaining walls, and new embankments.

The PARIKH scope of work consists of the following tasks.

Data Review:

PARIKH will review published geologic maps and available as-built boring data, including the as-built Log of Test Borings from the Caltrans Digital Archive of Geotechnical Data (GeoDOG) website, previous exploration data from the Green Valley Road Overcrossing, and other Agency records, if any, in the project vicinity.

Permits and Utility Clearances:

Permits: It is assumed that a Caltrans encroachment permit and the right-of-entry to the locations along the alignment will be provided by the design team or STA to perform the geotechnical field explorations. A cone penetration test (CPT) is planned on Neitzel Road, which requires lane closure during exploration. PARIKH will obtain the encroachment permit from the City of Fairfield, and the traffic control plans will be prepared by an outside vendor. PARIKH will apply for drilling permits from Solano County.

Utility Clearance: PARIKH’s field engineer will mark the boring locations and contact Underground Service Alert (USA) for the utility clearance. A private utility locator is not included in the scope. Removing the USA marking is not included in the scope.

Field Exploration:

PARIKH have developed the following exploration program:

Structure	Explorations
Fill Embankment and Retaining Wall	<ul style="list-style-type: none"> – One boring to 60 feet – One seismic CPT to 150 feet for Vs measurements
Green Valley Creek Bridge	<ul style="list-style-type: none"> – 2 borings (100 and 120 feet)
Retaining Wall along Neitzel Road	<ul style="list-style-type: none"> – 1 CPT to 60 feet (traffic control/lane closure required, 1 shift.



PARIKH’s field engineer will classify and log the subsurface soil conditions encountered in the test boring at the time of drilling. The samples will be collected for laboratory testing. The borings will be grouted per the permit requirement, typically by neat cement.

For the exploration on Neitzel Road, the pavement will be restored with cold AC patch. The use of hot asphalt is not included in the cost estimate.

Please note that the actual exploration locations are subject to site access and potential utility conflicts. The exploration program and cost may have to be revised when the geometry and structure type are finalized.

Laboratory Testing:

Laboratory tests will be performed on representative soil samples, such as moisture contents, densities, particle size analyses, plasticity index (basic soil characteristics), consolidation tests, corrosion tests (pH, sulfate, chloride, and resistivity), and strength tests as deemed necessary.

Soils Analysis/Evaluation:

Based on our experience, we expect the following engineering analyses are required for the proposed improvements:

- Seismic design criteria, i.e., the ARS curve, will be developed by using the Caltrans ARS Online website per Caltrans SDC 2.1.
- Seismic hazards (liquefaction potential and seismic slope stability).
- Foundation design (axial/lateral capacity for deep foundations or bearing capacity/settlement for shallow foundations).
- Development of geotechnical parameters for LPILE analyses.
- Slope stability evaluation at the abutments, retaining walls, and the fill slopes.
- Settlement analyses.
- Lateral earth pressures for the abutment walls per Caltrans SDC.

- Corrosion potential.
- Pavement Design (CalME)

Please note:

- The planned bridge is close to the Cordelia Fault. The Caltrans Geotechnical Manual, “Fault Rupture” module, dated October 2022, states the following:

“Surface Fault Rupture Displacement Hazard Analyses were conducted for over 250 structures in the State Highway System. Most Caltrans bridges in AP Zones have been evaluated for fault rupture hazard using the current fault rupture displacement calculation methodology (Petersen et al., 2011, Moss and Ross, 2011, or Youngs et al., 2003). The information in archived fault rupture evaluations should be evaluated on a case-by-case basis, and may need to be re-calculated (e.g., because new evidence, improved mapping, or rupture calculation methodologies become available). In many cases, the calculated potential offset in the archived SFRDHA will be adequate information for design and no further evaluation will be needed. Contact Fault.Rupture@dot.ca.gov to determine if the existing SFRDHA is adequate or if it should be updated.”

We have obtained the “Surface Fault Rupture Hazard Analysis for Green Valley Creek Bridge, Bridge Number 23-0004”, dated June 6, 2014, prepared by Caltrans. Based on the results, it appears that the fault displacement at the planned bridge location should be insignificant. It is assumed that the calculated potential offset from this SFRHA will be adequate, and fault rupture hazard analysis is not included in the current scope of work.

- Liquefaction potential was identified based on the boring data from the Green Valley Road OC. However, a Site-Specific Dynamic Ground Response Analysis (DGRA) is not required for the proposed single-span bridge, according to the Caltrans Geotechnical Manual, “Site-Specific Dynamic Ground Response Analysis” module, dated March 2022. Therefore, a DGRA is not included in this scope.

Reports:

For scoping purposes, it is assumed that PARIKH will prepare two Preliminary Foundation Reports (PFR) at the 35% design level for the structure/foundation type selection, including:

- One PFR for the Green Valley Creek Bridge
- One PFR for the retaining walls

For the 65%, 95% and 100% submittals, PARIKH will prepare:

- One Draft Foundation Report (DFR) for the Green Valley Creek Bridge
- One DFR for the retaining walls.
- One Geotechnical Design Report (GDR)

Logs of test borings will be prepared according to the Caltrans Soil and Rock Logging manual.

Task 2.4.3. Phase 2 Hazardous Materials Investigations

Geocon will undertake Phase 2 hazardous materials sampling, testing, analysis and report preparation for the project. The work includes:

Field Work, Testing and Analysis

Geocon will prepare a Health and Safety Plan for STA review and approval. It is assumed no traffic control is required for the sampling locations.

1. ADL/TPH Sampling

Field Activities:

Advance up to 10 borings to 2.5 ft below ground surface.

Collect three soil samples per boring (total 30 samples)

Laboratory Analyses:

24 soil samples for Total Lead

6 soil samples for CAM 17 metals

18 soil samples for Soluble (WET or TCLP) single metal

4 soil samples for pH

10 soil samples for TPHg

10 soil samples for TPHd/mo

5 soil samples for Organochlorine Pesticides

Assume one day (2-person crew) to complete borings.

Reports

Geocon will prepare a Hazardous Materials Reports for ADL/TPH.

Task 2.4.4. Traffic Analysis

Fehr & Peers will collect new traffic data and undertake supporting traffic analysis.

Task 2.4.4.1. Traffic Data Collection

Traffic data collected in May 2024 for the I-80/I-680/SR 12 Interchange – SR 12 (West)/Red Top Road/Business Center Drive (Package 5) project traffic analysis (herein, called the Construction Package 5 Study) will be used for the Neitzel Road Ramp Connection Project. Fehr & Peers will coordinate with a data collection vendor to collect additional intersection turning movement counts at the following 6 intersections (from east to west). The data will be collected on Tuesday, Wednesday, or Thursday. The collection includes a weekday morning peak period from 5:00 AM to 9:00 AM and an afternoon peak period from 3:00 PM to 7:00 PM:

1. Business Center Drive / Westamerica Drive
2. Mangels Boulevard / Westamerica Drive
3. Business Center Drive / Medical Clinic
4. Business Center Drive / Kiewit Driveway / GeoVera Driveway
5. Business Center Drive / Southern Glazers Driveway / Hilton Suites Driveway
6. Business Centre Drive / Residence Inn Driveway

In addition, Fehr & Peers will conduct morning and afternoon field visits to data collection intersections to observe existing intersection controls, lane configurations, traffic signal timings, traffic operations, and vehicle queue lengths.

Task 2.4.4.2. Traffic Analysis

Overall key assumptions:

- Study periods include weekday AM from 5:00 AM to 9:00 AM and PM from 3:00 PM to 7:00 PM.
- Study areas:
 - Westbound I-80 from Cordelia Weigh Station on-ramp to Red Top Road on-ramp.
 - Eastbound I-80 from Red Top Road off-ramp to Cordelia Weigh Station off-ramp.

- Northbound I-680 from Central Way off-ramp to I-680/I-80 merge.
- Southbound I-680 from I-680/I-80 diverge to Lopes Road on-ramp.
- Westbound SR 12 from SR 12/I-80 diverge to Miners Trail.
- Eastbound SR 12 from Miners Trail to SR 12/I-80 merge.
- 6 local intersections described in Task 2.4.4.1, in addition to the following study intersections:
 - Suisun Valley Road & Business Center Drive/Mangels Boulevard
 - Suisun Valley Road & Neitzel Road
 - Pittman Road & Eastbound I-80 Ramps
 - Green Valley Road & Mangels Boulevard
 - Green Valley Road & Business Center Drive
 - Neitzel Road & Business Center Drive
 - Green Valley Road/Lopes Road & Westbound I-80 On-ramp
 - Lopes Road & Eastbound I-80 Off-ramp
 - Healthcare Drive & Business Center Drive
 - Julia Berger Drive (East) & Business Center Drive
 - Julia Berger Circle (West) & Business Center Drive
 - Business Center Drive/Mangels Boulevard & Antiquity Drive
 - Red Top Road & Eastbound SR 12 Ramps
 - Red Top Road & Westbound I-80 Ramps
 - Red Top Road & Eastbound I-80 Ramps
- Existing Conditions and Year 2024 Build Alternative demand volumes will be prepared and analyzed to reflect Construction Package 5 and the Neitzel Road Ramp Connection.
- Count Volumes collected in 2025 for the Neitzel Road Ramp Connection project will be adjusted to match the 2024 volumes collected in the Construction Package 5 Study for No Build and Full Build Conditions to approximate a year 2024 scenario.

Year 2024 Existing Conditions

Fehr & Peers will utilize StreetLight Data to obtain study area Origin and Destination (O-D) ratios. Fehr & Peers shall develop a VISUM model of the study area. VISUM software is efficient at converting raw counts (as collected in Task 2.4.4.1) into demand volumes using the Input/Output count method supplemented with the O-D data from StreetLight.

Fehr & Peers will determine the existing traffic operations within the study limits using the VISSIM microsimulation software for the freeway mainline and ramps. Existing Conditions VISSIM model calibration and validation information will be reported, as well as Measure of Effectiveness (MOEs) from the VISSIM model. MOEs will include intersection delay and LOS, an estimate of the VISSIM study area Vehicle Miles of Travel (VMT), Vehicle Hours of Delay (VHD), freeway travel times, average travel speed, and maximum individual delay. This effort will be necessary to answer questions about the operational effects of the proposed design elements of the Neitzel Road Ramp Connection project, integrated with Construction Package 5.

Year 2024 Construction Package 5 and Neitzel Road Ramp Connection

Fehr & Peers will code the Build Alternative (i.e., Neitzel Road Ramp Connection integrated with Construction Package 5) into VISUM and perform a trip assignment based on the shortest travel time. This will produce demand volumes for the Build Alternative. Fehr & Peers will prepare demand volume exhibits for both Existing and Build conditions.

The VISSIM Existing Conditions Traffic models will be updated with the Neitzel Road Ramp Connection and CP 5 Build Alternative. Fehr & Peers will conduct VISSIM model runs checking for reasonableness and conduct a quality assessment and quality control (QA/QC) review. Fehr & Peers will present preliminary results making liberal use of tables, charts, and graphics to STA for review and acceptance. MOEs will include intersection delay and LOS, an estimate of the VISSIM study

area VMT, VHD, freeway travel times, average travel speed, and maximum individual delay. Fehr & Peers will refine the operations models based on STA feedback and present the updated results to STA for review and acceptance.

Previous I-80/I-680/SR 12 Interchange Project Demand Volumes

Fehr & Peers will gather and review the demand volumes from the Previous Traffic Operations Report (“Previous TOR”) for the I-80/I-680/SR 12 Interchange Project report, completed in May 2009 and revised/finalized in 2010. The Previous TOR did not look at a scenario with Construction Package 5 and Neitzel Road Ramp Connection as stand-alone projects, so that Previous TOR does not contain forecasts that would provide a direct apples-to-apples comparison with the Construction Package 5 and Neitzel Road Ramp Connection Build Alternative. Instead, demand volumes from the Previous TOR will be interpolated between the Year 2015 and 2035 to produce an estimate of Year 2024 volumes for both the No Build and Interchange Full Build Conditions. Fehr & Peers will prepare demand volume comparison for both No Build and Full Build conditions.

Year 2024 Traffic Conditions Memorandum

The Year 2024 Construction Package 5 and Neitzel Road Ramp Connection traffic analysis will be compared with the Year 2024 demand volume interpolated from the Previous TOR to determine if the current volumes are within the range of the Previous TOR. The summary of the analysis will be documented in a technical memorandum. If the 2024 volumes and analysis results are within the range of the Previous TOR, this may serve as evidence that a full Environmental Re-validation process is not necessary.

Analysis Assumptions and Methodology Memorandum

Fehr & Peers will prepare the Analysis Assumptions and Methodology Memorandum to include a list of assumptions and recommended methodologies to use for the operational analysis. Typically, this would be completed at the outset of a project; however, in this case, our understanding is that the project team would prefer to initiate the traffic analysis of Neitzel Road Ramp Connection Project and review the initial results first, and then develop this methodology memorandum for discussion with Caltrans. Fehr & Peers will collaborate with STA, Caltrans, and the project team to address the topics listed below within the memorandum. Fehr & Peers will support the project team by providing facts of the analysis findings and will defer to STA and the project team to lead the discussions with Caltrans.

- Confirm new data collection for study intersections.
- Confirm AM and PM study periods.
- Confirm analysis scenarios, study limits, and definition of Build Alternative.
- Confirm that no new traffic forecasts will be developed, beyond the volume comparisons described in the prior tasks.
- Confirm that the VISUM model will be used to produce VMT estimates for the study area, and acknowledge that this approach differs from the VMT forecasting approach described in the Caltrans TAF/TAC.
- Confirm operational model calibration and validation requirements.
- Define MOEs; it is assumed that the MOEs will include intersection delay and LOS, an estimate of the VISSIM study area VMT, VHD, freeway travel times, average travel speed, and maximum individual delay.

Task 2.4.4.3. Traffic Operations Design Support and Final Traffic Analysis

Fehr & Peers will support the design team with operational analysis and respond to design questions such as intersection control, lane configurations, queue lengths, or intersection delay using the VISSIM model described in Task 2.4.5.2. Fehr & Peers is scoping up to 96 hours of potential traffic operation support for the design team. When the design elements of the Neitzel Road Ramp Connection are largely settled, Fehr & Peers will produce a traffic analysis memorandum documenting the operational results and MOEs of the project, suitable for submittal to Caltrans.

Task 2.4.5. Traffic Management Plan

Fehr & Peers will prepare one Transportation Management Plan (TMP) for the project. The TMP is a specialized program tailored to prevent and mitigate the impact of a construction project by applying a variety of techniques. The TMP will include techniques and strategies specifically applicable to the project and will be prepared using the Caltrans District 4 standard format and requirements. This task includes preparation of the Lane Closure Report (LCR) which is an appendix to the TMP. The LCR includes up to six lane closure charts and calculations. This scope assumes Caltrans will provide 24-hour, seven day a week counts for the lane closure charts, and that they will not be required to be updated throughout the project. Delay calculations for detours, if needed, will be based on travel time differences obtained from driving apps such as Google Maps.

Task 2.4.6. Storm Water Data Report (PS&E Phase)

Mark Thomas will prepare the Stormwater Data Report with the development of the PS&E, summarizing the project impacts to water quality and recommended BMPs. Mark Thomas will develop the BMPs based on the detailed design, survey, soil, and groundwater information. Mark Thomas will perform detailed calculations to complete the design and detail usage of the treatment BMPs. It is assumed that the project will be exempt from hydromodification as tributary receiving waters are tidal influenced.

Task 2.4.7. Storm Water Information Handout

Mark Thomas will prepare a Storm Water Information Handout to meet the following objectives: to summarize the water quality information of the project; to summarize the updated requirements per the current Construction General Permit (CGP); to provide general guidelines for contractors to bid on the project; to aid in developing the Storm Water Pollution Prevention Plan; and to highlight information necessary to register with the State Water Resources Control Board via the Stormwater Multi Application Reporting and Tracking System (SMARTS) and file the Notice of Intent at the start of construction.

Task 2.4.8. Drainage Report

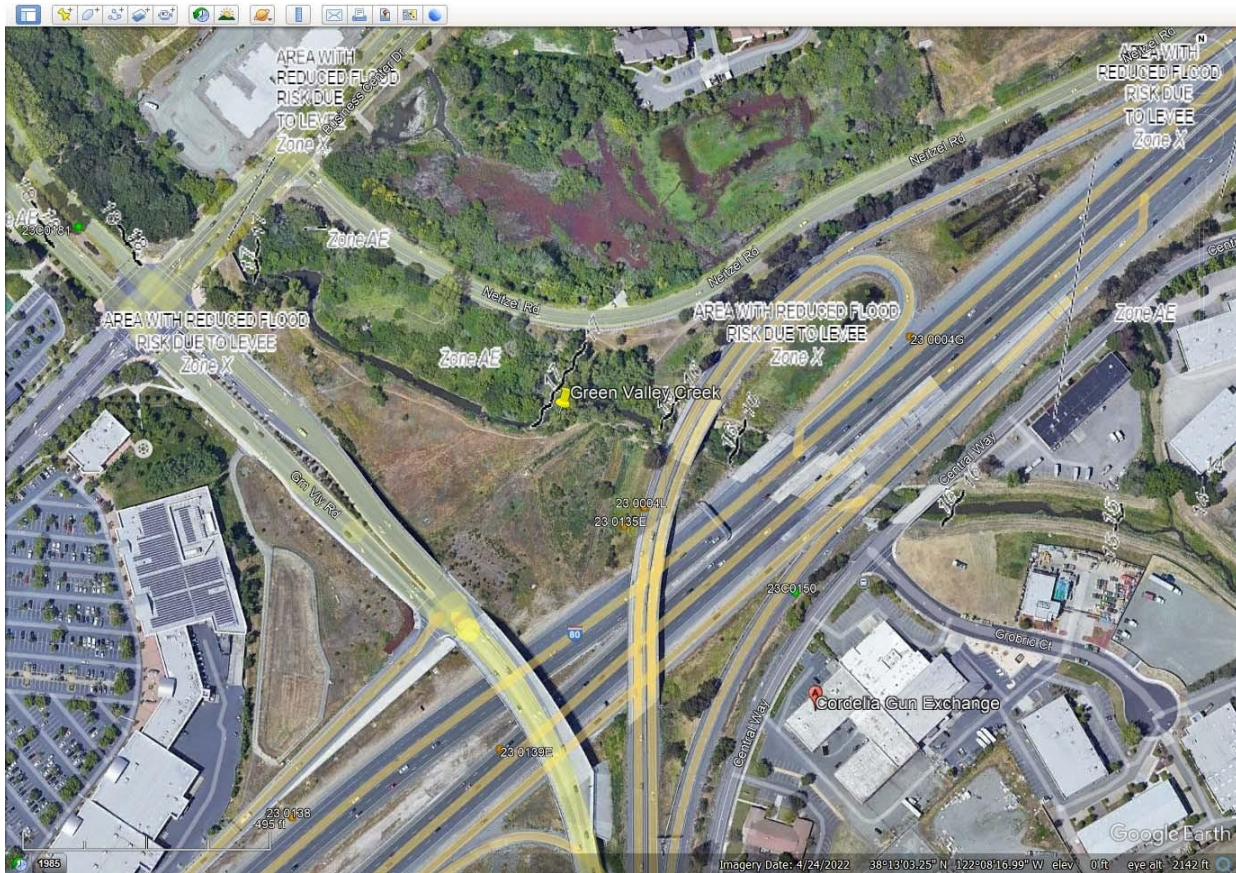
Mark Thomas will develop a Drainage Report using the Rational Method to analyze the existing drainage facilities and drainage patterns in the area and to determine the proposed facilities needed to effectively manage roadway runoff and accommodate the proposed improvements. The report and analysis will be separated by Caltrans, City and County right-of-way.

The existing storm drainage system will be mapped from topographic surveys and as-built information provided by the City, Caltrans and Caltrans. Proposed drainage shed areas will be developed from topography, field reviews, and the proposed roadway improvements in the project area. Supplemental mapping (adjacent project mapping, drainage master plans, etc., if available) will be evaluated with available topographic mapping. Tributary areas will be defined, and flow rates calculated for inlets and pipelines. The calculations will define pipe/culvert lengths, sizes, peak flow velocities, and hydraulic grade lines.

It is assumed that upgrades or retrofitting of existing drainage system facilities is not required that includes cross culverts and storm drainage pipes.

Task 2.4.9. Hydraulic Report

The purpose of this study is to complete the hydrology, hydraulic, and scour analyses for the construction of the Neitzel Crossing over Green Valley Creek in Solano County, CA. As shown in the figure below, the project is located in the City of Fairfield, CA. The project is within a FEMA designated floodplain where base flood elevations have been determined but without a floodway overlay. It is assumed that FEMA coordination would be an added scope of services.



Avila will undertake the Bridge Design Hydraulic Study and Location Hydraulic Study for the project at the Green Valley Creek crossing.

Hydrology: Avila will coordinate with the City of Fairfield to obtain all available hydrology and hydraulic analyses of Green Valley Creek which includes several existing flood control facilities that provide detention and attenuation of flows. If prior

hydrology analyses are unavailable, Avila will estimate the peak discharge and create hydrographs for the 50- 100- and 200-year discharges using a HEC-RAS point precipitation model to determine the discharges in Green Valley Creek.

Existing Conditions: Avila will create a 2D HEC - RAS model of the existing conditions based on existing topographic information (LiDAR), creek surveys, and detailed survey or as - built plans of the existing bridges along Green Valley Creek in the vicinity of the project (provided by MT) using HEC - RAS 6.5 or newer.

Proposed Alternatives Modeling: Avila will update the existing conditions 2D model for the proposed bridge and grading conditions.

Local Scour: Avila will review Maintenance Reports for adjacent upstream and downstream bridges to assist in degradation analysis. Avila will complete local scour calculations including pier, contraction, abutment, and pressure flow scour (if applicable) for the up to two preferred bridge alternatives modeled using the methods described in the Federal Highway Administration (FHWA) Publication HEC - 18, Evaluating Scour at Bridges.

Bank Protection: Avila will complete calculations to determine the need for rock riprap bank protection. If bank protection is required, parameters will be provided according to FHWA publication HEC - 23, Bridge Scour and Stream Instability Countermeasures for the preferred bridge alternative. Avila will complete the Bridge Scour Data Table for the preferred alternative.

Location Hydraulic Study: Avila will complete the hydrology and hydraulic analyses required to determine the Overtopping Flood and Flood of Record at the proposed bridge location. It is assumed that the proposed bridge will not cause a significant encroachment into the floodplain or a change in the water surface elevation requiring Federal Emergency Management Agency (FEMA) coordination and potentially a No Conditional Letter of Map Revision (CLOMR) or Letter of Map Revision (LOMR) or formal No-Rise certification. If a significant encroachment into the floodplain or change in water surface elevation is found, additional scope-fee will be required to evaluate and coordinate with FEMA. Avila will complete a Location Hydraulic Study (Floodplain Encroachment Report) in accordance with 23 CFR 650.113.

Hydraulic Report: The results of the hydraulic analysis will be summarized in a Hydraulic Report that will include the results from the hydraulic and bridge scour analyses, recommendations for bridge scour countermeasures, and applicable Floodplain Encroachment Forms. The report will also include detailed hydraulic model output.

TASK 2 DELIVERABLES

- Encroachment Permit Applications (PDF)
- Updated Topographic Base Mapping (1"=50' Scale) (ACAD Civil 3D)
- Existing Right of Way Delineation (Land Net) (ACAD Civil 3D)
- Utility "A" Letters (PDF)
- Updated Utility Base Mapping (ACAD Civil 3D)
- Pothole Report (PDF)
- Draft/Pre-Final/Final Supplemental Project Report (PDF)
- Draft/Pre-Final/Final Geometric Approval Drawings (PDF)
- Draft/Pre-Final/Final DSDD (PDF)
- Draft/Pre-Final/Final Structure Type Selection Report (PDF)
- Preliminary Foundation Reports (PDF)
- Draft/Pre-Final/Final Foundation Reports
- Draft/Pre-Final/Final Geotechnical Design Report (PDF)
- Draft/Pre-Final/Final Pavement Design Memorandum (PDF)

- Draft/Pre-Final/Final Hazardous Materials Reports (PDF)
- Draft/Pre-Final/Final Year 2024 Traffic Conditions Memorandum (PDF)
- Draft/Pre-Final/Final Traffic Analysis Assumptions and Methodology Memorandum (PDF)
- Draft/Pre-Final/Final Year 2024 Traffic Analysis Memorandum (PDF)
- Draft/Pre-Final/Final Transportation Management Plan Report (PDF)
- Draft/Pre-Final/Final Storm Water Data Report (PDF)
- Draft/Pre-Final/Final Storm Water Information Handout (PDF)
- Draft/Pre-Final/Final Drainage Report (PDF)
- Draft/Pre-Final/Final Hydraulic Report – (PDF)
- Responses to Deliverable Comments (PDF)

TASK 2 ASSUMPTIONS

Unless otherwise noted, it is assumed that each deliverable will be approved after two review cycles.

TASK 3. 35% PS&E SUBMITTAL

Task 3.1. 35% Plans and Estimates

The Mark Thomas Team will advance the approved GADs and structure plans from the approved Type Selection process into a 35% plan and estimate submittal. It is assumed draft Special Provisions are not required for the 35% PS&E submittal.

Description	Scale	Estimate Sheet Count
Title Sheet	N/A	1
Typical Cross Sections	N/A	1
Key Map and Line Index	N/A	1
Layouts	1"=50'	2
Profile and Superelevation	1"=50' (H); 1"=5' (V)	2
Drainage Plans	1"=50'	2
Utility Plans	1"=50'	2
Stage Construction Plans (1 Stage)	1"=200'	1
Subtotal Estimated Highway Plan Sheets		12
Preliminary Landscape Plan	1"=20'	4
Illustrative Cross Sections	N/A	1
Subtotal Estimated Preliminary Site and Landscape Sheets		5
Structure General Plan	Varies	1
Structure Foundation Plan	Varies	1
Structure Retaining Wall Plans	Varies	6
Subtotal Estimated Structure Plan Sheets		8
Total Estimated Plan Sheets		25

Task 3.1.1. 35% Highway Plans and Estimate

Mark Thomas will incorporate the revised GADs, preliminary structure plans from the Type Selection Report, Preliminary Utility Relocation Map, and Preliminary Stage Construction / Traffic Handling Plans into a single set of 35% level engineering drawings. The plans will also include plan views of anticipated drainage facilities, updated pavement designs into the typical

sections, and will show updated right of way requirements. Based on the 35% plans, an Engineer's Estimate in Caltrans Basic Engineering Estimate System (BEES) format will be prepared.

Task 3.1.2. 35% Electrical Analysis and Estimate

Fehr & Peers will prepare the photometrics lighting study for intersection safety lighting at Green Valley Road/I-80 Westbound On-ramp/Neitzel Road intersection. Intersection safety lighting analysis includes two-dimensional photometric analysis while three-dimensional lighting simulations are excluded. We will evaluate the intersection lighting photometrics per July 2021 Caltrans Roadway Lighting Manual for Caltrans intersections.

Fehr & Peers will utilize the photometric study to inform preliminary cost estimates for the lighting and will provide ballpark costs for electrical components.

Task 3.1.3. Preliminary Site and Landscape Design Package

As part of the 35% submittal, Mark Thomas's landscape architecture division (LAUD) will develop a Preliminary Site and Landscape Design Package. Plant materials and irrigation equipment will be identified in the 35% design package.

We will also document the aesthetic treatments referenced in previously completed aesthetic guidelines for use on structural elements, including retaining walls and the bridge (barriers, abutments, columns, and fencing). The structure aesthetics established in this phase will be handed off to the Mark Thomas Structural Team for further development after this phase. Streetscape improvements and tree mitigation will be incorporated into the landscape design.

Deliverables include:

- a) Preliminary Landscape Plan at 1"=20', color rendered – 4 sheets
- b) Up to two illustrative cross sections, color rendered – 1 sheet
- c) Summary memorandum on structure aesthetics based on existing guidelines
- d) 35% level cost estimate for landscape-related improvements

Tree mitigation is limited to the placement of replacement live oaks per the EIR, using a 1:1 replacement area ratio. LAUD will coordinate with Circlepoint to identify the appropriate mitigation area(s).

TASK 3 DELIVERABLES

- 35% Plans (11x17 PDF)
- 35% Engineers Estimate (PDF)
- Preliminary Site and Landscape Design Package (PDF)
- Photometric Calculations (PDF)

TASK 4. 65% PS&E SUBMITTAL

Task 4.1. 65% PS&E

The Mark Thomas Team will prepare the 65% PS&E that will include highway, signal and lighting, planting and irrigation and structures design. Draft unedited Standard Special Provisions (SSP's), a listing of proposed nonstandard Special Provisions, and an updated Engineers Estimate will be prepared. Plans will be prepared per the Caltrans Plan Preparation Manual. The

design will be developed using the 2024 Caltrans Standard Plans and Specifications and 2021 City of Fairfield Standard Plans and Specifications. It is anticipated that the following sheets will be prepared:

Description	Scale	Estimate Sheet Count
Title Sheet	N/A	1
Typical Cross Sections	N/A	1
Key Map and Line Index	N/A	1
Project Control	1"=200'	1
Layouts	1"=50'	2
Profile and Superelevation	1"=50' (H); 1"=5' (V)	2
Construction Details	Varies	5
Contour Grading	1"=50'	2
Drainage Plans	1"=50'	2
Drainage Profiles	1"=50' (H); 1"=5' (V)	2
Drainage Details	Varies	2
Drainage Quantities	N/A	2
Utility Plans and Details	1"=50'	3
Construction Area Signs	1"=200'	1
Motorist Information / Detour Plan	1"=500'	1
Stage Construction Plans (1 Stage)	1"=200'	1
Traffic Handling Plans	1"=50'	2
Traffic Handling Quantities	N/A	1
Water Pollution Control Plans	1"=50'	2
Water Pollution Control Quantities	N/A	1
Pavement Delineation Plans	1"=50'	2
Pavement Delineation Details	N/A	1
Pavement Delineation Quantities	N/A	1
Sign Plan	1"=50'	2
Sign Details	N/A	1
Sign Quantities	N/A	1
Summary of Quantities	N/A	2
Subtotal Estimated Highway Plan Sheets		45
Irrigation Plans and Details	1"=20'	5
Planting Plans and Details	1"=20'	4
Erosion Control Plans and Details	1"=50'	3
Erosion Control Quantities	N/A	1
Subtotal Estimated Irrigation, Planting and Erosion Control Plan Sheets		13
Traffic Signals and Intersection Lighting Plans	1"=20'	2
Electrical Quantity Plans	N/A	1
Notes and Detail Plans	N/A	3
Subtotal Estimated Electrical Plan Sheets		6
Structure Plans		
General Plan	-	1
Deck Contours	-	1
Foundation Plan	-	1
Abutment Layout	-	2
Abutment Details	-	2
Typical Section	-	1
Girder Layout	-	1
Girder Details	-	2
Aesthetic Details	-	3

Description	Scale	Estimate Sheet Count
Miscellaneous Details	-	2
Log of Test Borings	-	2
Retaining Wall Plans	-	6
Subtotal Estimated Structure Plan Sheets		24
Total Estimated Plan Sheets		88

Task 4.1.1. 65% Highway PS&E

Roadway design plans including typical cross sections, layouts, profile, superelevation and grading plans will be developed. Construction details will be required for pavement elevation conforms and vertical control.

Drainage Plans:

Culverts, ditches, inlets, and other drainage features will be shown on the drainage plans. Drainage systems will be numbered with letters assigned to individual drainage items. Drainage profiles will be on separate sheets, followed by drainage details and drainage quantities.

Water Pollution Control Plans

Plans will include details on temporary Best Management Practices (BMPs) project limits will be prepared. Water pollution control plans will be prepared in conformance with current Caltrans requirements.

Utility Plans:

Utility plans will be prepared which depict mapped utility facilities at the time of the start of construction. Utility facilities to be relocated by the contractor will be shown, while facilities to be relocated by others will be shown. Utility plans will also include pothole locations. Any utility facilities that will be relocated prior to construction will be shown as an existing condition.

Traffic Handling/Stage Construction Plans:

Stage Construction, traffic handling, construction area signs and motorist information plans will be prepared for the construction approach for the project. This scope assumes a total of one main stage. These plans will include details on temporary traffic control devices, temporary striping and signage, and assumes that existing pavement grades will be maintained in conform locations.

Pavement Delineation and Sign Plans:

These plans will provide details on pavement delineation, pavement markings and roadside and overhead signs.

Task 4.1.2. 65% Electrical PS&E

This scope assumes the bulk of the electrical design will start at the 65% level and that no temporary systems will be needed. The electrical design includes a traffic signal modification at Green Valley Road/I-80 Westbound On-ramp/Neitzel Road intersection. No other traffic operation system elements are anticipated for this project. We will use the photometrics studies from the 35% plans to develop intersection safety lighting for the signal plans. The electrical designs will be developed using the 2024 Caltrans Standard Plans and Specifications and 2021 City of Fairfield Standard Plans and Specifications.

Fehr & Peers will conduct a field review of the connection points to the new roadway to verify the existing above ground signal and lighting equipment. Mark Thomas will provide civil improvement plans in electronic format. Information on these plans must include existing and proposed geometrics, right-of-way, drainage, utilities, pavement delineation, and existing locations of signal and lighting equipment. As-built electrical plans for the project area must also be provided.

Caltrans requires electrical quantity tables to be included in the plans. For this project we anticipate one sheet will be needed to show all the quantity items. We will maintain quantity spreadsheet calculations for use in these tables.

Fehr & Peers will prepare electrical load calculations and submit them with applications to PG&E to verify the service point locations and capabilities. Any connection or application fees for electrical service shall be paid for by the client. These fees are not included in this scope and fee.

Task 4.1.3. 65% Planting and Irrigation PS&E

Mark Thomas LAUD will prepare 65% level planting, irrigation and erosion control PS&E. This package will include tree plans (mitigation and others) and associated irrigation system only. Irrigation plans will show points of connection and mainline layout. Planting plans will include a draft tree planting schedule and tree planting design. Erosion control plans will address planted slopes (3:1 or steeper), in compliance with Caltrans standards. Draft specifications and details for planting, irrigation, and erosion control will be included. Permanent non-irrigated hydroseed/revegetation mixes will be provided. Oak tree mitigation plans will be incorporated in this phase as well.

Task 4.1.4. 65% Structures PS&E

Mark Thomas will prepare structural calculations and plans for the selected bridge alternative. For the purposes of this scope of work, it is assumed that a single-span, precast concrete wide flange girder is the preferred structure alternative. The structure design will be in accordance with AASHTO LRFD Bridge Design Specifications, 8th Edition with the California Amendments and Caltrans Seismic Design Criteria, Version 2.1. The current Caltrans Standards and current versions of the Caltrans Structure Technical Policies and Bridge Design Manuals will be used. A draft marginal structure cost estimate will be developed.

TASK 4 DELIVERABLES

- 65% Plans (11x17 PDF)
- 65% Engineers Estimate in BEES Format (PDF)
- 65% Draft Standard Special Provisions (SSP's) (Unedited) and Listing of Proposed Nonstandard Special Provisions (NSSP's) (MS Word and PDF)
- Response to 35% PS&E Comments (PDF)

TASK 4 ASSUMPTIONS

It is assumed that STA will Advertise, Award and Administer (AAA) the project so there will be no Caltrans approval required for NSSPs.

TASK 5. 95% PS&E SUBMITTAL

Task 5.1. 95% PS&E

Task 5.1.1. 95% Highway PS&E

Mark Thomas Team will review comments on the 65% Highway PS&E and incorporate the comments into the 95% PS&E submittal. Quality Control reviews will be performed.

Task 5.1.2. 95% Electrical PS&E

F&P will respond to the comments on 65% submittal and incorporate the resolved comments into the 95% PS&E.

Task 5.1.3. 95% Planting and Irrigation PS&E

Based on comments received from the 65% PS&E documents, Mark Thomas will refine the 65% PS&E documents and further develop the plans and details in preparing 95% PS&E planting and irrigation plans, specifications and estimate of probable costs. Assumes no significant change and/or redirection in the design.

Task 5.1.4. 95% Structures PS&E

Mark Thomas will incorporate comments from the 65% submittal and provide comment responses for the 95% submittal. After the independent design check has been completed, the structure plans will be updated. Structure specifications and structure cost estimates will be prepared according to the latest Caltrans standard special provisions and BEES estimate format.

Task 5.2. Structure Independent Check

Mark Thomas will perform an independent design check of the structure in conformance with Caltrans bridge design procedures. The independent check will be completed by an engineer who was not involved in the original design of the structure. Calculations will be performed to check the bridge layouts and structural integrity. Upon completion of the independent check, discrepancies between the designer and checker will be reconciled and plans updated.

Task 5.3. Constructability Review

Mark Thomas will perform an internal constructability review satisfying Caltrans requirements. The review will be performed by construction management staff who are independent of the project design team. Constructability Review comments provided by Caltrans will also be addressed. Comments will be documented and resolved as part of the 100% submittal.

Task 5.4. Agreements

The project will require amendments to existing maintenance agreements and/or new maintenance agreements. Mark Thomas will support STA to amend and/or develop new agreements by providing supporting exhibits showing the maintenance responsibilities of the local agencies. It is assumed that Caltrans will develop the draft agreements that will utilize the exhibits prepared by Mark Thomas.

TASK 5 DELIVERABLES

- 95% Plans (11x17 PDF)
- 95% Engineer's Estimate in BEES Format (PDF)
- 95% Standard and Nonstandard Special Provisions (MS Word and PDF)
- Structure Independent Check Calculations (PDF)
- Constructability Review (PDF)
- Draft Maintenance Agreement Amendment Exhibit
- Response to 65% PS&E Comments (PDF)

TASK 5 ASSUMPTIONS

It is assumed that STA will AAA the project so there will be no Caltrans approval required for NSSPs.

TASK 6. 100% PS&E SUBMITTAL

Task 6.1. 100% PS&E

Task 6.1.1. 100% Highway PS&E

Mark Thomas will review comments on the 95% Highway PS&E and incorporate the comments into the 100% PS&E submittal. Quality Control reviews will be performed.

Task 6.1.2. 100% Electrical PS&E

F&P will respond to the comments on 95% submittal and incorporate the resolved comments into the 100% PS&E.

Task 6.1.3. 100% Planting and Irrigation PS&E

Based on comments received from the 95% PS&E documents, Mark Thomas will refine the 95% PS&E documents and further develop the plans and details in preparing 100% PS&E planting and irrigation plans, specifications, and estimate of probable costs. Mark Thomas will review and respond to landscape and irrigation comments received in the provided comment response matrix. Assumes no significant change and/or redirection in the design.

Task 6.1.4. 100% Structures PS&E

Comments from the 95% PS&E package will be addressed and incorporated into the 100% PS&E package. Responses to comments will be prepared and all plan revisions will be made. Updates to the specifications and estimate will be completed. Revised documents will be submitted for review.

TASK 6 DELIVERABLES

- 100% Plans (PDF and 11x17)
- 100% Engineer's Estimate in BEES Format (PDF)
- 100% Standard and Nonstandard Special Provisions (MS Word and PDF)
- Responses to 95% PS&E Comments (PDF)

TASK 6 ASSUMPTIONS

It is assumed that STA will AAA the project so there will be no Caltrans approval required for NSSPs.

TASK 7. FINAL DESIGN

Task 7.1. Final PS&E

Task 7.1.1. Final Highway PS&E

Mark Thomas will review comments on the 100% Highway PS&E and incorporate the comments into the Final PS&E submittal. Quality Control reviews will be performed. It is assumed that STA will Advertise, Award and Administer (AAA) the project so there will be no Caltrans District or Headquarters Office Engineer (OE) process.

Task 7.1.2. Final Electrical PS&E

F&P will respond to the comments on 100% submittal and incorporate the resolved comments into the final PS&E.

Task 7.1.3. Final Planting and Irrigation PS&E

Based on comments received from the 100% PS&E documents, Mark Thomas will prepare final planting plans, specifications, and estimate of probable costs and will prepare final irrigation plans, specifications, and estimate of probable costs. Mark Thomas will review and respond to one set of consolidated and non-conflicting actionable landscape and irrigation comments received in the provided comment response matrix. Assumes no significant change and/or redirection in the design.

Task 7.1.4. Final Structures PS&E

Any outstanding comments will be addressed. Plans, specifications, and cost estimates will be finalized. Any outstanding items will be submitted to Caltrans for PS&E approval. It is assumed that STA will Advertise, Award and Administer (AAA) the project so there will be no Caltrans District or Headquarters Office Engineer (OE) process.

Task 7.2. Final PS&E Supporting Documentation

Mark Thomas will prepare the following supporting documentation for the Ready-To-List (RTL) milestone.

Cost Estimate Certification

Mark Thomas will prepare the Cost Estimate Certification as required by the Caltrans RTL Guide. This scope assumes two (2) rounds of Caltrans review.

Supplemental Work / Agency Furnished Materials Justification

Mark Thomas will prepare memoranda justifying the Supplemental Work and Agency Furnished Materials costs for the project. This scope assumes two (2) rounds of Caltrans review.

Ready to List Package

Mark Thomas will prepare the Ready to List Certification Form and compile the required documents.

Public Interest Finding

Mark Thomas will prepare a Public Interest Finding (PIF), if needed. The PIF will be included in the RTL package.

Cal OSHA Tunnel Classification (Gassy / Non-Gassy)

Mark Thomas will submit plans to Cal OSHA to obtain the tunneling classification for the project. The determination will be included with the RTL package.

Resident Engineers File

Mark Thomas will prepare and compile the Resident Engineers (RE) File prior to RTL. The RE File will include critical project information including quantity calculation back-up, environmental commitments, environmental documentation, environmental permits, project correspondence, and design notes to the RE. The RE File will follow Caltrans RTL guidelines for format and information.

Survey File

The Surveyor's file will include pertinent information needed to establish project control. Caltrans Project Development Manual, latest edition will be used as a guideline.

Task 7.3. Slope Stake Notes

Slope stake notes will be prepared for the proposed improvements and will comply with the Caltrans Construction Manual.

Task 7.4. Design Cross Sections

Design cross sections will be developed at 1" = 10 foot scale and will be placed on a grid showing the existing ground, subgrade and finished surface. The conform elevation will be plotted on the cross sections. Cross sections will be created at 50-foot intervals in tangent sections and at 25-foot intervals in curved sections. Design cross sections will be prepared concurrent with Final Approved PS&E package and are prepared for quantity verification and are not part of the contract bid package.

TASK 7 DELIVERABLES

- Final Plans (11x17 PDF)
- Final Engineer's Estimate (PDF)
- Final Standard and Nonstandard Special Provisions (MS Word and PDF)
- Cost Estimate Certification (PDF)
- Supplemental Work / State Furnished Materials Justification (PDF)
- Ready to List Package (PDF)
- Public Interest Finding (PDF)
- Cal OSHA Tunnel Classification Package (PDF)
- RE Pending File (PDF)
- Survey File (PDF)
- Slope Stake Notes (PDF)
- Design Cross Sections (PDF)
- Responses to 100% PS&E and Final PS&E Comments (PDF)

TASK 7 ASSUMPTIONS

It is assumed that STA will AAA the project so there will be no Caltrans approval required for NSSPs or final plan deliverable in Microstation format.

TASK 8. ENVIRONMENTAL REVALIDATION

Task 8.1. Environmental Revalidation

Circlepoint will prepare a Re-Validation Package consisting of the completed Caltrans Revalidation form and the necessary supporting documentation presented as a Re-Evaluation document. The Caltrans Re-Validation form will be completed pursuant to Caltrans staff guidance and the Standard Environmental Reference (SER). The Re-Evaluation document will review all topics in the EIR/EIS and assess if there have been substantive changes in the environmental setting since 2012 that would result in new or more severe impacts.

For purposes of this work plan it is assumed the footprint and basic design the Nietzel Road realignment is consistent with the footprint and design studied in the EIR/EIS document. As a result, it is assumed that any design modifications will be minor and will not result in any new or substantially worsened impacts relative to those identified in the EIR/EIS. It is further assumed the Project will not trigger any of the conditions set forth in CEQA Guidelines Section 15162 that, if applicable, would require a subsequent EIR.

This work plan assumes that a new NEPA Record of Decision (ROD) and CEQA Notice of Determination will not be necessary. It is assumed that the descriptions of the project included in the ROD noticed in the Federal Register in October 2012 and in

the NOD filed with the State Clearinghouse in October 2012 are sufficiently similar to the project as currently designed that such filing would not be necessary.

The Re-Evaluation document will present the analysis of all topics in the EIR/EIS. For topics in which a technical report is prepared and submitted, the Re-Evaluation document will summarize and refer to the technical report. Detailed descriptions of technical analyses for several topics addressed in the Re-Evaluation document will be presented in technical reports, as described below.

Task 8.2. Natural Environmental Study

H.T. Harvey & Associates will perform a reconnaissance survey of the site and prepare a Natural Environmental Study (NES) per the latest Caltrans guidance. This report will briefly describe existing biological conditions, potential impacts on existing biological resources; and any conceptual mitigation measures necessary to mitigate the project's environmental impacts, with a focus on relying on previous analyses to the extent possible. Based on our familiarity with the area, the project alignment and immediately surrounding areas are expected to support jurisdictional waters, as well as potentially suitable habitat for several special status species, some of which have been recently listed since the project CEQA/NEPA analysis, and nesting common and special-status birds. Because there is potential for CNPS listed rare plants and host plants (*Viola pedunculata*) for Callippe silverspot butterfly to occur within the project area, and plant surveys in this area are more than 10 years old, time has been included for focused plant surveys.

Graphics to be prepared will include site/vicinity, biotic habitats, and California Natural Diversity Database maps. We have assumed that revisions to our report may be necessary based on comments from Caltrans. This task also includes time to respond to up to three rounds of comments, as necessary.

Task 8.3. Noise Study

Under the assumption the Neitzel Ramp Connection will be analyzed as a separate project, per the requirements of Caltrans' Traffic Noise Analysis Protocol, proposed project improvements do not trigger an evaluation of noise impacts along the project limits and the consideration of reasonable and feasible noise abatement under FHWA and Caltrans requirements. The construction noise and vibration study will address both the State and Federal regulations and evaluated noise and vibration impacts in accordance with CEQA.

Identify Noise Impacts

The potential for construction noise and vibration impacts will be identified. A construction noise analysis will be completed using FHWA's RCNM. Construction vibration levels would be established based on data set forth in technical resource documents.

Prepare Construction Noise and Vibration Assessment

A construction noise and vibration technical report will be prepared in Caltrans' standard format. The scope includes three rounds of review 1) reviewed by the consultant team; 2) reviewed by Local Partners and STA; and 3) reviewed by Caltrans. This scope includes up to 12 hours of responses to comments. We will revise this report based on your comments and submit a final report to be included in the environmental document.

Task 8.4. Air Quality

Air Quality Technical Report and Conformity Documentation Workplans

Brief work plans will be provided outlining the scope and methodology of the air quality analysis and the development of the conformity documentation package based on Caltrans requirements and Standard Environmental Report (SER) outline(s).

Air Quality Technical Report

An Air Quality Technical Report will be prepared following Caltrans/FHWA guidance. This report will address SIP Conformity requirements, local air quality impacts, GHG emissions and construction impacts.

Project Description and Background

A description of the project will be incorporated into the report along with the project's purpose and need. Traffic data (i.e., daily traffic volumes, truck percentages, truck volumes, peak hour traffic speeds, and/or intersection Level of Service) specific to existing conditions and the project alternatives (No Build and Build) will be formatted for the report and incorporated into the documentation needed for the project of air quality concern (POAQC) determination.

AQ Setting

Baseline conditions that describe the meteorology/climate of the project area, existing air quality conditions, federal, state and local air quality rules and regulations, and approved air quality plans will be developed. Air pollutants and their effect on human health will also be described.

Regional Air Quality Impacts

We will identify SIP conformity requirements for the project and develop regional conformity language suitable for the air quality analysis. This will include identifying the project listings in both the latest regional transportation plan (Plan Bay Area 2050 or Plan Bay Area 2050+) and federal transportation improvement program (2025 TIP).

PM2.5 Project-Level Conformity and POAQC Determination

PM2.5 will be analyzed based on the latest FHWA and EPA Guidance. A determination of the project's designation as a project of air quality concern (POAQC) will be completed through consultation with MTC's interagency air quality committee, the Air Quality Conformity Task Force (AQCTF). Illingworth & Rodkin would support the POAQC determination by developing draft interagency consultation documentation (i.e., forms) and virtually attending the MTC's AQCTF meeting if asked to attend. Illingworth & Rodkin would not develop presentation materials.

This proposal assumes that the project will not be found to be a POAQC. As a result, a qualitative conformity analysis will be conducted for the air quality technical report following the guidance outlined by FHWA. No Hot-Spot modeling will be conducted.

CO Project-Level Conformity

The region has attained CO ambient air quality standards for over 20 years. Therefore, a qualitative discussion of CO impacts would be prepared. Hot-Spot modeling is no longer necessary for CO conformity purposes.

Emissions Analysis

The CT-EMFAC model will be used to estimate operational air pollutant emissions that occur within the project limits. The analysis will be based on daily traffic inputs (vehicle miles of travel [VMT] by speed bin) provided for existing conditions, the No-Build conditions, and the Build alternative. Analysis years include base year, opening year, design year, and RTP horizon year (i.e., 2050).

Mobile Source Air Toxics

The FHWA guidance will be used to address MSAT emissions from the project. This task will involve estimating MSAT emissions using the CT-EMFAC model.

Construction Air Quality Impacts

Construction air quality impacts will be addressed using the Caltrans Construction Emissions Tool (Cal-CET) and data provided by the engineering design team.

Assess Project Green House Gas Emissions (GHG)

GHG emissions will be estimated using the CT-EMFAC model and the provided daily traffic data. Emissions will be evaluated based on current Caltrans' guidance.

Prepare Air Quality Report

An air quality technical report will be prepared using Caltrans annotated outline format based on the SER and will address both NEPA and CEQA criteria.

Task 8.5. Conformity Documentation

Caltrans requires project sponsors to develop documentation required for submittal to FHWA that demonstrates project-level conformity. For a re-evaluation, a public comment period must be opened specific to air quality conformity since the environmental document will not be circulated for public comment. Illingworth & Rodkin would develop the documents required by Caltrans for submittal to FHWA demonstrating project-level conformity after the public comment period has ended for conformity.

Transportation Conformity Checklist

Illingworth & Rodkin will complete Caltrans' Conformity checklist that shows the level of transportation conformity documentation needed for the project. It is anticipated the Checklist will show a Transportation Conformity Report is required and needs to be submitted to FHWA by Caltrans.

Transportation Conformity Report

Illingworth & Rodkin will draft a Transportation Conformity Report, based on Caltrans' annotated outline template. The report will be based on the information developed for the AQ technical report used for NEPA/CEQA compliance. This report will also document the public comments received specific to air quality conformity.

Report Cover Letter

Illingworth & Rodkin will draft a Transportation Conformity Report cover letter to accompany the report's submittal to FHWA. It will be based on Caltrans' template.

FHWA Submittal Package/Checklist

Illingworth & Rodkin will complete the FHWA Submittal Package Checklist that identifies the items needed to complete the project-level transportation conformity demonstration for the project. FHWA will then make an official conformity finding at the same time the NEPA document re-evaluation is approved.

Task 8.6. Energy

Illingworth & Rodkin (I&R) will develop an Energy Report based on Caltrans requirements and annotated report outlines. The following tasks will be completed:

Energy Study Work Plan

A brief work plan would be developed outlining the scope and methodology of the analysis based on Caltrans SER requirements.

Energy Analysis

Illingworth & Rodkin would prepare an Energy Study for the build alternative based on the travel forecast volumes and speeds provided for the air quality analysis. Operational energy (post construction) would be based on fuel use generated by the CT-EMFAC model for two future study years (2030 and 2050). Construction energy would be estimated using the output from construction emissions modeling and the FHWA Infrastructure Carbon Estimator tool, which provides an optional output in energy use (BTUs).

Energy Study Report

It is assumed a full energy technical report would be required for this project, based on Caltrans' SER. Illingworth & Rodkin would prepare the full technical report based on Caltrans' annotated report outline.

Task 8.7. Cultural Resources

Rincon will prepare the cultural resources Historic Property Identification Proposal (HPIP) in accordance with the Caltrans 106 PA, Caltrans Standard Environmental Reference (SER) guidelines, and the Project PA guidelines. Based on available information, Rincon assumes an Area of Potential Effects (APE) map and HPIP will be required and no other supporting documents are required. If additional documents are later requested by Caltrans D4, Rincon can provide a separate cost and scope to cover related work not included in this scope.

This scope of work is limited to the production of an APE map and the HPIP document, work for completing the tasks identified as part of the HPIP are not included in this scope (e.g., archaeological and architectural surveys).

Area of Potential Effects Delineation

As required by Section 106 (36 CFR 800.4(a)(1)), Rincon will prepare an APE map to Caltrans D4 specifications that delineates the areas where potential effects to historic properties may occur. The APE map will include the proposed project footprint, encompassing the extent of the project and all project-related components including staging areas and the boundaries of any known cultural resources that intersect the project footprint. Circlepoint will provide GIS data in the form of SHP files to delineate the APE to Caltrans standards. The APE map will be submitted to Circlepoint, the Solano Transportation Authority (STA), and Caltrans D4 for review and approval with one round of comments and edits.

Archival Research

Rincon will request a records search through the California Historical Resources Information System (CHRIS) Northwest Information Center (NWIC), which will encompass APE and a 0.5-mile radius. The purpose of the records search is to identify previously recorded cultural resources and previous studies overlapping or in the vicinity of the APE. In addition, Rincon will examine the following databases of known cultural resources to identify historic properties with the potential to be affected by the project: National Register of Historic Places, California Register of Historical Resources, Built Environment Resources Directory, Archaeological Resources Directly (formerly Archaeological Determinations of Eligibility), and California Historical Landmarks lists. Rincon assumes a rush search will not be required and that no cultural resources will be identified in or adjacent to the APE.

As part of the background research for this project and in accordance with the PA, Stipulation A2, Rincon will complete a desktop geoarchaeological study to identify the subsurface archaeological sensitivity of the APE. The geoarchaeological study will include a review of project geotechnical reports, ethnographic data, historic maps and aerial photographs, as well as geologic and soil maps, and will be included within the HPIP.

Sacred Lands File Search and Native American Consultation Support

Caltrans SER-compliant technical environmental studies require coordination with local Native American individuals and groups who may have knowledge of, or concerns about, Native American resources in the area. On behalf of Caltrans D4, Rincon will contact the Native American Heritage Commission (NAHC) to request a Sacred Lands File (SLF) search. The SLF

search will indicate whether cultural resources of interest to Native Americans are present within the vicinity of the APE. NAHC SLF requests are typically filled in four to six weeks.

As per the project PA, there are two Tribes consulting on this project and Caltrans will complete all consultation meetings. Rincon will provide support for this task by drafting consultation letters and completing a Native American consultation tracker that will be included in the HPIP.

Local Interested Party Consultation Support

Pursuant to 36 CFR Section 800.4(a)(3), compliance with Section 106 of the National Historic Preservation Act (NHPA) will require consultation with individuals and organizations that may have knowledge of, or concerns with, historic properties in the area. In support of Caltrans D4's consultation effort, Rincon will identify a maximum of three local interested parties, and draft and mail/email a letter to each of the local interested parties on agency letterhead to inquire regarding their knowledge of cultural resources with the potential to be affected by the project. Rincon will allow two weeks for review, then follow-up with each contact by telephone and/or email as appropriate. As many as two telephone calls/emails will be made to each of the contacts to document "good-faith" efforts to follow-up. A table documenting these efforts will be created and attached to the HPIP in an appendix alongside an example email(s) and all replies. If any contact requests formal consultation, Rincon will forward those requests to Caltrans D4. Please note this task does not constitute formal consultation which will be the responsibility of Caltrans D4 in the event that consultation is requested.

Historic Property Identification Proposal

Upon completion of the above tasks, Rincon will prepare a HPIP as stipulated in the project PA. The HPIP will also serve as a revalidation document for this project. The HPIP will assess the impacts of current project plans and previous efforts to identify archaeological resources and the archaeological sensitivity of the area. Previous reports that will be reviewed to identify archaeological resources in the APE include the Historic Property Survey Report, the Archaeological Survey Report and any other relevant reports completed for this project previously.

Rincon assumes that no cultural resources (archaeological and architectural) have been or will be identified within the Neitzel Ramp to Green Valley APE. As no resources will or have been identified, no cultural evaluations are included as part of this scope of work. Rincon assumes a maximum of two rounds of revision to the HPIP will be required by Circlepoint, STA and Caltrans D4 reviews. Upon receipt of comments, Rincon will produce the final HPIP. The HPIP will document what, if any, additional actions need to be undertaken to identify archaeological and architectural resources in the current APE.

Agency Support & Project Management

This task includes project management, client coordination and conference calls, quality assurance/quality control, and administration required to execute the work program. During an initial virtual kick-off meeting, Rincon and Circlepoint staff will review the overall project schedule, and establish a communication protocol to coordinate project changes or other issues that may arise throughout the duration of cultural resources tasks. The project management task will also focus on maintenance of the project schedule. Lastly, this task includes work product review time with the cultural resources Principal-in-Charge and Senior reviewer. Rincon assumes the duration of the project, involving cultural resources, will be 12 weeks and will take a maximum of two hours of project management time per week (exclusive of the agency support detailed below).

In addition, Rincon assumes participation in one weekly consultant team project meeting (with Circlepoint and the STA) for a duration of 12 weeks. Rincon assumes this meeting will be 1 hour in length and will require 30 mins of preparation or follow-up tasks. Rincon also assumes participation in one monthly meeting with the Caltrans D4 team for a duration of 12 weeks (total of three 1 hour long meetings inclusive of 30 minutes of preparation time and 30 mins of follow-up tasks).

Task 8.8. Tree Survey

H. T. Harvey & Associates plant ecologists will conduct a tree survey for the project, collecting data on the location (using GPS), species, diameter at breast height (DBH), and approximately canopy extent of all trees 3 inches DBH and greater within the project limits. A table containing all tree survey information will be included as an appendix in the Natural Environment Study (described in Task 1.2), and the location of each tree will be provided to the project team in CAD or GIS format. This task assumes approximately 500 trees present in the survey area, based on recent tree counts for the CP 5 package.

TASK 8 DELIVERABLES

- Completed Caltrans Revalidation Form (PDF)
- Re-Evaluation Document (PDF)
- Natural Environment Study (PDF)
- Noise Study Workplan (PDF)
- Noise Study Report (PDF)
- Air Quality Report Workplan (PDF)
- Air Quality Report (PDF)
- Conformity Workplan (PDF)
- Conformity Documentation Package (PDF)
- Historic Properties Identification Proposal (PDF)
- Tree Survey Results Table (PDF)

TASK 8 ASSUMPTIONS

We assume that for each deliverable an initial draft will be provided to STA for review or a “walk-through” workshop will be conducted before submitting the document(s) to Caltrans. Caltrans will conduct one round of review (with consolidated comments) of each deliverable. Each deliverable will be revised and submitted to Caltrans for a back-check before becoming final.

TASK 9. RIGHT OF WAY ENGINEERING, RIGHT OF WAY ACQUISITION, UTILITY AGREEMENTS AND COORDINATION

This scope assumes right of way engineering and utility coordination will be performed by Mark Thomas. It is assumed Right of Way Appraisals and Acquisitions will be performed by Contra Costa County (CCC) under contract to STA. Mark Thomas will provide appraisal and right of way acquisition support for the CCC Right of Way Agent.

Task 9.1. Boundary Resolution and Base Map

Mark Thomas will collect record mapping from the County and the City. It is assumed approximately one (1) Preliminary Title Reports (PTR)s will be collected by the project team with vesting deeds and exceptions provided before this task can complete. For budgeting purposes, Mark Thomas has included \$4,000 for PTRs, but actual costs may vary based upon complication of title research for these specific parcels. Mark Thomas will conduct a field survey to search for and tie monuments to support delineation of property lines impacted by potential acquisitions. It assumed this will be work during day shift and no traffic control will be required.

Mark Thomas will then resolve property lines and easements identified by the PTR which are impacted by potential acquisitions. These lines along with highway right of way delineation will be shown in a Land Net Base Map and shown on

one (1) sheet at 50 scale. Land Net Base Map will be submitted to Caltrans Local Project Oversight (LPO) for review and approval.

After Caltrans approval of Land Net Base Map and final acquisitions are executed this will be shown on a Record of survey submitted, reviewed, and filed by the County Surveyor. It is assumed this survey will consist of approximately two (2) sheets and undergo 2 reviews at the office of the County Surveyor and Caltrans. This scope of work is limited to four (4) days of fieldwork for a 2-person crew.

Task 9.2. Right of Way Exhibit

Mark Thomas will prepare a right of way exhibit showing existing conditions including, existing right of way, proposed right of way, existing easements/encumbrances as revealed by the litigation guarantees, and the jurisdiction limits (City, County and State). This exhibit will act as a “living document” to be updated periodically and for the purpose of discussion with stakeholders, agencies and others involved with the project.

Task 9.3. Appraisal Maps

Based upon proposed acquisitions determined in design, Mark Thomas will submit the appraisal maps for review and approval through Caltrans LPO process. It is anticipated that the appraisal maps will match the Hard Copy map such that there will be one (1) sheet prepared at 50 scale.

Task 9.4. Plat and Legal Descriptions

Once Appraisal maps are complete, Mark Thomas will prepare one plat and legal description for one (1) owner per Caltrans LPO process for acquisition of property rights to STA. It is assumed no Consent to Common Use Agreements or Joint Use Agreements (CCUA/JUA) are identified or required.

Task 9.5. Record of Survey

Mark Thomas will file a Record of Survey with Solano County showing the resolved boundary lines and right of way within the project area. The Record of Survey will show the final configuration of the property lines and right of way after acquisition. Once the Record of Survey is drafted it will be submitted to Caltrans and the County for review. Addressing one round each of comments from Caltrans and the County is included in this scope of work. Once the comments are addressed the Record of Survey will be plotted on mylar and submitted for filing. No more than 4 monuments are expected to be set as part of this scope of work. This scope of work is limited to two (2) days of field work for a 2-person crew.

Task 9.6. Utility Certification and Coordination

Task 9.6.1. Prepare Utility Conflict Maps / Reports of Investigations

Mark Thomas and Verano Technical Services (VTS) will provide final utility coordination for the project. Utility coordination services will be conducted in general conformance with Caltrans Local Assistance and Utility Relocation Manuals, and applicable local agencies and utility owners’ requirements.

Conflict Mapping – Using the 65% plan package, Mark Thomas will prepare conflict mapping (“B” plans) and “B” Letters. The conflict mapping will be sent to each utility owner showing their facilities and anticipated conflicts.

Reports of Investigation – Based on the approved relocation plan from each owner and the agreed liability split, Mark Thomas and VTS will prepare Report of Investigations as required by the Caltrans Right of Way Manual.

Task 9.6.2. Relocation Plan Coordination / Liability Determinations

It is the burden of the utility owner to provide claims for relocation costs. To facilitate the determination of costs, Mark Thomas and VTS will work closely with the affected utility owners to develop relocation plans that will clear the project. Based on the existing rights of installation of each owner (easement, lease, permit, prior right), Mark Thomas and VTS will prepare our recommendations for liability split. In the event of disagreement on the liability split with the owner, these recommendations will be used for discussion with the Owner, STA and Caltrans. This scope assumes approximately eight (8) meetings with each affected owner as listed on the ROW data sheet in the project report.

Task 9.6.3. Prepare Utility Agreements and Notices to Owner

Mark Thomas and VTS will work with the STA and Caltrans to finalize all utility agreements and certifications. Once completed, Utility Certification packages will be sent to the STA and Caltrans for approval and included in the Right of Way Certification package.

When the relocation plans are received, Mark Thomas and VTS will check the relocation design against the latest project plans for conflicts. Mark Thomas and VTS will then send a copy of the Final Plans (“C” Letters) along with a Notice to Owner (NTO) directing the utility company to initiate relocation construction. It is assumed that these designs will be provided by the private utility company.

Task 9.7. Right of Way Certification

Hazardous Materials Disclosure Document

Based on the site investigations prepared in Task 5, The Mark Thomas Team will prepare the Hazardous Materials Disclosure Document (HMDD) and Certificate of Sufficiency (COS) for attachment to the right of way certification.

Right of Way Certification Support

In support of Contra Costa County (CCC) who Mark Thomas assumes will be the Caltrans approved R/W Real Estate Agent for STA, Mark Thomas will prepare the R/W certification for signature by CCC. Completing the R/W certification includes the following tasks:

- Establish work process with STA and coordinate real estate functions.
- On-going consultation and meetings.
- Coordinate with Caltrans and STA team and legal counsel, as needed.
- Assistance with analyzing various courses of action. Work with Caltrans and STA to resolve problems and recommend solutions.
- Coordinate with Project team members for preparation of the R/W Certification.
- Submit supporting documentation along with the R/W Certification. Supporting documentation prepared by CCC may include right of way contracts, Orders for Prejudgment Possession, diary notes, right of way sufficiency forms, Agreements for Possession and Use, and deeds.
- Coordinate processing of the approval of the R/W Certification with Caltrans.

TASK 9 DELIVERABLES

- Boundary Resolution (Land Net) (ACAD Civil 3D)
- Right of Way Exhibit (PDF)
- Draft/Final Appraisal Maps (PDF)
- Plat and Legal Descriptions (PDF)
- Property Impact Exhibits (PDF)
- Right of Way Show-Me Stakes

- Conflict Maps / Utility “B” Letters (PDF)
- Report of Investigation Maps / Liability Split Estimates (PDF)
- Utility Agreements (PDF and MS Word)
- Utility “C” Letters / Notice to Owners (PDF)
- Draft/Final Longitudinal Encroachment Exception (PDF)
- Hazardous Materials Disclosure Document (PDF)
- Certificate of Sufficiency (PDF)
- Right of Way Certification (MS Word and PDF)

TASK 9 ASSUMPTIONS

- STA's right of way agent will prepare appraisals and perform right of way acquisition services.
- STA's right of way agent will obtain rights of entry.

TASK 10. PERMIT APPLICATIONS AND OBTAINING PERMITS

Task 10.1. Wetland Delineation Update

In 2012 and 2013, H. T. Harvey & Associates performed a delineation of waters of the U.S. within the approximate project limits regulated by the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act, waters of the State regulated by the San Francisco Bay Regional Water Quality Control Board (RWQCB) under Section 401 of the Clean Water Act and under the Porter-Cologne Water Quality Control Act, and stream/riparian habitats regulated by the California Department of Fish and Wildlife (CDFW) under Section 1600 of the California Fish and Game Code. In light of the recent Supreme Court decision *Sackett v. EPA* and the resulting September 2023 conforming rule, some features found to be waters of the U.S. in 2013 may no longer be federally jurisdictional, and given the greater than 10 years since the original surveys were conducted, it is possible that the location, extent, or boundaries of some wetlands on the project site may have changed. We will prepare a report for this area reflecting current USACE jurisdictional guidance, including an assessment of connectivity to off-site waters. Then, H. T. Harvey & Associates will meet with staff of USACE and Caltrans at the project site, as necessary, to verify the delineation of jurisdictional waters. Any comments from USACE will be incorporated into a final map that can be used to support the permitting process with USACE, RWQCB, and CDFW.

Task 10.2. Section 404 Nationwide Permit Coordination

This task includes time to coordinate information package submittals with the USACE to formally authorize impacts from Neitzel Ramp under the existing project Individual Section 404 permit.

Task 10.3. Section 401 Certification/Waste Discharge Requirements

H. T. Harvey & Associates will prepare a Clean Water Act Section 401 water quality certification/waste discharge requirement application to submit to RWQCB. The complete permit package includes a detailed project description, an assessment of impacts, avoidance and minimization measures, and an analysis of project alternatives for Neitzel Ramp per the RWQCB's 2019 State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State. The submittal will also include Form R2C502-E and several additional supporting materials, including all copies of the California Environmental Quality Act (CEQA) documents, all correspondence with USACE and RWQCB staff and updated project drawings. In addition, the RWQCB requires a processing fee for handling the application, to be paid by the project applicant.

As mentioned above, RWQCB now requires an alternatives analysis with all 401 actions, and because interchange improvements are not necessarily a “water dependent” project type, the level of rigor needed for the project’s analysis will involve discussion of multiple project alternatives. As much work as possible from the original 404(b)(1) federal alternatives analysis will be reused, as well as describing other design choices during the final design phase. H. T. Harvey & Associates staff will coordinate with the project team regarding the materials that will need to be prepared but will rely on the project’s designers and engineers for information on why the project cannot practicably reduce impacts on waters of the State, to document that the proposed project is the Least Environmentally Damaging Practicable Alternative (LEDPA).

As is required for 401 certifications under the Clean Water Act, H. T. Harvey & Associates will organize and attend a pre-application meeting with RWQCB staff and project team members to discuss the project. Following the pre-application meeting, H. T. Harvey & Associates will make any necessary edits to the application materials to reflect RWQCB input on the project and will then submit a first-review administrative draft RWQCB permit package to the project team for review and comment. After incorporation of any changes, the package will be submitted to RWQCB. H. T. Harvey & Associates will maintain regular contact with RWQCB to monitor processing of the permit application. This task includes time for one site visit with a RWQCB representative, if necessary. Time has been included to respond to comments received on the draft application and to generate a final application and process the permit application.

Task 10.4. Streambed Alteration Notification

H. T. Harvey & Associates will prepare permit materials in support of a 1600 Streambed Alteration Agreement for submittal to the CDFW to authorize impacts to ephemeral streams and riparian habitats regulated by CDFW under Section 1600 of the California Fish and Game Code. Application materials include Form FG 2023, Lake and Streambed Alteration Program Project Questionnaire, all copies of environmental documentation, all correspondence with USACE, RWQCB, and other agency staff, an impact assessment, and project drawings. In addition, CDFW requires a processing fee for handling applications, to be paid by the project applicant.

H. T. Harvey & Associates will submit a first-review, administrative draft CDFW permit package to the project team. After incorporation of any changes, the package will be submitted to CDFW through its Environmental Permit Information Management System (EPIMS), or, if preferred, H. T. Harvey & Associates will coordinate with Caltrans for them to submit directly. H. T. Harvey & Associates will maintain regular contact with CDFW to monitor processing of the permit application. This task includes time for one site visit with a CDFW representative, if necessary. Time has been included to respond to comments received on the draft application and to generate a final application and process the permit application.

Task 10.5. Biological Assessment

As the project has an existing Biological Opinion (BO), consultation with the USFWS will be simplified and focused on showing that Neitzel Ramp’s impacts to listed species are within the original take limits of the project. H. T. Harvey & Associates will prepare a Biological Assessment (BA) to facilitate Federal Endangered Species Act Section 7 consultation between USACE and the U.S. Fish and Wildlife Service (USFWS) regarding potential impacts of the project on federally listed species such as vernal pool fairy shrimp (*Branchinecta lynchi*), Valley elderberry longhorn beetle (*Desmocerus californicus*), Callippe silverspot butterfly (*Speyeria callippe callippe*), and California red-legged frog (*Rana draytonii*). In addition, because the project could potentially affect the northwestern pond turtle (*Actinemys marmorata*), which is proposed for federal listing, the BA will address this species as well. The BA will assess the potential effects of the proposed project on all these species and describe proposed measures to avoid, minimize, and compensate for these effects either consistent with the project BO or updated to reflect current guidance. The BA will be prepared in accordance with applicable USFWS guidelines and in Caltrans’ BA format.

H. T. Harvey & Associates will submit a first-review, administrative draft BA to the project team. After incorporation of any changes, the BA will be submitted to Caltrans for review. After incorporation of any edits based on Caltrans comments, the

revised BA will be re-submitted to Caltrans for FESA consultation. H. T. Harvey & Associates will maintain regular contact with Caltrans and USFWS to monitor USFWS's preparation of a Biological Opinion. This task includes time for one site visit with a USFWS representative, if necessary. Time has been included to provide any additional information USFWS may request during the consultation.

TASK 10 DELIVERABLES

- Wetland Delineation Report (PDF)
- 401 Certification/WDRs Application Package (PDF)
- Streambed Alteration Notification Package (PDF)
- Biological Assessment (PDF)

TASK 10 ASSUMPTIONS

- We assume that for each deliverable an initial draft will be provided to STA for review or a “walk-through” workshop will be conducted before submitting the document(s) to Caltrans. Caltrans will conduct one round of review (with consolidated comments) of each deliverable. Each deliverable will be revised and submitted to Caltrans for a back-check before becoming final. A third-round review/revision is assumed to occur with the applicable permitting agency.
- This scope does not include preparation of a separate biological resources report in support of CEQA compliance.
- This scope does not include focused surveys for any wildlife species.
- No pre-construction surveys or construction period biological monitoring assistance is included in this proposal.
- This scope does not include preparation or processing of an Incidental Take Permit under CESA for state listed species such as Crotch’s bumble bee and Swainson’s hawk, as we will assume that take of these species (as defined by CESA) can be avoided.
- These costs do not include permit application fees, which will be necessary for RWQCB and CDFW permitting and are to be paid by the applicant when impacts and project costs are known.
- While time has been included within the permit tasks above to coordinate mitigation burden from Neitzel Ramp, it is assumed that all compensatory mitigation will be provided by the existing project mitigation sites at Ferrari Ranch and Grizzly Bay, or other legally operating and agency-approved banks, or a similar agency approved project (e.g., an existing project being undertaken by Solano Land Trust or similar).

TASK 11. DESIGN SUPPORT SERVICES DURING BIDDING AND CONSTRUCTION (NOT IN INITIAL CONTRACT)

Mark Thomas will manage the project team, which includes managing the team, general project coordination, preparing contract paperwork, memo’s, letters and e-mail, making phone calls, preparing invoices and monthly progress report and maintaining project files over the anticipated 4-month bidding/award schedule, 24-month construction schedule, and 2-month closeout period (Total 30-months).

This scope assumes that a qualified Construction Management (CM) Firm will be procured by the STA to perform the construction management with contract construction managers possessing qualifications that include past experience with interchange projects under Caltrans oversight. The STA CM Firm will be responsible for managing the project through construction including overseeing the Contractor and day-to-day construction activities and inspection. During the construction phase, Mark Thomas will work with the Resident Engineer (RE) that is provided by the STA from the CM Firm to assist and advise the RE with regards to design support in order to minimize construction conflicts and to expedite project construction completion.

Task 11.1. Design Support During Bidding and Construction

Design Support During Bidding

The Mark Thomas team will provide design support to the STA during the bidding phase that includes:

- Attendance at pre-bid meeting
- Providing design responses to bidder questions (Up to 10). It is assumed the STA will prepare, process, and issue the responses to the bidder questions.
- Providing design input to bid addendums (Up to 3). It is assumed the STA will prepare, process and issue the bid addendums.

Design Support During Construction

The Mark Thomas team will provide design support to the STA during the construction phase that includes:

- Attendance at pre-construction meeting
- Attendance at 1 day long partnering workshop
- Attendance at site visits as requested by the STA and CM Firm RE. We will prepare meeting and site visit reports with notes, action items, observations, photos, and recommendations for the project construction (Up to 10)
- Submittal and Request for Information (RFI) Review: Review of design related non-material type submittals and shop drawings (Up to 20), and RFI's by the STA's contractor (Up to 20).
- Providing design input to Contract Change Orders (CCOs) that are prepared, processed and issued by the CM Firm RE (Up to 3).
- Preparation of As-built Plans based upon redlined plans provided by the CM Firm RE. As-Built will be prepared in AutoCad and then converted into Microstation for submittal to Caltrans. It is assumed that no additional drafting work in Microstation to meet Caltrans drafting requirements will be required after the conversion.

TASK 11 DELIVERABLES

- Draft Responses to Bidder Questions (PDF)
- Input to Bid Addendums (PDF)
- Submittal and Shop Drawing Review (PDF)
- Input to RFIs (PDF)
- Input to CCOs (PDF)
- As-built Plans (PDF and DGN)

TASK 11 ASSUMPTIONS

- STA will advertise, award, and administer (AAA) the construction contract.
- Construction staking is excluded
- Attendance at regular weekly project construction meetings is excluded
- Construction Management and Inspections is excluded
- Laboratory testing is excluded
- Biological and cultural monitoring is excluded
- Tribal coordination is excluded
- Material submittal reviews are excluded. It is assumed that the CM Firm RE will review material submittal against the requirements of the plans, technical specifications and special provisions.
- Coordination with third parties including the Caltrans RE, utility companies, and private property owners is excluded
- Coordination with PG&E for new service connections for traffic signals and lighting is excluded

- Claim analysis and resolution beyond initial merit review is excluded
- Periodic site observations beyond initial site meeting for the pre-construction conference is excluded
- Review of alternative construction phasing/sequencing of work proposed by the STA's contractor is excluded
- Review of alternative lane closure hours is excluded
- Review of traffic control plans is excluded
- Review of hazardous materials submittals is excluded
- Review of the Operations and Maintenance Manuals is excluded
- Development of in-progress as-built and record plan sets is excluded
- Review of City contractor provided 3D modelling is excluded

KEY ASSUMPTIONS

In addition to assumptions outlined in the scope, the Mark Thomas Team have the following key assumptions:

1. Mark Thomas will take the lead in monthly Project Development Team (PDT) meetings and focus meetings and will be responsible for the preparation of meeting agendas and minutes as well as coordination of meeting times and locations.
2. No sound walls are required.
3. The project will not require coordination and meeting with California Highway Patrol.
4. Project plans will be prepared in AutoCAD, using drafting standards as documented in the latest Caltrans Plan Preparation Manual.
5. This scope assumes a single highway construction package including highway planting.
6. Any project mitigations or negotiations with regulatory agencies will be conducted by the STA, with support from the Mark Thomas Team.
7. No public outreach.
8. Unless otherwise noted in the scope, it is assumed that utility relocation design plans will be prepared by utility owners.
9. No fee encroachment permits from Caltrans, City of Fairfield and Solano County.
10. STA will secure any needed permissions to enter upon private property to access and study/investigate the project area.
11. It is assumed that all walls will be aesthetically designed to match previous sections of the highway.
12. It is assumed a Traffic Safety Review is not required by Caltrans.
13. It is assumed that the Life Cycle Cost Analysis (LCCA) completed during the PA&ED phase will be utilized for the PS&E phase and that a Supplemental LCCA is not required.
14. Preparation of a Supplemental Traffic Operations Analysis Report (TOAR) is not required.
15. An Intersection Safety and Operational Assessment Process (ISOAP) is not required
16. A Highway Safety Manual (HSM) analysis is not required.
17. A Utility Encroachment Policy Exception Request is not required.

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DATE: April 29, 2026
TO: STA Board
FROM: Jasper Alve, STA Project Manager
RE: Second Contract Amendment for Suisun City Mobility Hub Construction Management Services

Background:

The Solano Transportation Authority (STA), in response to a request from Suisun City, initiated an update to its Community-Based Transportation Plan (CBTP) in Suisun City in October 2021. The CBTP process and plan was used as a framework to guide community and participatory engagement with the overarching goal of working with the community to gather feedback and prioritize future mobility programs, as well as projects including micro-transit. The STA and Suisun City engaged community residents and used the Equity Guiding Principles along with other studies such as the Active Transportation Plan, the Solano Travel Safety Plan, and all previous CBTPs to help identify the needs and priorities of the community, while also helping to develop equitable and accessible transportation programs and projects for residents of Suisun City.

The STA Board, on October 13, 2021, approved and programmed \$2,750,000 in State Transit Assistance Funds (STAF) for the Suisun City Mobility Hub, which is adjacent to the Suisun Train Depot just west of the Suisun Street and Common Street intersection. This facility is consistent with recommendations from the Suisun CBTP and the Solano Connected Mobility Implementation Plan by providing a secure location to house vehicles that will be needed to implement Suisun City’s micro-transit service.

Additionally, the mobility hub houses the STA’s Vehicle Share Program vans. Currently, the STA owns three (3) cutaway buses and two (2) vans, but this is likely to increase in the future. STA also houses its two (2) electric vehicles and Solano Mobility van at this location. This site will also provide parking at the new STA building and for Suisun City community events. Overall, based on a preliminary review, the facility can hold 65+ vehicles. The site, which is lit at nighttime, is fenced, as well as equipped with security cameras and electric charging infrastructures.

Discussion:

The construction of the project is nearing its completion, the day-to-day management of which the STA procured the services of WSP. WSP has been managing the construction of the project from bid advertisement to construction closeout. WSP’s management services are essential to ensuring that the contractor, OC Jones, awarded with the construction contract can complete the project within schedule and budget.

The STA Board approved in September 2024 to amend WSP’s initial contract. This contract amendment increased WSP’s contract amount by \$64,915, thereby raising the total contract to the amount not-to-exceed \$314,915. The main reason for this amendment was due to the delay faced by the project arising from a variety of reasons. These reasons included obtaining the utility design work approval from Pacific Gas & Electric (PG&E), which took a significant amount of time than

anticipated and coordination continued until late April 2023. Additionally, issuance of the project's groundwater permit from the Water Quality Control Board was delayed, which further extended the start of construction. By the time the site was cleared and roughly graded, winter was on the horizon. Accordingly, construction of the project was suspended for the winter season. Combined, these delays have contributed to amending WSP's contract amount.

STA staff is now requesting from the Board to amend WSP's contract for the second time. This second amendment will increase WSP contract amount by \$21,548 for additional construction management services outlined in Attachment A. These additional services include ensuring that installation of additional electric vehicle (EV) charging infrastructure is completed and inspected properly. The STA was awarded additional Low Carbon Transit Operations Program funds to install four (4) dual EV charges for Suisun City's micro-transit and STA's fleet at the mobility hub. The mobility hub will now have six (6) dual EV chargers for transit fleet vehicles. WSP will also perform post-construction contract closeout.

Fiscal Impact:

The cost of the additional construction management services for the Suisun City Mobility Hub is \$21,548. This work will be funded with STA STAF funding already budgeted for the project.

Recommendation:

Authorize the STA Executive Director to amend the consultant contract with WSP for construction management support services for the Suisun City Mobility Hub Project to add \$21,548 thereby raising the total consultant contract to the amount not-to-exceed \$336,463.

Attachment:

- A. Cost to Complete Estimate – Construction Management Services



COST TO COMPLETE ESTIMATE

Suisun City Transportation Mobility Hub Parking Lot Improvement CTC Preconstruction Services and Construction Management

FROM:

WSP USA INC.

Approved: _____

TO:

Solano Transportation Authority

Thursday, March 26, 2026

Basis For Estimate

- 1) On-site construction for additional EV chargers
- 2) Overtime hours and nightshift differential not included
- 3) Rain days not included in estimate
- 4) Estimate Based on specifications for EV chargers
- 5) Construction services to include construction management, inspection, on site materials testing
- 6) Post-construction to include contract closeout, red-line as-built drawings, and project history file
- 7) Staff performing inspection services are subject to DIR regulations including prevailing wage rates, fringes, shift differentials and overtime premiums. Bill rates will be adjusted to comply.

COST TO COMPLETE ESTIMATE SUMMARY

3/26/2026

WSP BURDENED LABOR COSTS

SUMMARY LABOR	\$	29,894
OVERTIME	\$	-

SUBTOTAL \$ 29,894

SUBCONSULTANT(S):

Kleinfelder		
On site materials sampling and testing	\$	-

SUBTOTAL \$ -

WSP EXPENSES: \$ 1,133

SUBTOTAL \$ 1,133

Total Cost to Complete (1/1/2026 - 6/30/2026) \$ 31,027

Remaining In Original Contract \$ 9,479

Amendment Needed **\$ 21,548**

**Construction Management Services - Solano Transportation Authority
Proposed Labor Schedule**

YEAR: 							<i>TOTAL HOURS</i>
<i>POSITION</i>	<i>NAME</i>	<i>FIRM</i>	March	April	May	June	
Construction Manager	Paul Kooner	WSP	33	30	20	20	103
Project Administrator	Marianne Beltram	WSP	2	2	2	2	8
Staff performing inspection services are subject to prevailing wage rates							111

Suisun City Transportation Mobility Hub Parking Lot Improvement CTC

STRAIGHT TIME LABOR COSTS

			Jan 1, 2026- Dec 31, 2026				
<i>POSITION</i>	<i>NAME</i>	<i>FIRM</i>	<i>HRS</i>	<i>BILL RATE</i>	<i>TOTAL</i>	<i>TOTAL HOURS</i>	<i>TOTAL COST</i>
Construction Manager	Michael Scott, PE	WSP	0	0.00	\$0.00	0	\$0
Resident Engineer/ Inspector	Jake Jones, PE	WSP	0	0.00	\$0.00	0	\$0
Construction Manager	Paul Kooner	WSP	103	277.70	\$28,603.10	103	\$28,603
Inspector	TBD	WSP	0	0.00	\$0.00	0	\$0
Project Administrator	Marianne Beltram	WSP-GSO	8	161.38	\$1,291.04	8	\$1,291
			111	\$29,894.14		111	\$ 29,894

Suisun City Transportation Mobility Hub Parking Lot Improvement CTC
WSP USA INC.

ESTIMATED EXPENSES

	UNIT	QTY	UNIT COST (\$)	SUBTOTAL (\$)	
<u>EXPENSES</u>					
<u>A) VEHICLES, VEHICLE O&M, COMPUTERS,</u>					
<u>FIELD EQUIPMENT, SAFETY EQUIPMENT, SURVEY EQUIPMENT</u>					
	Hours				
Paul Kooner	103		\$11	1,133	\$ 1,133
ESTIMATED EXPENSES				=	<u><u>\$ 1,133</u></u>

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DATE: April 29, 2026
TO: STA Board
FROM: Lorene Garrett, Transit Mobility Coordinator I
Eavan Swanson, Intern
RE: Solano Community College (SCC) Falcon Flyer Vanpool Pilot Program
Extension FY 2026-27

Background:

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. STA staff collaborated with SCCD staff and SHARE Mobility to develop a pilot program modeled on STA’s Solano Mobility Express Vanpool Pilot launched in 2023. An SCC soft start launched April 14, 2025 with the pilot program continuing during the subsequent summer, fall, and spring semesters through June 30, 2026.

Providing intercampus transportation was a critical need and one of the major initiatives of the college’s three-year Student Equity and Achievement Plan. This initiative assists students with transportation challenges, allowing them to stay engaged and graduate in a timely manner 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.

Two 8-passenger vans with wheelchair accessibility travel from the Vacaville and Vallejo campus (one van traveling to and from campuses in both cities) to the Fairfield campus and return via a fixed schedule Monday – Friday. The vans are driven by professional drivers. SCC has branded and wrapped the vans. Students are encouraged to sign up to receive a QR code to board, and the code is used to track ridership. However, walk-ons with student ID were also permitted with walk-on ridership tracked manually. The current schedule is included as attachment A. Throughout the day students are able to access a dashboard to determine van location and plan their rides.

Ridership, revenue hours, vehicle miles traveled, travel times, costs, and program performance have been assessed throughout the pilot to determine program effectiveness. The length of the time block, travel days, travel times, and number of vans were also evaluated and adjusted as needed to meet student demand. The vans were occasionally used for field trips/special events.

As of March 2026, 2,350 weekday rides have been provided for FY 2025-26. In addition, the Falcon Flyer provided 108 rides for four special events. See attachment B for monthly ridership data.

Discussion:

The Solano Community College has submitted a request to continue the Falcon Flyer Vanpool Pilot Program for FY 2026-27. They have also requested an additional hour of service to expand the current schedule to accommodate student needs (see attachment C).

Fiscal Impact:

\$457,184 for FY 2026-27 at a cost of \$122.64 per revenue hour see attachment D for Propark Mobility's proposal). The pilot program is funded by SCCD's Student Equity and Achievement Program.

Recommendations:

Authorize the Executive Director to:

1. Enter into a funding agreement with the Solano Community College District for the Solano Community College Intercampus Vanpool Pilot program for an amount not to exceed \$457,184 per year through June 30, 2027;
2. Enter into an agreement with Propark Mobility to operate the Solano Community College Intercampus Vanpool Pilot Program through June 30, 2027, for an amount not to exceed \$457,184 per year.

Attachments:

- A. Falcon Flyer Spring Schedule
- B. FY 2025-26 Falcon Flyer Monthly Ridership
- C. Solano Community College Falcon Flyer Continuation Request - FY2026-27
- D. Propark Mobility FY 2026-27 Falcon Flyer Pilot Proposal



Solano Community College Falcon Flyer

Spring 2026 Departure Times

April 6, 2026 - May 21, 2026

Vacaville Loop

Vacaville Campus	Fairfield Campus
9:15 AM	9:54 AM
10:33 AM	11:12 AM
11:51 AM	12:30 PM
1:09 PM	1:48 PM
2:27 PM	3:06 PM
3:45 PM	4:25 PM

Vallejo Loop (Mon-Thurs)

Vallejo Campus	ATEC	Fairfield Campus
9:15 AM	9:22 AM	9:57 AM
10:32 AM	10:39 AM	11:14 AM
11:49 AM	11:56 AM	12:31 PM
1:06 PM	1:13 PM	1:48 PM
2:23 PM	2:30 PM	3:05 PM
3:40 PM	3:47 PM	4:22 PM

Vallejo Loop (Friday)

Vallejo Campus	ATEC	Fairfield Campus
9:15 AM		9:54 AM
10:33 AM	No Friday Service to ATEC	11:12 AM
11:51 AM		12:30 PM
1:09 PM		1:48 PM
2:27 PM		3:06 PM
3:45 PM		4:25 PM



Scan the QR Code to sign-up and track the Falcon Flyer.

Free to ride service for SCC students, faculty, and staff with ID and current semester sticker.

Monday through Friday, except on school holidays/closures.

For more information, visit www.solano.edu/falcon-flyer

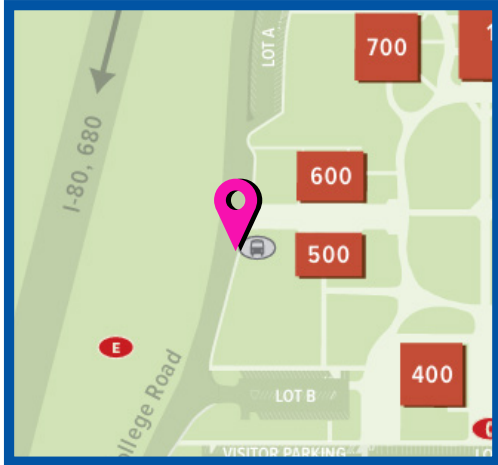




Solano Community College Falcon Flyer

Stop Locations

Fairfield



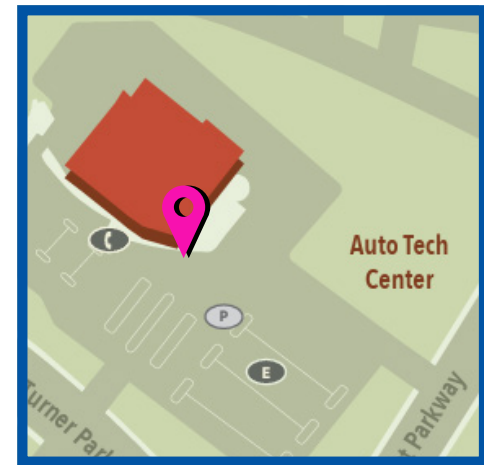
Vacaville



Vallejo



ATEC



Scan the QR Code to sign-up and track the Falcon Flyer.

Free to ride service for SCC students, faculty, and staff with ID and current semester sticker.

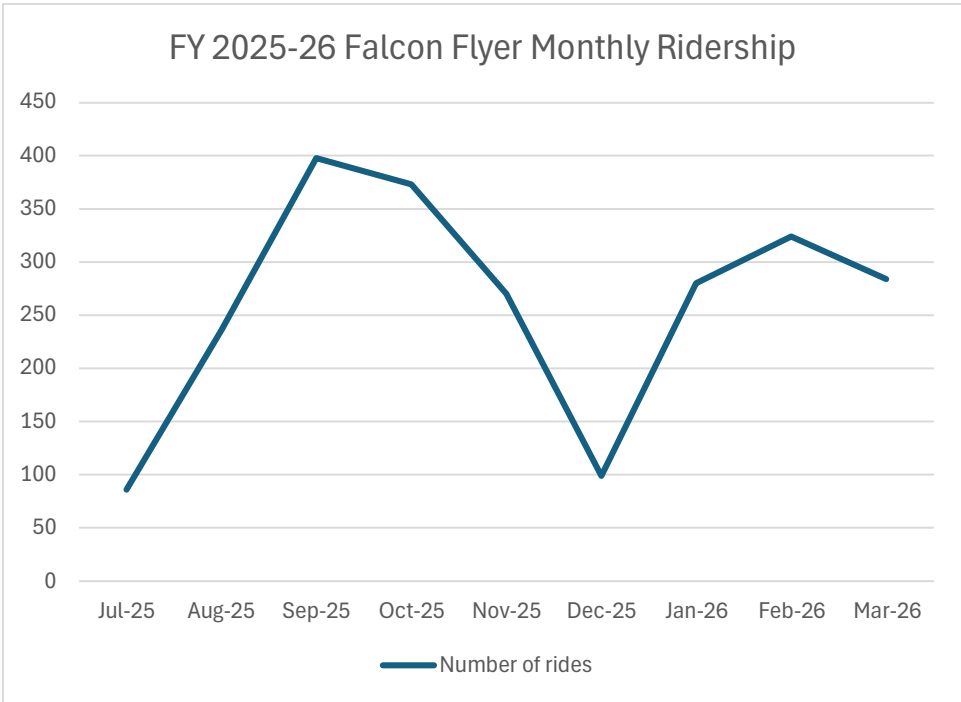
Monday through Friday, except on school holidays/closures.

For more information, visit www.solano.edu/falcon-flyer



FY 2025-26 Falcon Flyer Monthly Ridership

Month	Number of rides
Jul-25	86
Aug-25	236
Sep-25	398
Oct-25	373
Nov-25	270
Dec-25	99
Jan-26	280
Feb-26	324
Mar-26	284
Total	2350



April 6, 2026



Solano Transportation Authority Board of Directors
Solano Transportation Authority
423 Main Street, Suisun City, CA 94585

Dear Members of the Board,

On behalf of Solano Community College, I am writing to express our strong interest in continuing the **Falcon Flyer Vanpool Program** for the 2026–2027 Fiscal Year.

The Falcon Flyer program has been an important transportation resource for our students, helping reduce transportation barriers and improving access to campus for those commuting from throughout Solano County and surrounding areas. The program has supported student persistence and attendance while also contributing to regional goals related to traffic reduction and environmental sustainability.

Given the positive impact the program has had on our students and campus community, we respectfully request the Solano Transportation Authority Board’s approval to continue the Falcon Flyer Vanpool Program for the 2026–2027 Fiscal Year. Based on ridership and student feedback, we would like to request one additional hour be added to the existing schedule to accommodate student needs.

We value our partnership with the STA and appreciate your continued support in expanding equitable transportation options for students.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa Neeley".

Lisa Neeley
Vice President, Student Services
Solano Community College

PROPOSAL

Solano Community College District Intercampus Vanpool Pilot Program

Prepared by:

William Hines

419.279.0029

William.hines@propark.com



April 21, 2026

Ron Grassi
Director of Programs, Solano Transportation Authority
423 Main Street
Suisun City, California 94585

Re: Solano Community College District Intercampus Vanpool Pilot Program

Dear Ron,

On behalf of Share Mobility, powered by Propark Mobility, we are pleased to submit our proposal to continue operating the Falcon Flyer intercampus shuttle service for Solano Community College District Intercampus Vanpool Pilot Program.

Over the past year, the Falcon Flyer has become a reliable and essential transportation resource for students, faculty, and staff traveling between the Fairfield, Vacaville, and Vallejo campuses. We are proud to support Solano Community College District Intercampus Vanpool Pilot Program's commitment to accessibility, connectivity, and student success through this service.

Our team remains committed to delivering a safe, efficient, and rider-focused transportation program. The proposed service maintains the same proven operational structure currently in place, including dedicated vehicles, consistent service loops, flexible scheduling, and real-time tracking and reporting through the Share Mobility platform. This continuity ensures a seamless experience for riders while allowing for ongoing optimization based on usage and feedback.

As a partner, we will continue working closely with Solano Community College District Intercampus Vanpool Pilot Program to monitor performance, adjust service as needed, and enhance the rider experience. Our goal is not only to maintain the success of the Falcon Flyer, but to build upon it.

We appreciate the opportunity to continue supporting this important program and look forward to the next phase of service.

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

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

Why Propark

Below are highlights of the Value Enhancements that we believe will be most impactful for the Solano Community College District Intercampus Vanpool Pilot Program 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
PROVEN OPERATIONAL PARTNERSHIP <hr/>	<ul style="list-style-type: none">• Currently operating the Falcon Flyer service with an established understanding of routes, rider patterns, and campus dynamics• Seamless continuation of service with no learning curve, ensuring uninterrupted operations from day one• Strong working relationship with Solano Community College, enabling responsive communication and efficient service adjustments
DATA-DRIVEN SERVICE OPTIMIZATION <hr/>	<ul style="list-style-type: none">• Leverage real-time ridership data and reporting tools to continuously refine routes, schedules, and stop locations• Identify peak demand trends to improve vehicle utilization and reduce wait times• Provide actionable insights through monthly reporting to support informed decision-making and long-term planning.
ENHANCED RIDER EXPERIENCE & RELIABILITY <hr/>	<ul style="list-style-type: none">• Consistent, predictable service supported by dedicated vehicles and trained drivers familiar with the operation.• Real-time vehicle tracking and QR-based ridership tools for improved visibility and ease of use.• Ongoing focus on safety, communication, and service quality to maintain a positive rider experience.

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 Solano Community College District Intercampus Vanpool Pilot Program. 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



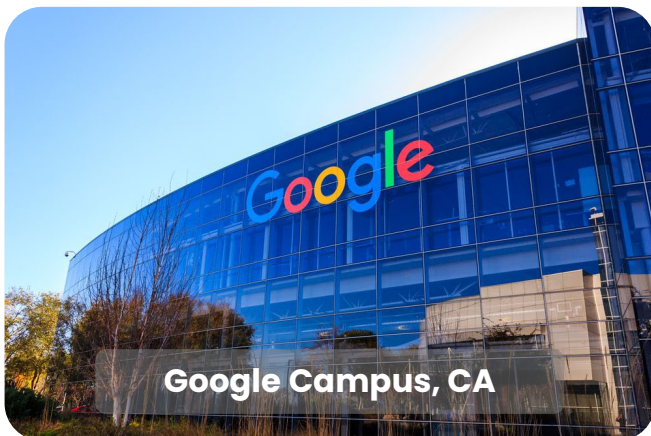
Mark Schreiber
Senior Vice President
National Transportation Services



Adam Moriarty
Director
Transportation Services

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.



Financials



Proposal Cost

Category	Not to exceed total cost	Notes
Hourly driver costs (2)	\$288,920.00	233 operating days-3728 operating hours/\$77.50/hr
Samsara system (2)	\$2400.00	\$100.00 per vehicle/month
8 passenger wheelchair vehicle (2)	\$25,200.00	\$1050 per vehicle/month
Dedicated vehicle insurance (2)	\$21,266.00	\$886.05 per vehicle/month
SHARE Software fee (2)	\$10,800.00	\$450.00 per vehicle/month
Estimated fuel passthrough	\$47,600.00	Estimated high
Total 12-month vanpool cost	\$396,186.00	233 operating days
Additional cost if you determined to add an extra hour a day for each vehicle		
Driver cost at 1.5	\$54,173.00	One extra hour for each vehicle paying driver overtime wages.
Additional fuel passthrough	\$6,825.00	Estimated high
Total cost with added hours	\$457,184.00	

Operational Plan

Vehicle Operations:

- 1 vehicle shall be stationed at Vacaville campus, and one vehicle stationed at the Vallejo campus. Both vehicles will make continuous loops between their stationed campus and the Fairfield campus during the designated operating hours. The number of stops at each campus shall be determined by Solano Community College District Intercampus Vanpool Pilot Program and may be changed with a 24-hour notice. Solano Community College District Intercampus Vanpool Pilot Program may also implement a standard stop arrival and departure time schedule with a 72-hour notice.
- Solano Community College District Intercampus Vanpool Pilot Program may request additional daily service hours beyond eight (8) hours per vehicle. Any such hours exceeding eight (8) per day will be billed at one and one-half (1.5x) times the standard driver rate. These additional hours will require a 72-hour notice.

Eligible Riders:

- Riders as determined by Solano Community College District Intercampus Vanpool Pilot Program.

Vehicle Availability:

- Both vehicles will be available in one 8 hour block each day, Monday through Friday. Client may increase to 9-hour blocks with a 7-day written notice. Vehicles will operate according to the Solano Community College academic schedule which includes scheduled class days, finals, and flex/professional development days. These blocks encompass the vehicle pre and post trip safety inspections performed by the drivers. Service under this contract shall begin July 1, 2026, and end June 30, 2027.
- Vehicles will be solely dedicated to the Solano Community College District Intercampus Vanpool Pilot Program and will not be utilized for any other purposes. Each vehicle will be marked or wrapped as requested by Solano Community College. The actual cost of the markings or wrap will be reimbursed to SHARE Mobility by Solano Community College.

Software use:

- The SHARE Mobility software will produce a QR code for each rider at the time of registration. In order to maintain accurate ridership numbers, the driver will scan the QR code each time the rider utilizes the service. Although the college will promote rider registrations, the driver will maintain a "walk on" log so that riders may ride without first registering based on seat availability.
- The SHARE Mobility software shall allow riders to track the vehicle location via a provided URL. This allows riders to predict the exact arrival time of the van at a certain stop.

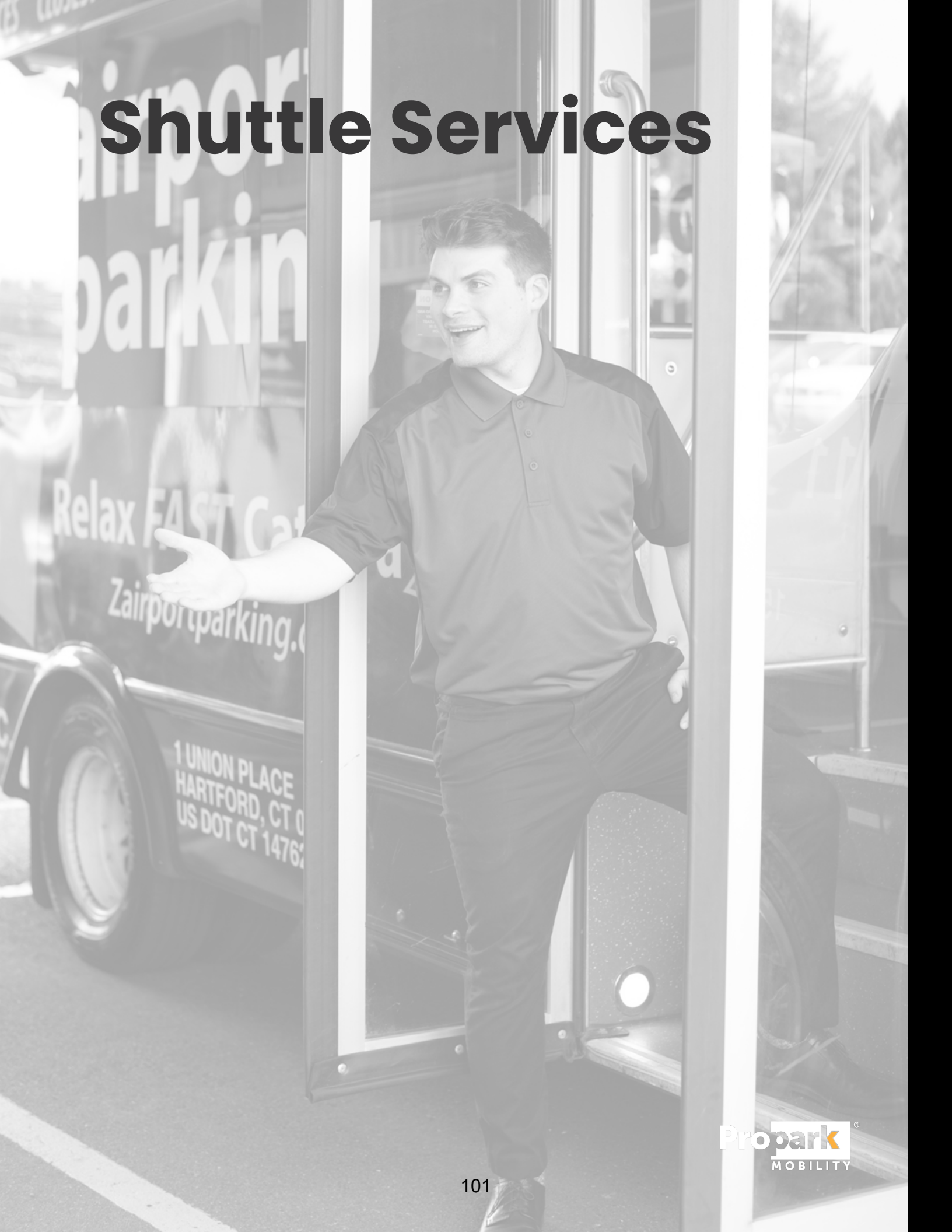
Reporting:

- By the 10th day of each month, SHARE Mobility shall provide the client with a report outlining the prior month's ridership, vehicle miles traveled, and revenue hours with costs.

Backup vehicle:

- During a time of brief unexpected vehicle breakdowns, SHARE Mobility shall provide a non-wheelchair 7 passenger vehicle at no additional cost to the client.

Shuttle Services



Shuttle Vans

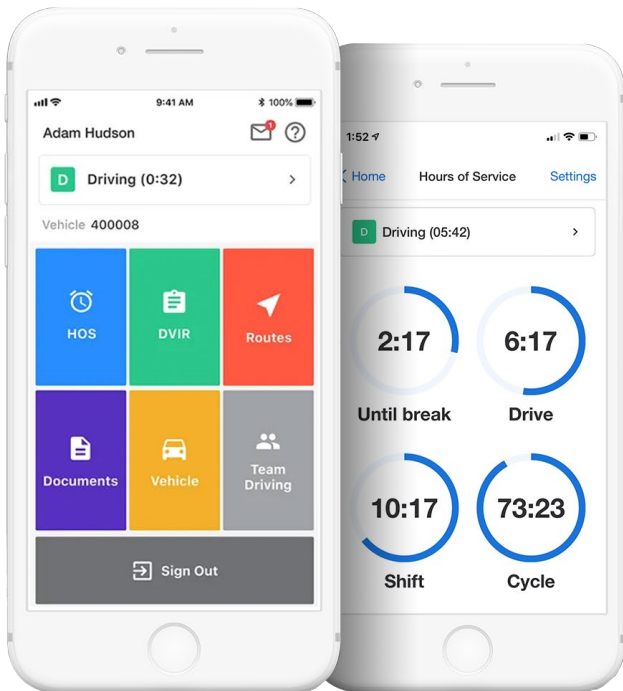


Our fleet is built to prioritize comfort, convenience, and accessibility for every rider:

- Spacious seating for up to 8 passengers
- Air-conditioned interiors for a comfortable ride
- High-top vans for easier entry and exit
- Fully accessible ADA-compliant vehicles for inclusive transportation

Shuttle Technology

- **Each vehicle will include a Samsara device for real-time tracking and driver performance monitoring.** This provides continuous GPS visibility and detailed trip reports, allowing oversight of route adherence, speed, and driving behavior such as harsh braking or acceleration. The system supports safe operations and enables proactive driver coaching.
- **Pre- and post-trip safety inspections will be completed and digitally logged for every trip.** Drivers follow a standardized checklist covering key vehicle components, with all data recorded in the system. This creates a clear maintenance record, helps identify issues early, and ensures consistent safety standards.
- **Vehicles will be equipped with interior and exterior cameras capturing video and audio.** This enhances safety, supports incident review, and provides accountability for both drivers and passengers, helping quickly resolve any concerns.



Prior 3-month Safety History

59,985 safe rides

356,854 safe miles traveled

Rider satisfaction of 4.93 of 5 stars

Company wide safety score of 95.8 out of 100

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

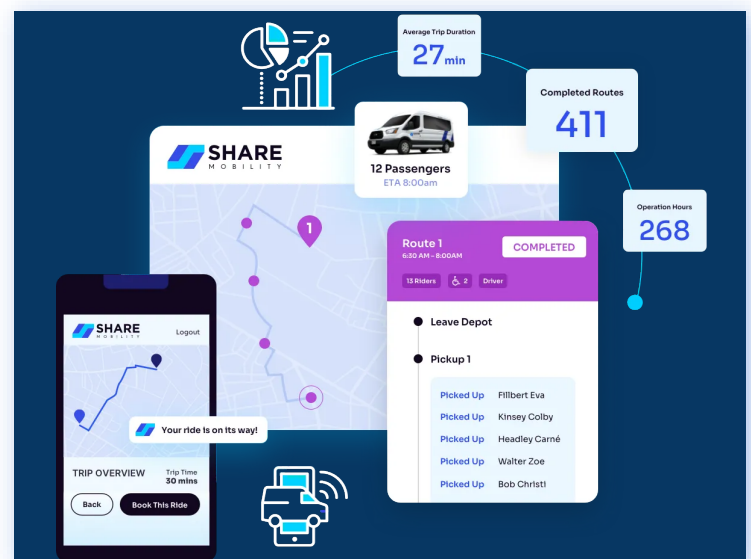
- Rider Report (easily track how many rides each rider takes)
- No show report
- KPI's (Carbon Emissions, Route Information & Analytics, Rider Data)
- Vehicle and rider safety reporting
- Over 100 reporting capabilities

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.



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.



Uniforms

Style and Substance

Propark will work closely with Solano Community College District Intercampus Vanpool Pilot Program to provide a uniform package that seamlessly embodies your brand.

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



Thank you!



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





DATE: April 29, 2026
 TO: STA Board
 FROM: Lorene Garrett, Transit Mobility Coordinator I
 RE: Contract Amendment – Commute with Enterprise for the Traditional Vanpool Program

Background:

The original Solano County Rideshare Program began as part of a statewide network of rideshare programs in the early 1990s, funded primarily by Caltrans to manage countywide and regional rideshare programs in Solano County, and to provide air quality improvements through trip reduction. In 2000, Solano Commuter Information was transferred from Solano County to STA and became Solano Napa Commuter Information a few years later. Today, the Solano Mobility Employer Commuter Program provides commuter incentives to encourage sustainable mode shift for residents and employees in the county. Solano Mobility staff engage businesses, homeowner associations, community clubs, and organizations to promote commuter benefits.

STA’s Solano Mobility provides commuter incentives and subsidies to residents and employees of Solano County through the ten countywide and three local programs as listed below:

Countywide Programs	
1.	Bucks for Bikes (B4B)
2.	Capitol Corridor + Lyft
3.	Commute Solano (RideAmigos)
4.	Equitable Access to Justice Pilot
5.	First/Last Mile
6.	Guaranteed Ride Home
7.	Solano Community College Falcon Flyer Vanpool
8.	Solano Express 2 for 1
9.	Solano Express Guaranteed Ride
10.	Solano Mobility Express Vanpool
11.	Traditional Vanpool
12.	Vehicle Share
Local Programs	
1.	Benicia Lyft
2.	Suisun City Lyft
3.	Miscellaneous Lyft Programs (Benicia and Vallejo)

Discussion:

In 2021, STA partnered with Commute with Enterprise to provide a \$200 monthly subsidy for two years to qualifying Solano County vanpools. MTC provides an additional \$600 monthly subsidy for each vanpool. STA currently subsidizes 13 of the 61 vanpools traveling to/from/through Solano County.

STA staff requests extending the program for FY 2026-27 and FY 2027-28 at the budgeted amount of \$50,000 per fiscal year.

Fiscal Impact:

\$50,000 is included in the FY 2026-27 and FY 2027-28 budgets. The Metropolitan Transportation Commission (MTC) will provide an estimated \$108,000 in matching vanpool subsidies each fiscal year.

STA's Solano Mobility Employer Commuter Program is funded by: Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air Quality Management District (BAAQMD), Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD), Solano County Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), an MTC Bike to Wherever Days Stipend, and the Capitol Corridor JPA Marketing Agreement.

Recommendation:

Authorize the Executive Director to enter into a contract amendment with Commute with Enterprise to extend the traditional vanpool program for FY 2026-27 and FY 2027-28 at the budgeted amount of \$50,000 per fiscal year.



DATE: April 29, 2026
TO: STA Board
FROM: Amy Antunano, Program Manager-SR2S
RE: Public Safety Education and Enforcement Grant-Reallocation of Funds

Background:

The Solano Safe Routes to School (SR2S) program supports a variety of engineering, education, encouragement, and enforcement strategies as part of its comprehensive approach to improving traffic safety around schools. Enforcement strategies are intended to deter unsafe behaviors by drivers, pedestrians, and bicyclists and encourage all road users to follow traffic laws and share the road safely. Enforcement remains one of the complementary strategies used to help enable more children to safely walk and bicycle to school.

The SR2S Program has historically allocated approximately \$150,000 toward Safety Education and Enforcement services to local police departments through two-year grant cycles. Funding availability depends on competitive grant funding provided through state and regional sources such as the Metropolitan Transportation Commission (MTC) and the California Office of Traffic Safety (OTS).

On July 27, 2023, STA staff released a Call for Applications for the Public Safety Education and Enforcement Grant totaling \$150,000 funded through the Office of Traffic Safety. Applications were due August 21, 2023. Following the review process, STA awarded \$75,000 to the City of Benicia Police Department and \$75,000 to the City of Suisun City Police Department for FY 2023-24 with the option to extend into FY 2024-25.

Discussion:

The City of Suisun City Police Department executed a funding agreement with STA on February 1, 2024, to support the School Safety Traffic Officer program. To date, approximately \$25,000 of the grant funding has been expended toward enforcement and education activities. Due to changing staffing capacity and program priorities, the department could not fully utilize the remaining grant funds within the required timeline.

On April 8, 2026, the STA Board authorized the reallocation of the remaining funds to ensure continued support for school safety efforts throughout Solano County. Consistent with the original grant process, the City of Benicia Police Department, which was the second-ranked applicant in the Cycle 7 Public Safety Education and Enforcement Grant and has demonstrated the capacity to successfully implement the program, has been identified as the recipient of the remaining funds. Reallocating the funds to the City of Benicia will allow for timely use of the funding while continuing to support Safe Routes to School safety education and enforcement activities.

Fiscal Impact:

No additional funding is requested.

Recommendation:

Authorize the Executive Director to reallocate the remaining Public Safety Education and Enforcement Grant funds, not to exceed \$50,000, to the City of Benicia Police Department to support Safe Routes to School safety education and enforcement activities.

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DATE: May 5, 2026
TO: STA Board
FROM: Nick Burton, Director of Projects
Robert Guerrero, Deputy Executive Director/Director of Planning
Ron Grasi, Director of Programs
Andrew Obando, Finance and Budget Manager
RE: Fiscal Year 2025-26 Proposed Third Quarter Budget Revision

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. The budget is usually revised mid-cycle, mid-year and finalized at the end of the fiscal year. When necessary, these budgets are revised to provide STA the basis for appropriate budgetary control of its financial operations for the fiscal year. In July 2025, the STA Board adopted the fiscal year 2025-2026 (FY 2025-26) budget as part of the two-year annual fiscal year budget plan.

Discussion:

Attachment A is the FY 2025-26 Proposed Third Quarter Budget Revision. The proposed changes increase the budget from \$108.7 million to \$110.1 million, an increase of \$1.4 million. The revisions are balanced, with changes in expenditures matched with changes in the use of existing and new revenue allocations for the continued delivery of STA's priority projects.

1. The ***Operations and Management*** budget has a nominal increase of \$93,550.
2. The ***Solano Mobility Programs*** budget for FY 2025-26 adjustments reflects a net decrease of \$225,000 primarily due to pushing the Coordinated Short Range Transit Plan to FY 2026-27, correlating with MTC's new timeline. The Call Center reflects a decrease of \$228,616 in State Transit Assistance by realizing additional 5310 Grant Funding received in April 2026.
3. The ***Project Development*** budget has increased by \$1.6 million. This is due to the addition of State Routes 12 and 113 Corridor Study, with a budget of \$500,000 funded by One Bay Area Grant (OBAG) 3. TFCA funding will be used for the addition of the Bay Trail/Vine Trail project, budgeted at \$700,000 and the Suisun Mobility Hub project, budgeted at \$424,752.
4. The ***Strategic Planning budget*** decreased by \$121,000, primarily due to the reallocation of funds for the Solano/Napa North Bay Rail Study and the Solano Transportation Resiliency Plan to FY 2026-27, with the budgets adjusted accordingly. The budget for the EV Implementation Plan was also reassigned to the Model Update and Comprehensive Transportation Plan Implementation; this represents a shift in allocation only and does not change the overall Strategic Planning budget.

The FY 2025-26 budget is revised for the inception of projects, programs and planning activities and cost adjustments to ongoing activities. The most significant revisions are noted as follows:

Operations and Administration:

The Operations Management and Administration budget has a net increase of \$93,550. Overall staffing expenditures have not changed. Salary and benefit costs have been reallocated from Project Development to Operations and Administration. The increase is due to the indirect cost rate approved by Caltrans, up to 60.13 percent from previously budgeted 50 percent. The increased rate allows for increased operations management and administration expenditures to be reimbursable through OBAG 3 funding, an increase of \$197,928. This increase is offset by a decrease of RM3 funding of \$104,380.

Mobility Programs:

1. Coordinated Short Range Transit Plan \$200,000 of funding, \$80,000 STAF, and \$120,000 MTC, reduced the FY 2025-26 budget and moved to FY 2026-27 to coincide with Project Timeline.
2. Community Base Transportation Plan (CBTP) (Dixon) reduce the FY 2025-26 budget by \$25,000 from anticipated MTC income and realize \$75,000 of OBAG 3 funding for Community Based Transportation Plans.
3. Call Center added \$228,616 of additional 5310 Grant Funds received in April 2026 and reduced State Transit Assistance funds by the same amount keeping total budget the same.

Project Development:

1. Salaries & Benefits budget for Projects Department staff increased from \$146,305 to \$498,936. The \$352,631 increase will be invoiced to OBAG 3 (Admin/Projects/Planning). The increase is offset by a decrease in Regional Measure (RM) 3 and Regional Transportation Impact Fee (RTIF) funding.
2. Added the State Routes 12 and 113 Corridor Study with a budget of \$500,000. This budget will be funded with OBAG 3 (Admin/Projects/Planning) funding.
3. Placed back to the budget the following projects: Bay Trail/Vine Trail (w/BAAQMD TFCA funding of \$700,000) and Suisun City Mobility Hub (w/TFCA funding totaling \$424,752).

Strategic Planning:

1. The Model Update budget has increased by \$123,000 to \$498,000. The budget increase is through OBAG 3 to cover on call services and additional tasks identified.
2. The Solano/Napa North Bay Rail study budget has been reduced by \$50,000, which will carry over to FY 2026-27, with the study now expected to be completed in September 2026.
3. Comprehensive Transportation Plan Implementation is increased by \$20,000 to \$526,871 funded by STAF and OBAG 3.
4. The Solano Transportation Resiliency Plan, funded primarily through the state Sustainable Planning grant, decreased by \$141,000, which will carry over to FY 2026-27, with the study now expected to be completed in December 2026.
5. The EV Charging Station (Capital Project) budget increased by \$30,000 in funds from YSAQMD for a total of \$280K for FY 25-26 and carryover to FY 26-27 of \$101,000.
6. Budget of \$150,000 for the EV Implementation Plan is removed because the STA staff will not be proceeding with this work at this time. This funding has been reallocated to the Model Update and the Comprehensive Transportation Plan Implementation.

To ensure conformance with the Office of Management and Budget (OMB) Uniform Guidance (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the FY 2025-26 budget is presented with revision to the approved budget to reflect changes in budgeted revenues and expenditures.

Fiscal Impact:

The revised FY 2025-26 budget is \$110.1 million, an increase of \$1.4 million. The revision is funded through existing One Bay Area Grant (OBAG) funds and additional 5310 Grant Funds.

Recommendation:

Adopt the STA's FY 2025/26 Proposed Third Quarter Budget Revision as shown in Attachment A.

Attachments:

- A. STA FY 2025-26 Proposed Third Quarter Budget Revision
- B. FY 2025-27 Budget and Fiscal Reporting Calendar



FY 2025-26 PROPOSED THIRD QUARTER BUDGET REVISION
May 13, 2026

REVENUES				EXPENDITURES			
STA Fund	As Last Amended FY 25-26	Third Qtr Proposed Change	Proposed FY 2025-26	Operations & Administration	As Last Amended FY 25-26	Third Qtr Proposed Change	Proposed FY 2025-26
Members Contribution/Gas Tax (Reserve Accounts)	150,000		150,000	Operations Management	2,536,888	93,550	2,630,438
Members Contribution/Gas Tax	180,248		180,248	STA Board of Directors/Administration	66,775		66,775
Transportation Dev. Act (TDA) Art. 4/8	739,267	(10,205)	729,062	Office Building	115,000		115,000
TDA Article 3	115,200		115,200	Expenditure Plan	50,000		50,000
TDA Article 4/4.5	2,668,500		2,668,500	Contributions to STA Reserve Account	150,000		150,000
Regional Transportation Impact Fee (RTIF)	48,908		48,908	Subtotal	\$2,918,663	\$93,550	\$3,012,213
State Transit Assistance Fund (STAF)	5,870,203	101,136	5,971,339	Mobility Programs			
FTA 5310	100,000	228,616	328,616	Mobility Programs Management & Administration	240,000		240,000
Office of the Traffic Safety (OTS) Grant	236,245		236,245	Employer/Commuters/First Last Mile Program	1,000,000		1,000,000
MTC/CBTP/SRTP	260,000	(100,000)	160,000	Solano Mobility Express Vanpool Pilot Program	606,840		606,840
State Sustainable Planning Grant	400,000	(100,000)	300,000	Short Range Transit Plan (SRTP)	220,000		220,000
One Bay Area Grant 3 (OBAG 3)-Planning/Programming	2,161,570	717,725	2,879,295	Transit Coordination/Programs (NVT/SCC)	360,000		360,000
OBAG 3 - Mobility Program	421,770	75,000	496,770	Solano Express Marketing/Guaranteed Ride	450,000		450,000
OBAG 3 - SR2S Program	431,040		431,040	Transit Management Administration	75,000		75,000
STIP Planning, Programming and Monitoring (PPM)	246,063		246,063	Community Based Transportation - Unincorporated County	75,000		75,000
OBAG 3 PDA Grant	324,000		324,000	Community Based Transportation Plan (CBTP) - Dixon	175,000	(25,000)	150,000
OBAG 3 PPA Grant	450,000		450,000	SCC/Falcon Flyer Vanpool Pilot Program	400,000		400,000
Kids Plate Funds	0		0	Transit Corridor Implementation/Solano Express	225,000		225,000
Transit & Intercity Rail Capital Program (TIRCP) 2018	0		0	Transit Ridership Study	0		0
Transit & Intercity Rail Capital Program (TIRCP) 2020	1,700,000		1,700,000	BRT/RTF Mapping and Way Finding-Capital	500,000		500,000
Bridge Toll - Admin Revenue	248,794	(248,794)	0	Connected Mobility Plan/BRT	300,000		300,000
Regional Measure 3 (RM3) Projects	1,412,369	5,652	1,418,021	Suisun Micro Transit-Amtrak Operation/Maintenance	280,000		280,000
Transportation for Clean Air (TFCA)	175,000	700,000	875,000	Paratransit Coordinating Council (PCC)	18,000		18,000
Yolo Solano Air Quality Management District (YSAQMD)	30,000		30,000	Medical Transports Program/GoGo Grandparent	600,000		600,000
Quick Strike Connected Mobility	200,000		200,000	Solano Intercity Taxi Scrip/Paratransit Program	550,000		550,000
CA Public Utilities Commission (CPUC)	140,000		140,000	ADA in Person Eligibility Program	200,000		200,000
Abandoned Vehicle Abatement (AVA) Program/DMV	463,500		463,500	CTSA/Mobility Management Program	95,000	(5,000)	90,000
REAP 2.0	280,400		280,400	Countywide Travel Training/Transit Ambassador Program	200,000		200,000
Local Funds - Cities/County	351,178		351,178	One Stop Transportation Call Center Program	400,000		400,000
Transit Farebox	87,000		87,000	Suisun Micro Transit Services - moved to projects	-----	-----	-----
Partners /Sponsors	1,120,500		1,120,500	First/Last Mile Program - Suisun City	200,000		200,000
Subtotal	\$21,011,755	\$1,369,130	\$22,380,885	CPUC Access for All	140,000		140,000
STA Office Building - Capital				Vehicle Share Program	75,000		75,000
Local Funds - Cities/County	1,234,288		1,234,288	Equitable Access for Justice	50,000		50,000
Subtotal	\$1,234,288	\$0	\$1,234,288	Benicia 1st/Last Mile (Lyft) Program	80,000		80,000
				Soltrans Local Taxi Program	50,000		50,000
				Subtotal	\$7,564,840	(\$30,000)	\$7,534,840
Transportation Funds for Clean Air (TFCA) Program				Project Development			
Transportation for Clean Air (TFCA)	297,753		297,753	Project Management/Administration	162,758	352,631	515,389
Subtotal	\$297,753	\$0	\$297,753	Solano Express Electrification (TIRCP 2018)	0		0
Abandoned Vehicle Abatement (AVA) Program				SR 37 Improvement Project	53,828	(22,874)	30,954
Department of Motor Vehicle (DMV)	0		0	Pavement Management Program	21,455	(4,342)	17,113
Subtotal	\$0	\$0	\$0	2026 Pothole Report	82,570		82,570
I-80 Interchange Project - Package 5				SR2 Transit - TIRCP 2020	695,000		695,000
Regional Measure 3	6,000,000	15,668	6,015,668	Inductive Charging (TIRCP 2020)	1,970,584		1,970,584
Subtotal	\$6,000,000	\$15,668	\$6,015,668	I-80 Interchange Project - Package 5	6,000,000	(41,562)	5,958,438
I-80/I-680/SR 12 Interchange Project - Close Out				I-80/I-680/SR 12 Interchange Project	1,000,000	(7,214)	992,786
Regional Measure 3	1,000,000		1,000,000	Fairgrounds Improvement Project	29,507,667	(36,205)	29,471,462
Subtotal	\$1,000,000	\$0	\$1,000,000	Fairgrounds Mobility Hub	48,935	(48,935)	0
I-80 Express Lanes Project				I-80 Express Lanes Project	32,500,000	(39,509)	32,460,491
Regional Measure 3	32,500,000	157,472	32,657,472	I-80 WB Truck Scales Project	10,000,000	(92,274)	9,907,726
Subtotal	\$32,500,000	\$157,472	\$32,657,472	Regional Transportation Impact Fee (RTIF) Program	7,000,000	(30,165)	6,969,835
I-80 WB Truck Scales Project				Suisun City Micro Transit Services	1,122,500		1,122,500
Regional Measure 3 (RM3)	10,000,000	21,186	10,021,186	'Suisun City Micro Transit Capital Bus Purchase	196,560		196,560
Subtotal	\$10,000,000	\$21,186	\$10,021,186	STA office Building - Capital	1,234,288		1,234,288
Fairgrounds Improvement Project				Transit Coordination-Rio Vista Delta Breeze	85,084	18,000	103,084
RM 3 Funds	23,233,989	14,279	23,248,268	DMV Abandoned Vehicle Abatement (AVA) Program	450,000		450,000
TDA 4/4.5	2,000,000		2,000,000	Solano Rail Hub-Environmental/Design	1,413,380	(46,218)	1,367,162
RTIF Funds	1,900,000		1,900,000	Bay Trail Vine Trail Project (Vallejo)	0	700,000	700,000
STAF Funds	1,473,677		1,473,677	Suisun Mobility Hub - Capital	0	424,752	424,752
TFCA/BAAQMD	100,000		100,000	SR12 113 Corridor Study	0	500,000	500,000
TDA 3	800,000		800,000	Subtotal	\$93,544,609	\$1,626,085	\$95,170,694
Subtotal	\$29,507,666	\$14,279	\$29,521,945	Strategic Planning			
Fairgrounds Mobility Hub				Planning Management/Administration	476,370		476,370
LCTOP	245,495	(48,935)	196,560	Events/Public Information	25,000		25,000
Subtotal	\$245,495	(\$48,935)	\$196,560	Model Development/Big Data	40,000		40,000
Regional Transportation Impact Fee (RTIF) program				Solano Rail Hub - Environ/Design- moved to projects	-----	-----	-----
Regional Impact Fee	7,000,000	(30,165)	6,969,835	Model Update	375,000	123,000	498,000
Subtotal	\$7,000,000	(\$30,165)	\$6,969,835	CMP/Vehicle Miles Travel (VMT)	25,000		25,000
TOTAL ALL REVENUE	\$108,796,957	\$1,498,635	\$110,295,592	Electric Vehicle (EV) Implementation Plan	150,000	(143,000)	7,000
				Comprehensive Transportation Plan (CTP) Implementation	506,871	20,000	526,871
				PDA Grant - FF/SS	324,000		324,000
				Wayfinding Signage Program	15,000		15,000
				PPA Grant/Solano EDC	450,000		450,000
				Climate Adaptation Plan	441,835	(141,000)	300,835
				Countywide Housing Element/SolHIP	103,094		103,094
				County Collaborative-Housing Element Imp/REAP 2.0	280,400		280,400
				Safe Route to School (SR2S) Program	470,357		470,357
				SR2S Program Enforcement Grant-SS/Ben	50,000		50,000
				Kids Plate - SR2S Program	0		0
				Solano/Napa North Bay Rail Study	300,000	(50,000)	250,000
				OTS Grant Bicycle Education/SR2S Program	188,165		188,165
				Transportation Funds for Clean Air (TFCA) Programs	297,753		297,753
				Electric Vehicle (EV) Charging Station (Capital Project)	250,000		250,000
				Subtotal	\$4,768,845	(\$191,000)	\$4,577,845
TOTAL ALL EXPENDITURES	\$108,796,957	\$1,498,635	\$110,295,592				



FYs 2025-27 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:	
MAY 2026	FY 2025-26 Third Quarter Proposed Budget Revision
JUNE 2026	FY 2026-27 Proposed Budget Adoption
JULY 2026	FY 2025-26 Final Budget Revision
SEPTEMBER 2027	FY 2025-26 AVA Third Quarter Program Activity Report FY 2027-28 Proposed Budget Adoption FY 2026-27 Provisionary Indirect Cost Rate Application
OCTOBER 2026	FY 2025-26 Fourth Quarter Budget Report FY 2025-26 AVA Fourth Quarter Program Activity Report FY 2026-27 First Quarter Budget Report
DECEMBER 2026	FY 2025-26 Annual Audit STA Employee 2027 Benefit Summary Update
JANUARY 2027	FY 2026-27 Mid-Year Budget Revision FY 2026-27 AVA First Quarter Program Activity Report
FEBRUARY 2027	FY 2026-27 Second Quarter Budget Report
MARCH 2027	FY 2026-27 AVA Second Quarter Program Activity Report
APRIL 2027	Local Transportation Development Act (TDA) and Members Contribution for FY 2027-28
MAY 2027	FY 2026-27 Third Quarter Budget Report
JUNE 2027	FY 2026-27 Final Budget Revision

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DATE: April 29, 2026
TO: STA Board
FROM: Jasper Alve, Senior Project Manager
RE: Solano County One Bay Area Grant Cycle 4 Call for Projects

Background:

The Solano Transportation Authority (STA) coordinates with the Metropolitan Transportation Commission (MTC) to program federal transportation funding. This coordination was formally part of the federal cycle process until MTC renamed it to the One Bay Area Grant (OBAG) Program beginning in 2013. The OBAG Program combines federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) federal funding into four- or five-year grant cycles. Each cycle, MTC develops the program framework for how the region will utilize this funding for the OBAG Regional and County Programs.

The MTC approved in February 2026 the program framework for OBAG Cycle 4 (OBAG 4). This framework, which covers fiscal years 2026-27 through 2029-30 outlined in Attachment A, identifies the requirements associated with programming federal funds as part of the OBAG County Program. One of the requirements is for County Transportation Agencies (CTAs), such as the STA, to administer a competitive Call for Projects (CFP) for Solano County. The competitive CFP process will allow eligible local agencies in the County to submit grant applications for OBAG 4 funding consideration.

The funding target that is available for the County CFP is between \$12.885 to \$16.190 million. This means that the County could receive up to \$16.190 million in OBAG 4 funding. The final award amount will be based on the competitiveness of each grant application from the County. The evaluation of each grant application will be conducted in two phases. The first phase is where STA will evaluate the grant applications and nominate them to MTC. The second phase is where MTC will further evaluate the grant applications nominated against the criteria they have developed.

Discussion:

The OBAG 4 framework guidelines adopted by the MTC Commission outlines the process for developing the evaluation criteria associated with the County Program CFP. This framework provides CTAs with the opportunity to evaluate projects and programs and assign them scores of up to 75 points. The scoring is based on criteria that MTC identified for CTAs to evaluate. These include, at a minimum, need and benefits along with local priority support and equity impacts. Attachment B lists the screening and evaluation criteria that MTC approved for the STA to utilize when evaluating grant applications in response to the competitive CFP.

STA staff have shared the screening and evaluation criteria in addition to other requirements, related for instance with the Complete Streets Checklist outlined in Attachment C, with member agencies to prepare them for the CFP. These took place during the one-on-one outreach meetings with each of the member agencies, which occurred on the dates listed in Attachment D, as well as at previous STA Technical Advisory Committee (TAC) meetings. During the one-on-one meetings, we also informed member agency staff that the timing of the OBAG 4 CFP will be

the same as the CFPs for the following grant programs: Transportation Development Act Article 3 (TDA-3), Transportation Funds for Clean Air (TFCA), and Community Action Resource and Empowerment (CARE). Altogether, the additional grant programs will increase the amount of funding that will be available to member agencies for project development and construction activities. The OBAG 4 grant program, however, will specifically fund only the construction phase of the project consistent with previous OBAG cycles competitive CFPs. This ensures that projects or programs will meet the OBAG 4 obligation deadline of September 30, 2031.

The deadline for project sponsors to submit the OBAG 4 grant applications is June 30, 2026. Following the STA Board approval to release the competitive CFP, project sponsors will have up to six (6) weeks to complete their grant applications. Given the extent of the outreach that STA staff have conducted prior to the release, the timeframe provided should be sufficient for project sponsors to meet the application deadline. Once all the grant applications have been submitted, project sponsors will present their grant requests at the STA Board Workshop scheduled for July 8, 2026.

The schedule for the CFP is listed in Attachment E. This schedule shows that STA staff anticipates completing the County evaluation by early August. Projects and programs nominated to the MTC for further evaluation and funding consideration will be referred to the STA TAC for approval at the meeting on August 26, 2026. Subsequently, STA staff will request from the STA Board to approve the list of nominated projects and programs at the meeting on September 9, 2026. Following this, MTC anticipates releasing the notice of award in early 2027.

The STA TAC approved forwarding the recommendations to the STA Board for approval at its meeting on April 29, 2026.

Fiscal Impact:

Funding for the Call for Projects will come from the OBAG 4 County Program.

Recommendation:

Authorize the STA to release the Solano County OBAG 4 Competitive Call for Projects and utilize the screening and evaluation criteria outlined in Attachment B with a funding target of \$16.190 million and with grant applications due on June 30, 2026.

Attachments:

- A. OBAG 4 Program Framework
- B. OBAG 4 Solano County Call for Projects Screening and Evaluation Criteria
- C. Complete Streets Checklist Requirements
- D. STA Member Agency Outreach Calendar
- E. OBAG 4 Call for Projects Schedule

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
Referred by: Commission

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

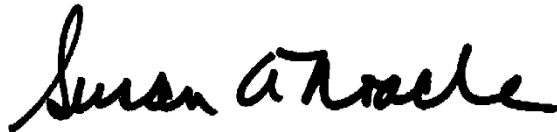
RESOLVED that the Executive Director or designee is authorized to execute Advance Construction (AC) Authorizations with Caltrans and/or the Federal Highway Administration (FHWA) for federal projects sponsored or implemented by the Metropolitan Transportation Commission; and be it further

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

A handwritten signature in black ink, appearing to read "Sue Noack". The signature is written in a cursive, flowing style.

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 4 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 deliver 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.

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>	
Pavement Management (PTAP/PMP)	MTC	\$12,000,000	
Community Action Resource and Empowerment (CARE)	MTC	\$10,000,000	
Active Transportation and Regional Trails	MTC	\$5,000,000	
Regional Safety/Vision Zero Program	MTC	\$3,000,000	
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

Attachment B-3
MTC Resolution No. 4740
OBAG 4 Transit Operations Program
FY 2026-27 through FY 2029-30
January 2026

MTC Res. No. 4740 Attachment B-3
Supersedes MTC Res. No. 4678 Attachment B
 Adopted: 1/28/26-C

OBAG 4 Transit Operations Program Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 4 TRANSIT OPERATIONS PROGRAM			
40' and 60' Motor Coach Replacement Procurement (for Transit Operations)	SFMTA	\$12,300,496	
Light Rail Vehicle Procurement (for Transit Operations)	SFMTA	\$6,901,617	
Preventive Maintenance	SFMTA	\$14,098,258	
Regional Vanpool Program (for SFMTA Preventive Maintenance)	MTC	\$7,864,051	
Transbay Core Capacity (for Transit Operations)	BART	\$60,000,000	
OBAG 4 TRANSIT OPERATIONS PROGRAM		\$101,164,422	

Solano County OBAG 4 Call for Projects Screening Eligibility				
Proposed projects and programs will need to be identified in the Solano County Comprehensive Transportation Plan project list to be eligible for OBAG 4 funding.				
Proposed OBAG 4 Evaluation Criteria and Scoring				
Criteria	Description	Revised Score		
1. MTC Growth Geographies	Project is located within a mile of a Priority Development Area or Transit Oriented Community.	5		
2. Statement of Project Need	Applications that (1) clearly demonstrate the project need in the project area/regionally significant networks or facilities/jurisdiction and (2) how the proposed project will address the need will receive the maximum points.	10		
3. Specific Project Benefits	Environment	Multimodal Accessibility: Does the project/program have the potential for mode shift (including to rail, transit, or active transportation)?	5	
		Reduce Vehicle Miles Traveled (VMT): What is the potential for the project/program to impact VMT?	8	
		Natural and Working Lands: Describe how the project/program plans to protect and preserve natural and working lands.	3	
	Mobility	Accessibility for All: Describe any elements associated with the project/program that support accessibility for all ages and abilities including people with disabilities as demonstrated through alignment with applicant's ADA Transition Plan or other applicable means.	4	
	Safety	Improve Safety: Describe any safety improvements associated with the proposed project/program and potential for these improvements to reduce serious/fatal injury collisions or increase safety for motorists, transit riders, and vulnerable roadway users.	10	
	Infrastructure/Capital Projects	Asset Management	State of Good Repair: Describe how the project plans to improve or preserve the condition of existing transportation assets within the project area or jurisdiction.	4
			Resilience: Describe elements of the project that will make it more resilient to climate change stressors or will increase the resilience of other transportation assets within the project area/jurisdiction.	4
			Stormwater Management: Application identifies project's stormwater runoff impact(s), if any, and addresses how to minimize any impact(s) including incorporating any green stormwater infrastructure project elements.	2
	Non-Infrastructure/Programs (Pick Two)	Asset Management	State of Good Repair/Resilience: Describe how the program supports preserving the existing conditions and increasing the resiliency to climate change of the County's overall transportation assets.	5
		Economy	Transportation Affordability: Describe how the program will make transportation options more affordable in the community/County.	5
Welfare		Health: How does the program support the <i>Plan Bay Area 2050+</i> vision of a healthy Solano County/Bay Area?	5	
4. Equity Impacts (Following designations will be used: (1) MTC Equity Priority Community, (2) Area Median Income ≤ 80% State, (3) CalEnviroScreen 4.0, or (4) Solano County Equity Community Designation (communities w/low income + 2 or 3 additional indicators))	Project Location	The OBAG 4 framework guidelines prioritize projects that provide benefits to historically marginalized or underserved groups. Projects that are located within or in proximity to an Equity Priority Community or other similar local and state designations will receive the maximum score.	5	
	Equity Impacts	Applications that clearly describe how the project/program will benefit the population within the Equity Priority Community or similar other local and state designations will receive the maximum points.	5	
5. Local Priority Project/Community Support	Describe any community support for the project including any letters of support and additional applicable local plans that prioritize the project including the Solano Countywide Active Transportation Plan, Local Road Safety Plan, Community-Based Transportation Plan, as well as Safe Routes to School Plan.	7		
6. Schedule and Funding Plan	Does the project/program provide sufficient local match, request CON funding only, and allow the schedule to meet timely obligation of funding by September 30, 2031.	3		
Base CTA Evaluation Scoring Total		75		

Complete Streets Checklist User Guide

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Background/Purpose

In March 2022, MTC adopted [Resolution 4493](#) updating the Bay Area’s regional Complete Streets (CS) Policy, first adopted in 2006. The goal of MTC’s Complete Streets Policy is to ensure people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050+ objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state and local

compliance with applicable CS-related laws, policies, and standards, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and locally-adopted CS resolutions.

Definitions

Complete Streets

Complete Streets are planned, designed, constructed, reconstructed, operated, and maintained to be safe and comfortable for everyone, regardless of age, ability, ethnicity, race, sex, income, disability or chosen transportation mode. Complete Streets provide safe mobility and improved connectivity to community destinations for all users, and especially for people walking, rolling, biking, and riding transit, while maximizing the use of the existing public right-of-way by prioritizing space-efficient forms of mobility (walking, cycling, shared mobility, and public transit) over space-intensive modes (single occupancy auto travel).

Right-of-Way

Public Right-of-Way, for complete streets policy purposes, is any land owned or controlled by a governmental entity, dedicated for public use such as streets, highways, freeways, sidewalks, and other roadways.

Project Sponsor

The Project Sponsor is the public agency leading and primarily responsible for delivering the proposed project and fulfilling the Complete Streets Policy requirements.

Plan Bay Area 2050+

Plan Bay Area 2050+ is the latest long-range plan to guide growth and investment across the region's nine counties and 101 cities. The plan seeks to advance an integrated vision for a Bay Area that is affordable, connected, diverse, healthy and vibrant for all. Plan Bay Area 2050+ Strategy T9 calls for enhanced streets, paths, and trails to promote walking, biking, and rolling through sidewalk improvements, car-free slow streets, and All Ages and Abilities Active Transportation Network. MTC's Active Transportation Plan (AT Plan) defines a regional Active Transportation Network (AT Network), made up of regionally significant segments of local active transportation

networks and regional trails, based on traffic safety, user comfort, equity, and connectivity to transit.

Policy

All projects subject to MTC's CS Policy shall adhere to two main requirements:

1. All projects must implement CS as recommended in adopted local and countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero or other systemic safety plan, transit plans, and MTC-funded Community-Based Transportation Plans.
2. Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities," [contextual guidance](#) provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves "all ages and abilities" is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works well for everyone else. Design best practices for safe street crossings, pedestrian, and Americans with Disabilities (ADA) accessibility at transit tops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entire project. [The Public Rights-of-Way Accessibility Guidelines \(PROWAG\)](#) by the U.S. Access Board should also be referenced during design.

Applicability

How to Determine if a Project is Subject to the MTC Complete Streets Policy and Required to Submit a Complete Streets Checklist.

A project is subject to the MTC Complete Streets Policy and must submit a Complete Streets Checklist if they respond **YES** to all of the conditions below:

- ✓ Project is within the public right-of-way; **AND**
- ✓ Project is requesting \$250,000 or more in regional discretionary funding (e.g., OBAG, RM3, TDA3, etc.); **AND**
- ✓ Project is requesting funding from MTC **OR** MTC endorsement for a grant managed by another agency (e.g., FHWA, Caltrans, etc.).

Projects that meet some of the above conditions, but not all, are not subject to MTC's Complete Streets Policy, and therefore are not required to fill out or submit a Complete Streets Checklist.

Examples of Projects Not Subject to Complete Streets Policy & Not Required to Submit a Checklist:

- Project funding request for regional discretionary funding is less than \$250,000; or
- Project is not requesting regional discretionary funding from MTC; or
- Project is not requesting MTC endorsement; or
- Project is not within the public right-of-way; or
- Bus Purchases (or other equipment purchases); or
- Project is for education and outreach only; or
- Dredging or dock construction (for ferry or other water transportation needs).

Complete Streets Policy Exceptions

The CS policy shall apply to all phases of project development except under one or more of these four exception conditions:

1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).
3. There is a documented alternative plan to implement Complete Streets and/or on a nearby parallel route.
4. Conditions exist in which Complete Streets policy requirements cannot be met, such as fire and safety specifications, spatial conflicts on the roadway with transit, or environmental concerns such as abutting conservation land or severe topological constraints.

To claim an exception under one of more of these conditions, the project sponsor shall follow the procedures below and provide the required documents indicated:

1. Fill out a draft Complete Streets Checklist responding to all applicable questions utilizing the MTC Complete Streets Portal and download a copy of the checklist.
2. The project sponsor must provide documentation in the Complete Streets Checklist detailing how the project meets one or more of the exception conditions above. Documentation for claiming exception should be in the form of a letter or email and must be signed by the agency's Public Works Director, Transportation Department Director (or equivalent), or their designee, and not the Project Manager. The signed documentation for the exception(s) should be uploaded utilizing the document upload function in the Exceptions section of the checklist form on the MTC Complete Streets Portal.
3. Schedule a review of the Complete Streets Checklist, including the claim for policy exception, by the local or county BPAC.

4. Once BPAC review of the Complete Streets Checklist has been completed, utilize the MTC Complete Streets Portal to update the project's checklist to include a summary of the BPAC notes under the appropriate question.
5. Submit the fully completed, final Complete Streets Checklist for the project using the MTC Complete Streets Portal.

Transit Priority Policy Exceptions

Please follow the guidance from the Regional Network Management (RNM) team at MTC. <https://mtc.ca.gov/operations/transit-regional-network-management/transit-priority/transit-priority-policy-roadways>

Checklist Submittal Process

Recommended Timeline

At project initiation:

- Begin coordination with any transit agencies with transit stops and/or transit lines within the project area.
- Document the coordination in writing along with any comments from the applicable transit agencies for use in the required checklist submittals.

4 months prior to submittal of request to MTC for regional discretionary funding or a letter of support:

- Use the MTC Complete Streets Portal to create and download a draft checklist for use in BPAC review.
- Schedule BPAC review of the draft checklist.

3 months prior to submittal of request to MTC for regional discretionary funding or a letter of support:

- Complete BPAC review of the checklist.
- Utilizing the MTC Complete Streets Portal, update the draft checklist based on the BPAC review including adding a summary of the notes from the BPAC review.
- Submit the updated final checklist via the [MTC Complete Streets Portal](#).

Within 3 weeks after project sponsor submits the final checklist to MTC:

- MTC reviews checklist and issues a determination. (Please check the Portal periodically for updates on determinations)

Determinations

The following is a list of the possible determinations and follow-up processes (if any) resulting from the checklist reviews:

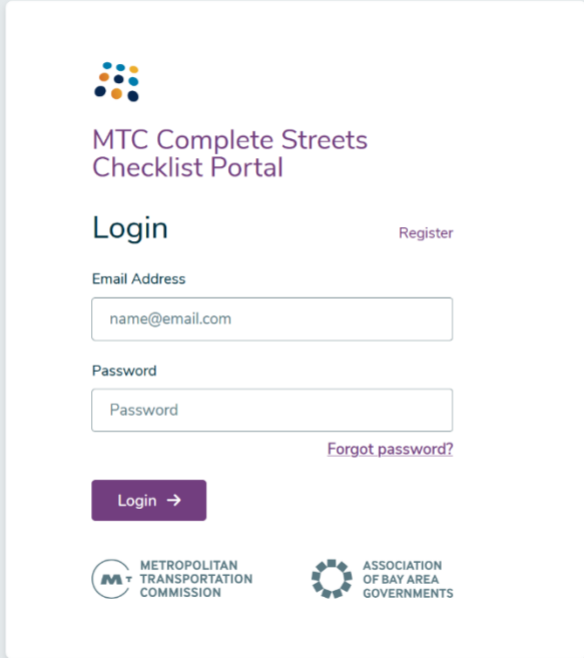
- **Project Compliant:** The project is determined to be compliant, and no further documentation or review is necessary to move forward with the funding request or letter of support.
- **Exception Verified:** The exception requested under the checklist is verified, and no further documentation or review is necessary to move forward with the funding request or letter of support.
- **Incomplete:** The checklist is determined to be incomplete, and additional documentation and/or information will be required to be submitted. The most common reasons for an “Incomplete” determination are:
 - Missing BPAC Documentation – Upload summary of BPAC comments from the Complete Streets Checklist review.
 - Missing Transit Agency Review Documentation – Upload documentation required by TPRR Policy.
 - Missing Exception Documentation – Upload document claiming exception signed by appropriate director.

Materials submitted by the project sponsor in response to an “Incomplete” determination will be reviewed by MTC within one week of the submittal date for an updated determination.

- **Project Not Compliant:** The project is determined to be not compliant with MTC’s Complete Streets Policies. For non-compliant projects, MTC staff will work with the project sponsors to schedule a meeting to discuss options and provide guidance for bringing the project into compliance with the Complete Street Policies.

How to Fill Out the Checklist in MTC's Complete Streets Policy Data Portal

Registration and Login



The screenshot shows the login and registration interface for the MTC Complete Streets Checklist Portal. At the top left is a logo consisting of several colored dots. Below it, the text reads "MTC Complete Streets Checklist Portal". There are two main sections: "Login" and "Register". The "Login" section includes an "Email Address" field with the placeholder "name@email.com", a "Password" field with the placeholder "Password", and a "Forgot password?" link. A purple "Login →" button is positioned below the password field. The "Register" link is located to the right of the "Login" heading. At the bottom of the page, there are two logos: the Metropolitan Transportation Commission (MTC) logo and the Association of Bay Area Governments (ABAG) logo.

1. Go to webpage: <https://complete-streets.mtcanalytics.org>
2. Click on “Register” to create a new account if you are a new user.
 - i) Enter email address and project sponsor information and create a password.
 - ii) Verification of your account may take 1-3 days.
3. Once your account has been verified, you may use the account to login the Portal.
4. Click on “Login.”
5. Log into the Complete Streets Policy Data Portal.
 - i) Use the email address and password that you registered.
6. Click on “New Checklist” in the left column to initiate a new checklist.
7. Affirm that the Complete Streets Policy applies to your project by reviewing the criteria in the prompt window and click on the button to acknowledge applicability based on your review.
8. Proceed to Section 1: Contact and Project Information to begin filling out the questions of the Complete Streets Checklist in the data portal as prompted.

Section 1: Contact and Project Information

The screenshot displays the MTC Complete Streets Checklist Portal interface. On the left is a navigation sidebar with sections: Home, MANAGE (Dashboard, Submissions), EXPLORE (Catalog, New Checklist, Resources), and FAQ. The main content area is titled 'Section 1: Contact and Project Information'. It features a 'Checklist Sections' sidebar with four items: I. Contact & Project Information (selected), II. Pedestrian, Bicycle, and Transit Planning, III. Compliance and Exception Review, and IV. Review & Submit. Below this is an 'Export Draft PDF' button. The main form contains several fields: 'Contact Name' and 'Email Address' (both with 'Enter response' input boxes), 'Contact Phone Number' (with '(555) 555-5555' as an example), 'Project Sponsor' (with a search/select dropdown), 'County' (with a dropdown menu), and a question 'Is your project seeking regional discretionary funds or an endorsement?' (with a dropdown menu).

1. Contact Information
2. Project Information (name, location, map, description, phase, modes)
 - i) Upload a project area map.
 - ii) If the project seeking funding or a letter of support is part of a larger project, please only provide project information for the specific project or phase that is currently seeking funding or a letter of support. (ie. Construction of one segment of a regional trail system/bicycle network or the first phase of a multi-phase road or freeway construction project)
3. Statement of Exception – Most projects will select "no" to this question in the portal. If you are seeking an exception to the Complete Streets Policy for your project, then you will select "yes" to this question. Refer to the Complete Streets Policy Exceptions Section above for the four allowable exceptions.
4. Save and move to next section. Depending on whether the project is claiming a Statement of Exception, the questionnaire will either proceed to Section 2: Pedestrian, Bicycle and Transit Planning or skip to Section 3: Compliance and Exception Review.

Section 2: Pedestrian, Bicycle and Transit Planning

MTC Complete Streets Checklist Portal
Dev Version 1.0.2

Home

MANAGE

Dashboard

Submissions

EXPLORE

Catalog

New Checklist

Resources

FAQ

Section 2: Pedestrian, Bicycle, and Transit Planning

Topic: Pedestrian, Bicycle and Transit Planning

The Complete Streets Policy states that projects that are funded all or in part with regional discretionary funding or receiving MTC endorsements must implement Complete Streets as recommended in recently adopted local or countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero, or other systemic safety plan, Community Based Transportation Plans, or transit plan.

Please check all of the relevant plans that this project helps to implement: *

- City/County General + Specific Area Plans
- Bicycle, Pedestrian and/or Active Transportation Plan(s)
- Community-Based Transportation Plan
- ADA Transition Plan
- Station Access Plan
- Transit Plan
- Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan
- Safe Routes to School Plan
- Other

Checklist Sections:

- Contact & Project Information
- Pedestrian, Bicycle, and Transit Planning**
- Compliance and Exception Review
- Review & Submit

Export Draft PDF

1. Pedestrian, Bicycle and Transit Planning – Identify only plans that promote implementing Complete Streets.
 - i) In the open field question for plan details, please provide the names of the relevant plans identified and a brief description of the recommendation related to CS (ie. Policy, goal, facility type, etc.)
2. Active Transportation Network
 - i) If any part of the project area includes a segment of MTC’s Regional Active Transportation Network, respond “Yes”. Use link provided in the Portal for map of Regional Active Transportation Network.
 - ii) MTC Mobility Hub – If a MTC Mobility Hub is located in the project area, respond “Yes”. Use link provided in the Portal for map of Mobility Hubs.
3. Safety and Comfort
 - i) If the project is on a known High Injury Network (HIN) or a local traffic safety analysis has found a high incidence of bicyclist/pedestrian-involved crashes within the project area, respond “Yes”.
 - ii) Provide a brief summary of the traffic safety conditions within the project area, and describe the project’s traffic safety countermeasures.
4. Bicycle and Pedestrian Facility Design – Identify all of the infrastructure elements that are included in this phase of the Project. Please do not include any infrastructure elements that are a part of other phases of the project or part of a larger project concept that will not be implemented under the current project phase.
5. Equity

- i) If the project improves active transportation or transit in an MTC Equity Priority Community (EPC), respond “Yes”. Use link provided in the Portal for map of EPCs.
 - ii) Please identify all census tracts that are designated as EPCs and affected by this project.
6. Resilience – Identify if the project will integrate any green infrastructure.
 7. Save and proceed to Section 3: Compliance and Exception Review

Section 3: Compliance and Exception Review

MTC Complete Streets Checklist Portal
Dev Version 1.0.2

Home

MANAGE

- Dashboard
- Submissions

EXPLORE

- Catalog
- New Checklist
- Resources
- FAQ

Checklist Sections:

- I. Contact & Project Information
- II. Pedestrian, Bicycle, and Transit Planning
- III. Compliance and Exception Review
- IV. Review & Submit

Export Draft PDF

Section 3: Compliance and Exception Review

Topic: Statement of Compliance

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)? *

Choose a response...

Is this project in compliance with the MTC Transit Priority Policy for Roadways? *

Choose a response...

Topic: Transit Agency Review

Any project on a roadway with qualifying transit services must have a review signed by senior-level staff or authorized designee at the affected transit agencies to ensure the project considers the needs of transit and/or mitigates project elements that may adversely impact transit operations. Transit agencies must finish this review and provide comments to project sponsors within 20 business days of receipt of project information. For complex projects or extenuating circumstances, transit agencies may request an additional 10 days to complete the review.

Please contact transitpriority@bayareametro.gov for questions on transit coordination and the Transit Priority Policy for Roadways (TPPR).

1. Statement of Compliance
 - i) Review the Complete Streets Policy and confirm compliance.
 - ii) Review the Transit Priority Policy and confirm compliance.
2. Transit Agency Review
 - i) Identify agencies, routes, and facilities and provide transit coordination/review details.
 - ii) Upload signed transit agency review document.
3. Bicycle and Pedestrian Advisory Committee/Commission (BPAC) Review
 - i) Provide a summary of the BPAC meeting comments for the Complete Streets Checklist review.
4. Complete Streets Policy Exception (if applicable)
 - i) If the project is requesting an exception, provide the required responses, and upload documentation detailing how the project meets one or more of the exception conditions. The documentation for an exception must be signed by a Department Director--level agency representative, or their designee. Please

- include name, title and copy of their approval of this exception in email or letter format below.
- ii) The Complete Streets Checklists for projects requesting exceptions MUST still be reviewed by the local or county Bicycle and Pedestrian Advisory Committee (BPAC) prior to submittal of the checklist in the Portal.
5. Transit Priority Policy Exception (if applicable)
 - i) If the project is requesting an exception, provide the required responses, and upload documentation detailing how the project meets one or more of the exception conditions. The documentation for an exception must be signed by a Department Director--level agency representative, or their designee. Please include name, title and copy of their approval of this exception in email or letter format below.
 6. Save and proceed to Review & Submit Section.

Review & Submit

1. Project Sponsor Review
 - i) Review and make any edits. (Do not submit the checklist until after BPAC review has been completed)
 - ii) Prior to BPAC review:
 - (1) Save and download a copy of the draft checklist for BPAC review using the “Export Draft PDF” button.
 - (2) Do not submit the checklist until after BPAC review has been completed.
 - iii) After BPAC review:
 - (1) Provide a summary of the BPAC meeting comments for the Complete Streets Checklist by completing the question under the Bicycle and

Pedestrian Advisory Committee/Commission Review Topic in Section 3: Compliance and Exception Review.

- (2) Review, make any other necessary edits, and submit the final checklist by clicking on the “Submit Complete Streets Checklist” button.
2. After the final checklist has been submitted, the status of the checklist can be viewed on the MTC Complete Streets Portal. Typically, MTC reviews checklists within 3-weeks from submission.
3. Project sponsors can review and edit the checklist at any time although the checklist should not be edited after it has been submitted for MTC review without first notifying MTC staff via completestreets@bayareametro.gov.
4. Project sponsors can view and edit any checklist that has been submitted by other staff in the same agency.

FAQs

Q: What is the Complete Streets Checklist?

A: The Complete Streets Checklist is the mechanism to ensure MTC Complete Streets Policy and MTC Transit Priority Policy for Roadways compliance. Projects in the public right-of-way that are receiving or requesting \$250,000 or more of regional discretionary funding need to fill out a Complete Streets Checklist, have it reviewed by a local or county Bicycle and Pedestrian Advisory Committee (BPAC), or the equivalent, have it reviewed by applicable transit agencies, and submit the checklist before the project can be considered for funding.

Q: Where can I find the MTC Complete Streets Policy?

A: Please find the Policy here: https://mtc.ca.gov/sites/default/files/documents/2022-05/Resolution-4493_approved.pdf

Q: Where can I find the MTC Transit Priority Policy for Roadways?

A: Please find the Policy here: <https://mtc.ca.gov/digital-library/5135300-transit-priority-policy-roadways-mtc-resolution-no-4739>

Q: When should the Complete Streets Checklist be submitted?

A: The Complete Streets Checklist should be submitted before you apply for funding through MTC. At a minimum, MTC requests that project sponsors submit the Complete Streets Checklist (including BPAC and transit coordination materials) 2 months prior to allocation.

Q: Does the Complete Streets Policy and Checklist apply to my project?

A: If your project is seeking at least \$250,000 of regional discretionary funding or an endorsement, and is in the public right-of-way, then the Complete Streets Policy applies and a Complete Streets Checklist is required.

Examples of projects and their applicability:

Purchase of new bus fleet – not applicable

Upgrading computer software – not applicable

Improvements to a bus yard – not applicable

Railway project with street crossings or station access – applicable

Q: Under what circumstances is a project required to conduct transit agency review as part of the Complete Streets Checklist?

A: Transit agency review is required for any project along a public roadway in the nine-county Bay Area, including both surface streets and access-controlled highways, with transit service. This includes published transit routes, non-revenue routes, detour routes, and planned budgeted routes. See this document for details:

<https://mtc.ca.gov/digital-library/5135342-bay-area-transit-priority-policy-roadways>

Q: When does the Complete Streets Checklist need to go to the Bicycle and Pedestrian Advisory Committee (BPAC)?

A: MTC recommends that the project's Complete Streets Checklist goes to the BPAC approximately 2-5 months prior to the project application submission or allocation. Due to varying BPAC schedules and potential cancellations, it is necessary to bring the project's Complete Streets Checklist to the BPAC several months in advance of funding application or allocation.

Q: If I already submitted a Complete Streets Checklist for a different funding program, do I need to need to submit a NEW Complete Streets Checklist for another funding program?

A: No. You can edit your existing Complete Streets Checklist and select any additional funding program(s) the project is receiving. However, if the project has undergone significant design changes that alter the safety, comfort, or access of pedestrians

and/or bicyclists or transit operations, then an UPDATED Complete Streets Checklist is required and must be reviewed by the BPAC and applicable transit agencies.

Q: How do I edit my Complete Streets Checklist?

A: After you log into the portal, you can edit your checklist, download a PDF, and check its status.

Q: Who do I contact if I have other questions about the Complete Streets Checklist?

A: Please email completestreets@bayareametro.gov

Q: How do I contact transit agency(ies)?

A: Transit agency contacts can be found on this form: <https://mtc.ca.gov/digital-library/5135367-transit-agency-contact-list>

If you need assistance contacting a transit agency, please email transitpriority@bayareametro.gov.

Q: When should I contact transit agency(ies) for review?

A: Coordination with transit agencies should occur as early as possible and with a project application or funding request, not after.

Date: January 28, 2026
W.I.: 1621
Referred by: RNM

ABSTRACT

Resolution No. 4739

This Resolution sets forth MTC's Bay Area Transit Priority Policy for Roadways (Policy). The Policy aims to enhance the transit rider experience by supporting the implementation of transit priority infrastructure and policies that improve transit travel times and reliability, and promote the active interagency engagement necessary to be successful.

The Policy applies to projects in the nine-county Bay Area seeking over \$250,000 of regional discretionary funding or MTC endorsement along any public roadway, including surface streets and access-controlled highways, with public transit service that operates in shared or semi-dedicated right-of-way (i.e., bus, light rail, and streetcar services).

Further discussion of this action is contained in the Regional Network Management Committee summary sheet dated January 9, 2026.

Date: January 28, 2026
W.I.: 1621
Referred by: RNM

RE: Adoption of Bay Area Transit Priority Policy on Roadways

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4739

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency 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

WHEREAS, in 2025, MTC adopted Plan Bay Area 2050+ Final Blueprint, which includes Transportation Element Strategy T11 aiming to improve the vitality and viability of existing transit services throughout the Bay Area by providing increased frequency, improved reliability, and greater capacity to reduce wait time, decrease travel time, and encourage ridership growth; and

WHEREAS, in 2022, MTC approved Resolution No. 4493 Complete Streets (CS) Policy, which works to ensure people biking, walking, rolling and taking transit are safely accommodated within the transportation network; and

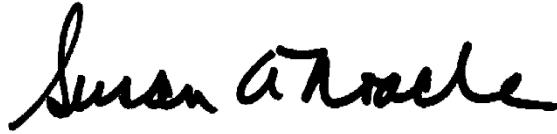
WHEREAS, MTC convened the Blue Ribbon Transit Recovery Task Force (Task Force) to respond to the COVID-19 pandemic, which developed and approved the Bay Area Transit Transformation Action Plan (Action Plan) in 2021 which identified actions needed to achieve a more connected, efficient, and user-focused mobility network across the Bay Area and beyond, including Action 12, “Fund, develop and adopt a Transit Priority Policy”; and

WHEREAS, a regional transit priority policy would promote active interagency engagement to minimize unintended impacts to transit; and enhance the transit rider experience by supporting transit priority infrastructure and policies that improve transit travel times and reliability; now, therefore, be it

Date: January 28, 2026
W.I.: 1621
Referred by: RNM

RESOLVED, that MTC adopts the Bay Area Transit Priority Policy for Roadways as set forth in Attachment A of this Resolution.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Susan A. Noack". The signature is written in a cursive, flowing style.

Sue Noack, Chair

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

MTC BAY AREA TRANSIT PRIORITY POLICY FOR ROADWAYS

PURPOSE AND GOALS

The purpose of the MTC Bay Area Transit Priority Policy for Roadways (Policy) is to:

- Promote active interagency engagement to minimize unintended impacts to transit; and
- Enhance the transit rider experience by supporting transit priority infrastructure and policies that improve transit travel times and reliability

The goals of the Policy include:

- Establish a common definition of transit priority;
- Strengthen interjurisdictional coordination and guide agencies to consider transit in roadway projects; and
- Inform prioritization of funding for transit priority projects.

The Policy aligns with Plan Bay Area 2050+ Final Blueprint Transportation Element Strategy T11, which aims to improve the vitality and viability of existing transit services throughout the Bay Area by providing increased frequency, improved reliability, and greater capacity to reduce wait time, decrease travel time, and encourage ridership growth. Further, the Policy fulfills Action 12 identified in the Bay Area Transit Transformation Action Plan (2021), which calls for the development and adoption of a Transit Priority Policy for improving bus speed and reliability on high-transit corridors and arterials.

TRANSIT PRIORITY DEFINITION

For the purpose of this policy, “Transit Priority” refers to transit-supportive infrastructure, design, and policies that decrease transit vehicle travel times and enable them to move more reliably by avoiding traffic congestion and minimizing delays. Transit-supportive infrastructure and design treatments include but are not limited to: transit lanes, high-occupancy vehicle lanes, bus-on-shoulder lanes, transit signal priority, queue-jump lanes, and transit stop design elements such as bus bulbs or boarding islands. Transit-supportive policies include but are not limited to strategic traffic/parking regulations, optimized transit stop placement and spacing, boarding/fare

payment practices such as off-board fare payment and all-door boarding, and application of the physical infrastructure and design treatments mentioned previously.

WHERE POLICY APPLIES

The Policy applies to public roadways in the nine-county Bay Area (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma), including both surface streets and access-controlled highways, that have existing scheduled, fixed-route, publicly-accessible transit service (i.e., published transit routes) that operates in shared or semi-dedicated right-of-way (i.e., bus, light rail, and streetcar services). It also applies to public roadways with existing non-revenue scheduled routes¹, existing recurring detour routes², and planned budgeted routes³. Non-recurring special event services, demand-responsive services, and paratransit services are excluded from the Policy.

FUTURE TRANSIT PRIORITY NETWORK

MTC is conducting a Transit Priority Roadway Assessment, referenced in Action 12 of the Transit Transformation Action Plan, to define a regional Transit Priority Network (TPN) of key transit corridors. The TPN will be used to:

- Determine locations and corridors where transit supportive design would have the greatest impact on improving travel time and reliability for transit service and maximize person throughput; and
- Inform the distribution of regional discretionary funding by identifying roadways which should be prioritized for transit priority investments.

IMPLEMENTATION VIA COMPLETE STREETS POLICY CHECKLIST

MTC will incorporate the transit agency review requirements of the Transit Priority Policy for Roadways into the existing MTC Complete Streets Policy Checklist (CS Checklist). MTC

¹ “Non-revenue scheduled” routes include deadhead movements and pull-in routes where buses operate when they are not carrying passengers.

² “Recurring detour” routes include locations with regular special events and conditions that require transit service to detour to an alternate street.

³ “Planned budgeted” routes include transit service that is included budgeted service changes or an approved Comprehensive Operations Analysis (short-term service plan). It does not include long-range plans, unless they are budgeted.

Resolution No. 4493, Complete Streets Policy (CS Policy) (2022), aims to ensure that people biking, walking, rolling, and taking transit have safe, connected, and convenient trips within the Bay Area transportation network. While transit is included within MTC's CS Policy, transit is not a focus of the CS Policy. The CS Policy and the Transit Priority Policy for Roadways are complementary to each other, and both apply to transportation project planning, design, funding, construction, reconstruction, and maintenance activities.

All projects seeking MTC endorsement or regional discretionary funding⁴ over the threshold identified in MTC Resolution No. 4493 (or its future update), regardless of project type or sponsor, must complete a CS Checklist and comply with the most recent CS Policy.

Consolidating implementation of both the CS Policy and Transit Priority Policy for Roadways into the CS Checklist simplifies project adherence to these policies, ensures requirements of both policies are sufficiently incorporated into projects, and ensures that appropriate transit agency coordination has occurred.

POLICY REQUIREMENTS

The following Policy requirements will be added to the CS Checklist:

- A project on a roadway with qualifying transit services, as defined previously, must be reviewed by all affected transit agencies to ensure the project considers the needs of transit and/or mitigates project elements that may adversely impact transit operations. Transit agencies must finish this high-level review and provide comments to project sponsors within 20 business days of receipt of project information. For complex projects or extenuating circumstances, transit agencies may request an additional 10 days to complete the review.
- In addition to the previous requirement, projects along the regional TPN should incorporate reasonable transit-supportive design elements from best practice national, state, and local design guidance to improve transit travel time and reliability. *This requirement will not go*

⁴ As explained in the CS Policy, MTC regional discretionary funds include federal, state, and regional fund sources administered by MTC, including but not limited to: Surface Transportation Block Grant Program (STBGP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Carbon Reduction Program (CRP), Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, regional bridge tolls, and Regional Transportation Improvement Program (RTIP) funding.

into effect until after the regional TPN is adopted, which is anticipated no sooner than late 2026.

- For projects requiring transit review, Project Sponsors should document design feedback / discussions with the transit agency, and:
 - update the project scope and/or design information on CS Checklist portal, based on project review by Transit Agencies, or
 - explain why project was not modified to incorporate transit agency feedback, and if applicable claim an exception to incorporating suggested transit mitigations (or the suggested transit-supportive design elements, if project is on the TPN) on the CS Checklist Portal (*see Exceptions sections below*).

Projects along roadways without applicable transit service, as defined previously, are not subject to these new requirements.

EXCEPTIONS

The Policy shall apply to all phases of project development. However, project sponsors may seek an exception to incorporating suggested transit-impact mitigations and/or transit-supportive design elements. Eligible exceptions include:

1. **Lack of Response.** Transit agency did not provide feedback within 20 business days and did not ask for a 10-business day extension, or asked for extension and did not review project within extension;
2. **Infeasibility.** The transit-impact mitigations that the transit agency suggested are infeasible along the roadway due to conflicts with fire code, designation as evacuation route or similar public safety code requirements, requiring additional right of way, conflicts with existing infrastructure, and/or environmental concerns defined as abutting conservation land or severe topological constraints, and alternative transit-supportive design elements cannot be identified;
3. **Disproportionate Cost (for projects on TPN).** The cost to add transit-supportive design elements that transit agency suggested to the non-transit project is excessively disproportionate to the base project cost. Generally, “disproportionate” is defined as greater

than 20 percent⁵. If the cost of preferred accommodation is considered excessively disproportionate, project sponsors shall consider alternatives that represent a feasible share of the total project cost but still provide transit supportive design to improve transit travel time and reliability; or

4. **Separate Transit Project (for projects on TPN).** Transit-supportive design elements to be addressed through a separate process or project.

To claim an exception, project sponsors must provide documentation in the CS Checklist detailing how the project meets one or more of the exception conditions above. Exceptions must be documented and signed by senior-level staff or an authorized delegate of the project sponsor.

COORDINATION & COLLABORATION ON PROJECT SCOPE

Agencies are encouraged to work collaboratively to develop a project that considers the needs of transit while meeting the project goals. If consensus cannot be reached by the project sponsor and transit agency regarding transit-impact mitigations or transit-supportive design elements, MTC may convene a stakeholder meeting with the affected agencies to aid in discussions, but MTC would not take a lead role or be a mediator. If a resolution cannot be reached, the project sponsor should document all efforts made to resolve the dispute in the CS Checklist submission.

OPTIONAL LOCAL TRANSIT PRIORITY RESOLUTION OR POLICY

A right-of-way owners, roadway operators or a county transit agency should consider adopting a local resolution or policy to reinforce local support to improve transit travel times and reliability , which enhances the overall transit rider experience. Such a commitment may be shown by

- Adopting a resolution in support of the Bay Area Transit Priority Policy for Roadways;
- Adopting a standalone local transit priority policy; or
- Modifying an existing local plan or policy to include language on transit priority.

Templates are available as resources when taking one of the above actions. In the future, MTC may provide funding incentives to projects located in jurisdictions that have adopted a resolution

⁵ Per FHWA Bicycle and Pedestrian Accommodation Regulations and Recommendations: “A cost may be considered excessively disproportionate when the cost of providing the accommodation would be more than 20% of the cost of the larger transportation project.”

or policy. Any funding incentives would be implemented through MTC funding programs, not through the Policy.

PHASED IMPLEMENTATION

The Policy will be implemented in phases to give affected agencies the opportunity to gradually adapt to new Policy criteria when applying for discretionary funding or MTC endorsement:

- (1) Upon adoption of Policy (anticipated early 2026): project sponsors with projects along roadways with transit service will be required to review the project with affected transit agencies and consider potential mitigations, via the CS Checklist process.
- (2) After adoption of the regional TPN (anticipated late 2026 or early 2027): project sponsors with projects along the TPN will need to consider incorporating reasonable transit-supportive design elements into projects, via the CS Checklist process. The TPN will be developed through the Transit Priority Roadway Assessment in 2026.

EQUITY

Projects should improve the travel time and reliability of transit routes serving disadvantaged populations, including Equity Priority Communities (EPCs) or other similar designations. Some MTC discretionary funding programs prioritize projects with larger anticipated equity benefits; the exact prioritization methodology is subject to a particular funding program's equity priorities and approaches.

EVALUATION

Project sponsors that receive MTC discretionary funding, regardless of project type, should consider the transit rider experience and transit operations throughout project planning and design, proactively incorporating transit-supportive design treatments or mitigating project elements that may adversely impact transit operations. Some MTC funding programs require project sponsors to conduct a pre-/post-implementation evaluation of project impacts on transit travel time and reliability, to be conducted by the project sponsor or delivery agency. Periodic monitoring of transit priority investments is also encouraged to maintain project effectiveness. For network-level evaluation, MTC will develop an existing conditions baseline of transit operations in the region through the Transit Priority Roadway Assessment, and utilize Regional Network Management Performance Measures (MTC Resolution No. 4648, adopted May 2024)

to routinely track progress toward improving transit travel time and reliability along the TPN. MTC staff will produce reports regularly, in coordination with CS Policy reports, to summarize funded projects, report changes in transit performance, and update the Policy and TPN, if needed.

EARLY COORDINATION

Regardless of project type, project sponsors should proactively coordinate with transit agencies potentially affected by the project well in advance of the project seeking regional discretionary funding from MTC, to evaluate the potential of incorporating transit-supportive design elements into the project and/or mitigate any potential adverse impacts to transit operations. In addition to sponsoring or delivering projects, agencies or local jurisdictions introducing policies or other work that may potentially impact transit operations should similarly coordinate with transit agencies.

TECHNICAL ASSISTANCE

As resources allow, MTC will support project sponsors, transit agencies, and local jurisdictions to promote transit priority and implement the Policy through technical assistance programs. MTC will continue to advocate for and advance transit priority through leadership at the regional level.

Bay Area Transit Priority Policy for Roadways: Guidance for Implementing Agencies

Policy Overview

On January 28, 2026, MTC adopted the [Bay Area Transit Priority Policy for Roadways \(Policy\) \(MTC Resolution No. 4739\)](#), in alignment with the transit-related vision and goals of the [Plan Bay Area 2050+](#) Final Blueprint (2025) and the [Transit Transformation Action Plan](#) (2021). It also aligns with [MTC Resolution 4493](#) (2022), which updated the regional Complete Streets Policy, first adopted in 2006. The Policy establishes requirements for roadway projects on public right-of-way requesting more than \$250,000 of MTC discretionary funding or MTC endorsement.

<p>Policy Purpose</p>	<ul style="list-style-type: none"> • Promote active interagency engagement to minimize unintended impacts to transit; and • Enhance the transit rider experience by supporting the implementation of transit priority infrastructure and policies that improve transit travel times and reliability
<p>Policy Goals</p>	<ul style="list-style-type: none"> • Establish a common definition of transit priority; • Strengthen interjurisdictional coordination and guide agencies to consider transit in roadway projects • Inform prioritization of funding for transit priority projects.

Definition of Transit Priority

Transit Priority refers to transit-supportive infrastructure, design, and policies that decrease transit vehicle travel times and enable them to move more reliably by avoiding traffic congestion and minimizing delays. Some examples include:

- Transit lanes
- High-occupancy vehicle lanes
- Transit signal priority
- Queue-jump lanes
- Bus bulbs or boarding islands
- Strategic traffic/parking regulations
- Optimized transit stop placement and spacing
- Off-board fare payment or all-door boarding

Implementation

The Policy applies to projects along any public roadway (including surface streets and access-controlled highways) with public transit service that operates in shared or semi-dedicated right-of-way (such as bus, light rail and streetcar services) that seek over \$250,000 of regional discretionary funding or MTC endorsement.

Transit Coordination via Complete Streets Policy Checklist

The Policy is implemented via the existing [MTC Complete Streets \(CS\) Checklist](#) process, which is already required for projects requesting more than \$250,000 in MTC discretionary funding or MTC endorsement.

The 2022 CS Checklist only required documentation of transit agency *acknowledgement* of the project; the Policy ensures stronger coordination between agencies by requiring transit agency *review* for potential impacts on transit and that project sponsors consider transit priority treatments on high-priority transit corridors.

The detailed transit agency review process can be found in the Appendix.

Optional Local Transit Priority Policy or Resolution

A roadway owner or operator should consider demonstrating their commitment to transit by adopting a local resolution or policy that reinforces their commitment to coordinating with transit agencies during project development, and their support for improving transit travel times and reliability. MTC has templates available in its [Guidance on Optional Local Transit Priority Resolution or Policy](#) to assist local jurisdictions taking an action to:

- Adopt a resolution in support of the Bay Area Transit Priority Policy for Roadways;
- Adopt a standalone local transit priority policy; or
- Modify an existing local plan or policy to include language on transit priority.

In mid-2027 (approximately 18 months after Policy adoption), MTC may begin offering incentives for project sponsors applying for regional discretionary funds if they have adopted a local transit priority policy or resolution. To qualify for incentives, the policy or resolution must meet the minimum requirements outlined in the [Guidance on Optional Local Transit Priority Resolution or Policy](#).

Appendix: Transit Agency Review Process

This Appendix provides step-by-step instructions on the transit agency review process conducted via the Complete Streets (CS) Checklist [online portal](#). The process is also visually summarized in the flowchart at the end.

A separate process is underway to develop the regional Transit Priority Network (TPN). The requirements for review along TPN corridors are shown in blue text boxes, and will not go into effect until after the TPN is approved, anticipated no earlier than early 2027.

Which Agencies Must Complete the Transit Review Process?

The proposed transit review process is required for all project sponsors seeking more than \$250,000 of regional discretionary funds from MTC or MTC endorsement, unless the project is sponsored by a transit agency or a transit-specific team within a local or county agency and the project does not affect any other transit agencies (Table 1).

Table 1: Transit Review Requirements

Project sponsored by...	Transit Review?
Transit agencies	Yes, if other transit agencies affected
Transit department or transit team within local or county agency	
Other departments or teams within local or county agency, Caltrans, or MTC	Yes

Step-by-Step Transit Review Process

The following coordination steps between project sponsors and transit agencies is documented via a [Transit Agency Review Form](#) uploaded to the CS Checklist portal.

1) Project Sponsor: Confirm if there is transit service, and the level of review required

Project sponsor checks if there is transit service by an agency listed in Table 2 in the broader community, and specifically within the project area. These agencies operate scheduled, fixed-route, publicly-accessible roadway transit service and are eligible for State Transit Assistance (STA) funds.

Contacts by transit agency can be found in the [Transit Agency Contact List](#). If you need assistance contacting a transit agency, please reach out to transitpriority@bayareametro.gov.

Table 2: List of Applicable Transit Agencies

Transit Agency
<ul style="list-style-type: none">• AC Transit (Alameda-Contra Costa Transit District)• County Connection (Central Contra Costa Transit Authority)• Dumbarton Express (Dumbarton Bridge Regional Operations Consortium)• FAST (City of Fairfield Transit)• Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District)• Marin Transit (Marin County Transit District)• Muni (San Francisco Municipal Transportation Agency)• Petaluma Transit (City of Petaluma)• SamTrans (San Mateo County Transit District)• Santa Rosa CityBus (City of Santa Rosa)• SolTrans (Solano County Transit)• Sonoma County Transit (Sonoma County Department of Transportation & Public Works)• Tri-Delta Transit (Eastern Contra Costa Transit Authority)• Union City Transit (City of Union City)• Vacaville City Coach (City of Vacaville)• Vine Transit (Napa Valley Transportation Authority)• VTA (Santa Clara Valley Transportation Authority)• WestCAT (Western Contra Costa Transit Authority)• Wheels (Livermore Amador Valley Transit Authority)

The level of transit review depends on transit service in the project area (Table 3).

Table 3: Level of Transit Review Required

Transit service in project area?	Transit Review Required
No transit service in project area or surrounding community	No transit review required. Indicate lack of service on Transit Agency Review Form and upload to CS Checklist portal. <i>Transit review is complete.</i>
No published transit routes in project area, but transit service in surrounding community	<p>Contact transit agency to confirm if existing non-revenue scheduled¹ routes, existing recurring detour² routes, or planned budgeted³ routes.</p> <ul style="list-style-type: none"> • Transit agency confirms no transit service. Indicate lack of service on Transit Agency Review Form and upload to CS Checklist portal. <i>Transit review is complete.</i> • Transit agency confirms transit service. Transit agency reviews project for accommodation of basic bus movement through project area, via Transit Agency Review Form.
One or more published transit routes in project area	<p>Project sponsor identifies potential project impacts to transit and works to mitigate impacts. Transit agency reviews and potentially identifies suggestions to further mitigate project impacts, via Transit Agency Review Form.</p> <p><i>If Project is on Transit Priority Network (TPN) (once adopted): Project sponsor and transit agency coordinate to identify potential transit supportive design improvements to incorporate into project.</i></p>

2) Project Sponsor: Share project information with affected Transit Agencies

If there is transit service (confirmed in step 1), project sponsor shares a general description of the project, project information (i.e., goals, scope, schedule, funding,

¹ “Non-revenue scheduled” routes are pull-in/pull-out routes where buses operate without passengers.

² “Recurring detour” routes include locations where regular special events require transit service to detour to an alternate street. Non-recurring special event services, demand-responsive services, and paratransit services are excluded from the Policy and transit review process.

³ “Planned budgeted” routes include transit service that are included budgeted service changes or an approved Comprehensive Operations Analysis (short-term service plan).

designs), and measures to mitigate project impacts to transit and/or transit-supportive design elements included in the project with all applicable transit agencies via Transit Agency Review Form. To expedite transit review, project sponsor should provide information appropriate for the current stage of delivery (Table 4).

Table 4: Purpose of Transit Review/Coordination, by Stage of Project Delivery

Stage of Project Delivery	Purpose of Transit Review/Coordination
Planning, Conceptual Design, or Environmental	Identify opportunities to avoid or mitigate transit impacts.
	<i>Additional considerations if on TPN: Identify opportunities to improve transit travel time, reliability, or access at stops.</i>
Detailed Design (≥30% design)	Identify potential project impacts to transit delay, reliability, and stop access and discuss opportunities to mitigate impacts.
	<i>Additional considerations if on TPN: Identify opportunities to improve transit travel time, reliability, or access at stops.</i>
Construction	Identify potential permanent and temporary construction impacts to transit operations and stops and discuss opportunities to mitigate project impacts.

3) Transit Agencies: Review project and provide feedback to Project Sponsor

Transit agencies complete project review, via Transit Agency Review Form, within 20 business days, with feedback documented by senior-level staff or authorized delegates. Transit agencies may request a 10-business day extension for a complex project (i.e., requiring an expert review) or extenuating circumstances (i.e., staff shortage). Transit agencies should use the questions in Table 5, by stage of project delivery, as a guide when reviewing a project and providing comments.

Table 5: Questions to Guide Transit Review, by Stage of Project Delivery

Stage of Project Delivery	Questions to Guide Transit Review
Planning, Conceptual Design, or Environmental	<ul style="list-style-type: none"> • Does project impact the basic operations of transit? • Are there opportunities to improve transit travel time, reliability, or access at stops without a substantial scope change? <p><i>Additional considerations if on TPN:</i></p> <ul style="list-style-type: none"> • <i>Does project have goals to improve transit speed and reliability?</i> • <i>Does project identify opportunities to improve transit travel times or delay, or minimize impacts to transit?</i>
Detailed Design (≥30% design)	<ul style="list-style-type: none"> • Do project elements impact transit travel times or delay? <ul style="list-style-type: none"> ▪ If so, what are the anticipated impacts? ▪ Can mitigation measures reduce the impacts? If so, to what extent? • Are there opportunities to improve transit travel time, reliability, or access at stops without a substantial scope change? • Does project meet transit agencies’ stop guidelines, including accessibility? <p><i>Additional considerations if on TPN:</i></p> <ul style="list-style-type: none"> • <i>Does project include transit-supportive design elements? What transit-supportive design elements could be added?</i> • <i>How would transit-supportive elements be operated and maintained?</i>
Construction	<ul style="list-style-type: none"> • What is overall construction phasing/schedule? • Will construction require transit stops to be temporarily relocated? How will transit be maintained? <i>(Note, while not a part of the Transit Priority policy, consideration for paratransit needs is also recommended.)</i> • Will temporary traffic control plans modify transit movements or lane configurations? • What is anticipated construction impact to transit travel time and/or delay, and are there opportunities to mitigate construction impacts?

4) Project Sponsor: Review and react to feedback from Transit Agencies

Project sponsor reviews the feedback from transit agencies and incorporates any feedback into project (i.e., makes updates to project scope and/or design to mitigate impacts to transit), or claims an exception documenting reasons it cannot do so. A

collaborative meeting with affected agencies may be convened to discuss feedback from transit agencies and how project can be modified to address suggestions or concerns.

***If project is on TPN:** Project sponsor should work with transit agencies to develop consensus around reasonable transit-supportive design elements to incorporate into the project to improve transit travel time and reliability. The NACTO Transit Street Design Guide or other national, state, and local transit best practice guidance can be referenced during discussions with transit agencies. Potential improvements could include, but are not limited to, bus stop placement adjustments, stop access improvements, transit boarding islands or bulbs, ADA access improvements, transit signal priority, transit lanes, transit queue jumps, adding red curbs to improve access to stops, and other curb regulations.*

a) If feedback can be incorporated:

Enter updated project scope and/or design information on CS Checklist portal, including a description of changes made, based on project review by and discussions with transit agencies.

***If project is on TPN,** document the transit-supportive design elements considered, and detail the design elements proposed to be included in the project.*

b) If project is unable to meet the above requirements

Project sponsor documents discussions with transit agencies on CS Checklist portal, documenting why feedback from transit agencies was not incorporated. If applicable, project sponsor may claim an exception via a [Transit Review Exception Form](#).

1. **Lack of Response.** Transit agencies did not review project within 20 business days and did not ask for a 10-business day extension, or asked for extension and did not review project within extension.
2. **Infeasibility.** Requested transit-impact mitigations are infeasible along the roadway due to conflicts with fire code, designation as evacuation route or similar public safety code requirements, insufficient right of way, conflicts with existing infrastructure, and/or environmental concerns defined as abutting conservation land or severe topological constraints, and alternative transit-supportive design elements cannot be identified.

If project is on TPN and the transit-supportive design suggestions cannot be incorporated, these exceptions could also apply:

3. Disproportionate Cost. *The cost to add transit-supportive design elements to the non-transit project is excessively disproportionate to the base project cost. Generally, “disproportionate” is defined as greater than 20 percent⁴. If the cost of preferred accommodation is considered excessively disproportionate, project sponsor shall consider alternatives that represent a feasible share of the total project cost but still provide transit-supportive design to improve transit travel time and reliability.*

4. Separate Transit Project. *Transit-supportive design elements to be addressed through a separate process or project.*

To claim an exception from transit agency review, project sponsor must upload a Transit Review Exception Form on the CS Checklist portal detailing how the project meets one or more of the exception conditions above. Exceptions must be documented and signed by senior-level staff or an authorized delegate at the project sponsor.

5) Project Sponsor & Transit Agencies: Stakeholder meeting (if needed)

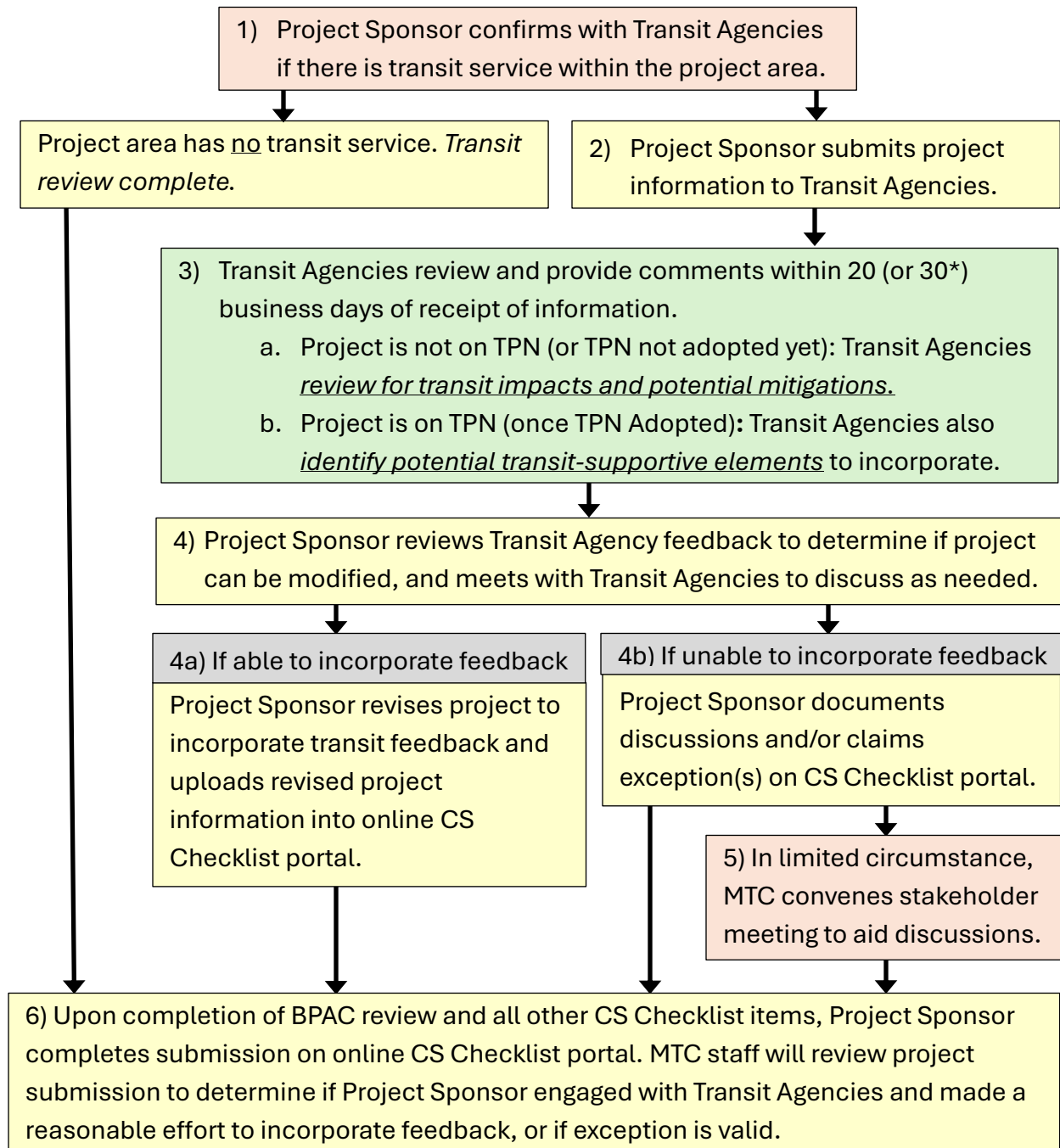
Agencies are encouraged to work collaboratively to develop a project that considers transit’s needs while meeting the project goals. If consensus cannot be reached by the project sponsor and transit agencies, MTC may convene a stakeholder meeting with the affected agencies to aid in discussions, working with the applicable County Transportation Authority as appropriate. MTC would not take a lead role or be mediator. If a resolution cannot be reached, project sponsor should describe the design dispute and document all efforts made to resolve the dispute in its CS Checklist submission.

6) Project Sponsor: Upload documentation onto CS Checklist portal

Upon completion of BPAC review and all other CS Checklist items, project sponsor completes submission on online portal, and MTC staff review project submission to ensure project sponsor had conversations with transit agencies and made a reasonable effort to incorporate transit agency feedback, or the claimed exception (if applicable) is valid.

⁴ Per FHWA Bicycle and Pedestrian Accommodation Regulations and Recommendations: “A cost may be considered excessively disproportionate when the cost of providing the accommodation would be more than 20% of the cost of the larger transportation project.”

Process Chart of Transit Agency Project Review



**Transit Agencies may request an additional 10 business days for review of a complex project or extenuating circumstances.*

Key: Responsible Agency	Project Sponsor
	Transit Agencies
	Project Sponsor & Transit Agencies

Complete Streets Checklist

Transit Agency Review Form

Project Sponsors and Transit Agencies use this form to document the transit review requirements of the Transit Priority Policy for Roadways. Transit Agency must finish this high-level review and provide comments to Project Sponsors within 20 business days of receipt of project information. For complex projects or extenuating circumstances, transit agencies may request an additional 10 business days to complete the review.

PROJECT SPONSOR COMPLETES TABLE PRIOR TO SUBMITTING TO TRANSIT AGENCY:

Project Name	
Project Sponsor Agency	
Project Location <i>(attach map)</i>	
Project Scope Summary <i>(attach details as appropriate)</i>	
Project Sponsor Contact	Name: Title: Email address:
Transit Agency Name	

TO BE COMPLETED BY TRANSIT AGENCY:

Transit Agency Project Reviewer	Name: Title: Email address:
---------------------------------	-----------------------------------

Transit Agency has reviewed the project and confirms that:

- Project is located on street without any transit service.**
(Policy does not apply, and no further Transit Agency review is required)
- Project is located on street with non-revenue scheduled route¹, recurring detour route², and/or planned budgeted route³.** *(Non-recurring special event services, demand-responsive services, and paratransit services are excluded from Policy.)*
 - Proposed project accommodates basic bus movements (e.g., turns) of non-revenue scheduled, recurring detour, and/or planned budgeted route.
 - Proposed project does not accommodate basic bus movements (see below).

Suggested changes to accommodate basic bus movements:

¹ “Non-revenue scheduled” routes include deadhead movements and pull-in routes where buses operate when they are not carrying passengers.

² “Recurring detour” routes include locations with regular special events and conditions that require transit service to detour to an alternate street.

³ “Planned budgeted” routes include transit service that is included budgeted service changes or an approved Comprehensive Operations Analysis (short-term service plan). It does not include long-range plans, unless they are budgeted.

- Project is located on street with published, scheduled transit route.**
 - Transit Agency is not suggesting any transit-impact mitigation measures.
 - Transit Agency suggests transit-impact mitigation measures (see below).

Suggested mitigation measures:

As the project advances, Transit Agency requests the following coordination:

- No additional involvement required.
- Provide Transit Agency opportunity to review and comment on draft designs prior to finalization. Transit Agency requests two-week review period. Prefer review at early design phase. Email *[insert email address]*.
- Closely coordinate with Transit Agency to develop designs and/or implement project (e.g., field visits, involvement in technical advisory committee or similar group).
- Notify Transit Agency *XX* business days in advance of road work at *[insert email address]*. Transit Agency will coordinate bus stop closures and/or re-routing as needed.
- California Public Utilities Commission (CPUC) General Order (GO) GO88b permit likely required.
- Construction Access Permit and/or 811USA Alert likely required.
- Other specific involvement (see below).

Additional comments:

Print Name

Title

Date

Signature

Complete Streets Checklist

Transit Review Exception Form

Project Sponsors may seek an exception to incorporating suggested transit-impact mitigations and/or transit-supportive design elements, called for in the Transit Priority Policy for Roadways. Exceptions must be documented and signed by senior-level staff or an authorized delegate of the Project Sponsor.

Project Name	
Project Sponsor	
Project Location	
Project Manager (name/email)	

Please mark exception(s) being claimed and provide appropriate documentation. If needed, please attach additional documentation.

<input type="checkbox"/> Lack of Response Transit agency did not provide feedback within 20 business days and did not ask for a 10-business day extension, or asked for extension and did not review project within extension.	Transit agency(ies) and contact(s):
<input type="checkbox"/> Infeasibility Suggested transit-impact mitigations are infeasible along the roadway due to conflicts with fire code, designation as evacuation route or similar public safety code requirements, requiring additional right-of-way, conflicts with existing infrastructure, and/or environmental concerns defined as abutting conservation land or severe topological constraints, and alternative transit-supportive design elements cannot be identified.	Description of requested transit-impact mitigations and/or transit-supportive design elements: Please cite specific code(s) and/or condition(s) that conflicts with the requested mitigations:

Print Name	Title	Date
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Signature _____

Attachment D: OBAG 4 STA Member Agency Outreach

STA Member Agency	Outreach Date
Benicia	4/17/2026
Dixon	4/15/2026
Fairfield	4/21/2026
Rio Vista	4/17/2026
Solano County	4/16/2026
Suisun City	4/8/2026
Vacaville	4/7/2026
Vallejo	4/14/2026

Attachment E: Solano County OBAG 4 Competitive Call for Projects Schedule

Tasks		TAC	Board
1	Draft Evaluation Criteria for Review and Discussion by the TAC	3/25/2026	4/8/2026
2	STA Supplemental Planning and Programming Request	3/25/2026	4/8/2026
3	STA Release Call for Projects	5/14/2026	
4	Application Deadline	6/30/2026	
5	STA Board Workshop		7/10/2026
6	Application Evaluation	July/August	
7	Joint Bicycle/Pedestrian Advisory Committee Meeting (Complete Streets Checklist)	August	
8	Nomination Approval to MTC for Prioritized Projects/Programs	8/26/2026	9/9/2026



DATE: April 29, 2026
TO: STA Board
FROM: Kathrina Gregana, Associate Planner
RE: MTC Community Action Resource and Empowerment (CARE) Program –Call for Projects and Evaluation Criteria

Background:

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

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

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

Discussion:

The CARE Program includes two funding categories designed to support projects through early development and eventual implementation. Specifically, the CBTP Project Development Technical Assistance component will fund planning and project development, enabling projects to become eligible for construction funding through the Participatory Budgeting and Implementation program, ultimately advancing them toward full implementation.

The two CARE categories are summarized below:

- 1) CBTP Project Development Technical Assistance (CBTP TA):
 - a. Funding Available: \$1,044,000 (+/- \$313,000)
 - b. Eligible Activities: Project Development - early to final design stages, alternatives analysis or public outreach
- 2) Participatory Budgeting and Implementation (PBI):
 - a. Funding Available: \$850,000 (+/- \$313,000)
 - b. Eligible Activities: CON

The STA has the ability to flex up to 30% of the total funding available between CBTP TA and PBI Implementation, which represents approximately +/-313,200 in flexible funding between the two funding categories.

Eligible applicants include Solano member agencies with CBTPs (including the cities of Dixon, Fairfield, Rio Vista, Suisun City, and Vallejo), relevant transit agencies and federally recognized Tribal governments).

Eligible projects include bus stop improvements, active transportation, art and cultural placemaking projects, or other enhancements to improve transportation access for low income residents and people with disabilities.

Both funding categories will be administered by the STA in partnership with MTC as part of the upcoming Coordinated Call for Projects which also includes OBAG 4, TDA-3 and TFCA. STA will work with Solano member agencies and transit operators to develop a project nomination list for submission to MTC. MTC will then review, screen and select projects for funding. Coordinated Call for Projects is anticipated to be released in May 2026 with applications due by June 30th.

Consistent with the intent of CBTPs and Participatory Budgeting Processes, the CARE Program prioritizes projects that benefit equity communities and demonstrate strong community support. Eligible projects must therefore be located within or serve an equity community, as defined by either the Solano Equity Framework (Tier 1 & 2), MTC's Equity Priority Communities Designation or the State's CalEnviroScreen 4.0.

Additionally, projects must originate from a CBTP or Participatory Budgeting process and the community engagement process through which the project was identified must be recent, ensuring that the project reflects current community priorities. With that said, applicants must provide specific documentation demonstrating this engagement. Projects that do not meet the minimum documentation requirements will be deemed ineligible. Beyond these minimum requirements, additional consideration will be given to projects that include additional support letters and other documentation that reflect meaningful community endorsement. Documentation requirements and forms of supplemental documentation are provided in Attachment B.

STA staff developed the draft CARE Program Evaluation Criteria (included as Attachment A) in accordance with the MTC's grant guidelines. The proposed evaluation criteria was presented as an Informational Item to the STA Consortium and STA TAC at their meetings on March 24 and March 25, 2026, respectively.

STA staff have met with each of the Solano cities and the County to discuss the OBAG 4/CARE/TDA-3/TFCA Coordinated Call for Projects process, criteria, and schedule, and to hear about potential project ideas that project sponsors may be interested in applying for. STA requests that member agency staff begin identifying potential projects that best align with the available funding programs and evaluation criteria. Projects sponsors are encouraged to reach out to STA staff for questions or feedback on their potential projects.

The STA TAC approved forwarding the recommendations to the STA Board for approval at its meeting on April 29, 2026.

Fiscal Impact:

\$1.894 million is available for the CARE Program. STA has the role of administering this grant program. There is no impact to the STA Budget.

Recommendations:

Approve the following:

1. Approve the Solano CARE Program Evaluation Criteria as specified in Attachment A; and
2. Issue a Call for Projects for \$1.894 million for the Solano CARE Program (\$1,044,000 for CBTP Project Development Technical Assistance and \$850,000 for Participatory Budgeting and Implementation) with flexibility of up to 30 percent between the two categories.

Attachments:

- A. Solano CARE Program – Draft Evaluation Criteria
- B. Solano CARE Program – Documentation Requirements

MTC CARE PROGRAM EVALUATION CRITERIA - SCORING RUBRIC 3/3/2026

(1) CBTP PROJECT DEVELOPMENT TECHNICAL ASSISTANCE (CBTP-TA); (2) PARTICIPATORY B

Solano Funding Target: \$1,044,000 for CBTP-TA & \$850,000 for PBI; (Flexible Funding: +/- \$313,000)

Eligible Applicants

- Bay Area cities, counties, transit agencies, federally recognized Tribal governments, and CTAs
- Non-profit organizations are only eligible if they partner with an eligible OBAG recipient (e.g., CTA, transit operator) that is willing to se

Project Eligibility Requirements

- Consist of capital transportation improvements. Operational studies may be eligible for funding, subject to MTC review
- Located within an EPC.
- If a project is not physically located within an eligible geography but is designed to serve the intended beneficiaries of the program, such as older adults, people with low incomes, people with disabilities and
- Originate from a CBTP, MTC-funded PB4, a locally led PB process, or a comparable community-driven planning effort that includes con
- Provide clear and verifiable evidence of current community support, particularly from historically underserved populations and organi

CRITERIA	MAX POINTS
<p>1. Equity</p> <p>Project is located within one or more of the equity designations:</p> <ul style="list-style-type: none"> • Solano Equity Framework - first two tiers • MTC Equity Priority Communities • State CalEnviroScreen 4.0 <p>If not located in an eligible equity community, project sponsor demonstrates a nexus between the project location and equity communities being served</p>	20
<p>2. Regional Plans and Policies</p> <p>Demonstrate consistency with other regional plans and policies, including the</p> <ol style="list-style-type: none"> 1. Plan Bay Area 2050+ 2. Coordinated Public Transit-Human Services Transportation Plan 3. Regional Safety/Vision Zero Policy 4. Equity Platform <p>Which plans and policies is this project consistent with? Please list.</p>	15
<p>3. Level of Community Support</p> <p>Demonstrate level of community support for the project. Additional consideration given to projects that include support letters and other documentation that reflect meaningful community endorsement</p> <p>Supplemental documentation that can be submitted by applicants include:</p> <ul style="list-style-type: none"> - Letters of support from CBOs, non profits, or local elected officials - Collective Petitions or Sign-On Letters - Formal Endorsements from community councils, boards, or advisory committees - Community Prioritization Workshops - Engagement Reports or Completed Plans: 	25
<p>4. Project Scope/Need</p> <p>Describe the unmet transportation need or gap the proposed project seeks to address with specific consideration for:</p> <ul style="list-style-type: none"> • Enhanced active transportation options, • Improved transit access, and • Strengthened multimodal connectivity <p>How it addresses persistent mobility barriers experienced by historically underserved populations across the Bay Area</p> <p>*For CBTP-TA, projects that aim to advance project concepts to 100% PS&E will be prioritized</p>	20
<p>5. Project Deliverability</p> <p><u>Project Development Schedule</u></p> <ul style="list-style-type: none"> • Low anticipated risk to project development schedule • Project sponsor can deliver within the CARE programming period 	20
	100

Attachment B

MTC CARE Program Community Based Transportation Plan Technical Assistance Program (CBTP-TA) Documentation Requirements

Required documentation based on the project's origin and recency of the engagement process:

- **Projects originating from a PB process completed in 2022 or later** must include the originating planning or engagement document and do not require supplemental documentation.
- **Projects originating from a PB process completed in 2021 or earlier** must include the originating planning or engagement document and at least one additional form of supplemental documentation.
- **Projects not generated by a PB process** must include the originating planning or engagement document and at least one supplemental documentation item, depending on the age of the originating plan:
 - **CBTPs or other community-driven plans from 2022 or later:** At least one type of supplemental documentation demonstrating current community support is required.
 - **CBTPs or other community-driven plans from 2021 or earlier:** At least two types of supplemental documentation demonstrating current community support are required.

Projects that do not meet the minimum documentation requirements will be deemed ineligible.

Applicants may submit any of the following forms of supplemental documentation:

- **Letters of Support:** Minimum of three letters from separate community-based organizations (CBOs), non-profit organizations, or local elected officials.
- **Collective Petitions or Sign-On Letters:** At least ten signatures from trusted organizations broadly representing the community (e.g., CBOs, non-profits, Parent Teacher Organizations, food banks, faith-based groups).
- **Formal Endorsements:** Minimum of two official endorsements from community councils, boards, commissions, or advisory committees (e.g., Bicycle and Pedestrian Advisory Committee, Equity Advisory Committee).
- **Community Prioritization Workshops:** Documentation showing that CTAs, city staff, CBOs, and members of the public participated in reviewing and prioritizing candidate projects.

- **Engagement Reports or Completed Plans:** Reports or plans with documented engagement may be submitted in combination with other types of documentation to strengthen evidence of community support.



DATE: May 1, 2026
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2026-27 Call for Projects

Background:

Transportation Development Act (TDA) funds are generated from a ¼ cent tax on sales throughout California. Two percent of TDA funds go back to the county of origin in the form of TDA Article 3 (TDA-3) to fund Active Transportation (i.e. bicycle and pedestrian projects). Each fiscal year, the Solano Transportation Authority allocates TDA-3 funds. STA works with the Metropolitan Transportation Commission (MTC) to administer the TDA funds available for Solano County. MTC typically provides fund estimates each February, July, and September.

As part of the recommendation process, TDA-3 funding allocation requests are reviewed by STA’s Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) through a special joint meeting. The STA Board, through the recommendation of STA staff, STA TAC, and BAC/PAC committees, annually approves TDA-3 funding allocations for Active Transportation projects.

For Fiscal Year (FY) 2026-27 there is an estimate of \$532,582 in Transportation Development Act Article 3 (TDA-3) funds to be allocated by STA. The STA Board at the July 9, 2025 meeting committed \$101,890 in FY 2026-27 TDA-3 funds for the City of Fairfield East Tabor Tolenas Safe Routes to School Project. For reference, the STA Board action can be found on Page 69 of the [July 9, 2025 agenda packet](#).

Discussion:

After accounting for the FY26-26 TDA-3 allocation to the East Tabor Tolenas Safe Routes to School Project, a funding balance of \$430,692 remains to be allocated through a call for projects process that will be released in May 13, 2026 in coordination with the One Bay Area Grant Cycle 4, MTC Community Action and Resources and Empowerment (CARE) Program and the Transportation Fund for Clean Air (TFCA) 40% Funds. The deadline to submit applications for all four funding sources will be June 30, 2026. STA staff is considering a multiyear allocation of TDA funds for up to four years of funding.

STA staff will then conduct internal reviews for project submittals. Following the internal review period, project sponsors will need to present their projects at the Joint Bicycle and Pedestrian Advisory Committee scheduled for September 3, 2026. Both committees will subsequently provide a recommendation for the STA TAC and STA Board’s consideration for approval.

STA is anticipating bringing TDA-3 funding recommendations to the STA TAC meeting on September 30, 2026, for STA Board consideration and approval at the October 14, 2026 meeting.

The call for projects schedule is also shown in Attachment A.

At their meeting on April 29, 2026, the STA TAC unanimously approved the recommendations to forward for the STA Board approval at their meeting on May 13, 2026.

Fiscal Impact:

None to the STA Budget. The average annual TDA-3 discretionary fund capacity is \$500,000. Funds are provided through the Transportation Development Act funds. STA staff is considering an allocation recommendation of up to four years of TDA-3 funding estimated to be close to \$2M.

Recommendation:

Authorize the Executive Director to issue a Call for Projects for Transportation Development Article 3 Funds.

Attachment:

A. TDA-3 Call for Projects Schedule

FY 2026-27 TDA-3 Call for Projects Schedule:

- **Release the Call for Projects and Application Package** — May 13, 2026
- **Deadline for Applications** — June 30, 2026
- **Joint BAC/PAC Meeting** – September 3, 2026, from 6:00-7:30 p.m.
- **Draft Project Recommendations to the STA TAC** — September 30, 2026
- **Draft Project Recommendations to the STA Board** — October 14, 2026
- **TDA-3 Allocation Letters*** – Early winter 2027

**Grant recipients approved for TDA-3 funding will be sent allocation letters from MTC*

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DATE: May 1, 2026
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner, (707) 399-3214
RE: Bay Area Air District Transportation Funds for Clean Air (TFCA) 40% Fund Program Fiscal Year (FY) 2026-27 Call for Projects

Background:

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

The Bay Area Air District, in coordination with the nine CMA's, establishes TFCA policies for both programs annually. TFCA discretionary funds can be programmed towards active transportation and clean air projects, such as electric charging stations and rideshare programs. Southwestern portions of Solano County are eligible to apply for these funds. This area includes the cities of Benicia, Fairfield, Suisun City, and Vallejo, as well as the adjacent unincorporated areas. The Yolo-Solano Air Quality Management District provides similar funding (i.e. Clean Air Funds through a different process) for the remaining cities of Dixon, Rio Vista, Vacaville, and the adjacent unincorporated areas.

All eligible projects must meet cost-effectiveness requirements that demonstrate the capabilities of the projects to advance air emission reduction goals. Project sponsors must submit monitoring reports twice a year. The next round of monitoring reports is due in May 2026. STA staff aims to identify projects that align well with the goals of both the Bay Area Air District and STA.

Discussion:

As part of this upcoming fiscal year funding cycle, the Bay Area Air District provided a one-time funding augmentation of \$1.0 million to fund active transportation projects, for a total of \$1,273,597 available for programming in FY 2026-27 by the STA.

The Solano Mobility Employer Commuter Program has remained a priority program for the STA Board to reduce congestion and to promote the use of travel alternatives in Solano County. Benefits of the program include marketing and promotion of commute alternatives through transit brochure distribution, vanpool formations, bicycle and pedestrian education, employer programs, marketing events, and incentive campaigns. The program continues to be one of the most cost-effective clean air programs in terms of air emission reduction benefits as calculated through Bay Area Air District TFCA program. STA staff recommends allocating \$273,597 to fund Solano Mobility Employer Commuter Programs. The TFCA funds will assist in matching funds provided by the Yolo-Solano Air Quality Management District and State Transit Assistance Funds.

With the remaining fund balance of \$1.0 million, STA staff is recommending that the STA Board issue a Call for Projects at the May 13, 2026, STA Board Meeting, with applications due on June 30, 2026. STA staff will review the submitted applications and calculate the cost-effectiveness benefit before providing an approval recommendation to the STA Board at the October 14, 2026, meeting.

At their meeting on February 25, 2026, the STA TAC unanimously approved the recommendations to forward for the STA Board approval at their meeting on May 13, 2026.

Fiscal Impact:

The FY 2026-27 Transportation Fund for Clean Air (TFCA) 40% Fund discretionary capacity is estimated to be \$1,273,597. Funds are provided by the Bay Area Air District. \$273,597 is recommended to fund the Solano Mobility Employer Program.

Recommendations:

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.

Attachment:

- A. Fiscal Year (FY) 2026-27 TFCA 40% Fund Program Call for Projects Schedule

FY 2026-27 TFCA 40% Fund Program Call for Projects Schedule:

- **Release the Call for Projects and Application Package** — May 13, 2026
- **Deadline for Applications** — June 30, 2026
- **Draft Project Recommendations to the STA TAC** — September 30, 2026
- **Draft Project Recommendations to the STA Board** — October 14, 2026
- **Funding Agreements*** will be sent out in December 2026

Grant recipients approved for TFCA funding will need to execute a funding agreement once the Bay Area Air District staff have reviewed and approved FYE 2027 project submittals.

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DATE: May 1, 2026
TO: STA Board
FROM: Kathrina Gregana, Associate Planner
RE: SolanoExpress Route Name Changes and Regional Mapping & Wayfinding in Solano County

Background:

In 2021, MTC initiated the Regional Mapping & Wayfinding Project, following recommendations from the Blue Ribbon Transit Recovery Task Force which identified a regionally harmonized mapping and wayfinding system as a key strategy for improving transit usability and supporting ridership.

The Regional Mapping and Wayfinding Project has three primary goals:

- Provide easy-to-understand, dependable and familiar transit information for travelers, regardless of where they are in the Bay Area
- Make it easy for transit agencies to update signs and implement new standards, including common parts and processes
- Support the social, environmental, economic and equity goals of [Plan Bay Area 2050](#) – the long-range regional plan – by increasing transit visibility and ridership

This item provides an informational update on the MTC Regional Mapping & Wayfinding Project and the progress to date on the two pilot sites in Solano County: the Solano Rail Hub at the Suisun-Fairfield Train Station and Vallejo Transit Center/Ferry Terminal, and other related efforts.

Discussion:

In March 2026, MTC finalized and approved the Regional Network Identity Style Guide and the Transit Stop Signage Design Guide. These standards establish a unified and consistent language design intended to make it easier for riders in the Bay Area to identify information and use transit.

To date, MTC has completed site audits for both Solano County pilot hubs, along with Pilot Strategy Reports that include an existing conditions analysis, circulation review, and preliminary sign placement concepts. Cost estimates have also been developed for the signage build out scenarios for both hubs.

MTC will be fully funding the signage planning, design and installation for the pilots at the Solano Rail Hub and the Vallejo Transit Center & Ferry Terminal. MTC is currently conducting an RFQ process to procure design-build contractors who can fabricate and install the new designs. STA will be invited to review and provide feedback on the detailed signage when those are developed. A more defined implementation timeline will be available following the selection of the design-build out contractors. The goal is for wayfinding signage installation to occur sometime between 2026 through 2027.

In parallel with these efforts, STA committed \$500,000 to support the expanded implementation of MTC's Regional Wayfinding and Mapping projects beyond the initial two pilot hubs. This

funding will support install wayfinding signage at stops along regional transit services in Solano County, specifically Solano Express regional routes, Vine 21, Rio Vista Delta Breeze 50, Fairfield-Vacaville Train Station, and Solano Mobility Express, in accordance with the Regional Wayfinding and Mapping Signage Design Guide.

The Intercity Funding Working Group (ITFWG) held a meeting on April 23rd to discuss the regional mapping and wayfinding initiative. Based on these discussions, STA staff developed a two-part recommendation for action for the Board's consideration:

As part of the Regional Mapping and Wayfinding Program, MTC has requested that SolanoExpress routes transition from color-based names back to numerical designations. The change is intended to maintain color-based lines for rail systems, such as BART and Caltrain, while using numerical naming conventions for bus services to help riders more easily distinguish between transit modes. The proposed route naming would also restore SolanoExpress to its original numbering name convention. The proposed route naming is included as Attachment A. STA staff have determined that this proposed change requires approval from the STA Board.

With respect to the \$500,000 in matching funds, ITFWG members agreed that transit signage replacement for regional services should be prioritized, with any remaining funds allocated toward local transit sign updates. STA staff will continue to work with the transit operators to develop a plan for spending the wayfinding funds in the most effective and equitable manner. This approach is also consistent with the direction provided by the STA Board at the April Board meeting.

The STA Consortium and TAC each approved forwarding the recommendations to the STA Board for consideration and approval at their meeting on April 28 and April 29, 2026, respectively.

Fiscal Impact:

None.

Recommendations:

Approve the following:

1. Authorize the route naming revisions to the Solano Express Network
2. Approve up to \$500,000 in funding for Solano transit wayfinding sign replacement, in accordance with the Regional Mapping and Wayfinding Design Guidance, and prioritizing regional signage, with any remaining funds allocated to local transit sign updates
3. Authorize the Executive Director to enter into funding agreements Soltrans and other transit operators in Solano County to implement the wayfinding sign replacement program not to exceed \$500,000.

Attachments:

A: Solano Express Network – Route Naming Updates

Solano Express Network – Route Naming Updates

- **ROUTE 40** (formerly **BLUE** Line)
Provides hourly all-day service between Concord and Vacaville and will connect with the Yellow Line at North Concord and Concord BART
- **ROUTE 60** (formerly **RED** Line)
Provides hourly all-day service between Concord and Vacaville and will connect with the Yellow Line at North Concord and Concord BART
- **ROUTE 90** (formerly **GREEN** Line)
Express service from Suisun to El Cerrito del Norte BART with one stop in Fairfield, Reduced to two peak round-trips, midday service covered by Routes 60 and 40.
- **ROUTE 70** (formerly **YELLOW** Line)
Will serve North Concord and Concord BART, retain all Benicia stops, and maintain consistent 60-minute service throughout the day. Connects with Route 60 in Vallejo and Route 40 in Concord.
- **ROUTE 30** (formerly *Solano Mobility Express Vanpool Service*)
Provides weekday service to the Cities of Vacaville, Dixon, UC Davis (Memorial Union) and Sacramento.

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DATE: April 29, 2026
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: First Amendment to Solano Express Intercity Transit Funding and Cost-Sharing Agreement for FY 2026-27

Background:

Before 2005, funding for Solano Express was shared among local jurisdictions through various understandings and informal, year-to-year funding agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit, the STA developed, in collaboration with the transit operators, a countywide cost-sharing method that would provide funding stability for the operators of the intercity services and an equitable and predictable cost-sharing formula for the funding partners. A working group, the Intercity Transit Funding Working Group (ITFWG), was formed, comprising representatives from STA, Solano County, and each participating city in Solano County. The first countywide Intercity Transit Funding Agreement was established for FY 2006-07.

Key components of the agreement include the Intercity Cost Sharing Formula, which is primarily based on two factors: ridership by residence and population. This shared funding covers the cost of these routes, after accounting for Farebox and other non-local revenue. Another key element of the agreement is that these routes be regularly monitored so that all the funding partners are aware of their performance. This data helps guide future funding, service planning, and marketing decisions.

In FY 2012-13, a revised Intercity Transit Funding Agreement was approved, based on the FY 2009-10 Agreement, and modified to ensure that the essential elements of the agreement could withstand the test of time, eliminating the need for annual updates and signatures from all city managers, public works directors, and agency attorneys. The STA Board approves the Solano Express operating budget annually after the Intercity Transit Funding Working Group review, as needed. The agreement continues in perpetuity unless the parties decide otherwise, or a need arises to amend it. With the merger of Benicia and Vallejo's transit systems in 2011, Solano County Transit (SolTrans) has replaced those two cities as funding partners.

In January 2023, the City of Suisun City separated from Fairfield and Suisun Transit (FAST). It began operating its own Microtransit service with STA's assistance, becoming a Solano Express-represented funding partner.

On October 24, 2023, STA staff and the Intercity Transit Funding Working Group (ITFWG) met to discuss the updated Intercity Funding and Operating Agreement for Solano Express. STA received comments from the City of Fairfield and the City of Vacaville at that time. On November 16, 2023, the Solano Express Intercity Funding and Operating agreement was on the SolTrans Board agenda; however, the SolTrans Board decided to table the item. On November 28, 2023, the Draft Intercity Transit Funding and Operating Agreement was presented to the Solano Express Intercity Transit Consortium as an information item. STA staff presented the draft Intercity Transit Funding and Operating Agreement to the ITFWG again on May 22, 2024.

On December 10, 2024, the STA Board reviewed and approved the Solano Transit 2030 Policy Committee's Final Recommendations to clarify interagency communication and partner roles and responsibilities. The updated Solano Express Intercity Funding and Cost-Sharing Agreement aligns with the Solano Transit 2030 Policy Recommendations. On January 16, 2025, the SolTrans Board discussed the Solano Express Intercity Funding and Cost-Sharing Agreement and provided recommendations to the SolTrans staff. STA has incorporated the SolTrans Board recommendations in the updated Intercity Funding and Cost-Sharing Agreement. The Agreement was presented to the January 28, 2025, Intercity Transit Funding Working Group, where SolTrans Staff provided additional comments. The additional comments are included in the final version of the Intercity Funding and Cost-Sharing Agreement (Attachment A).

On February 25, 2025, this item was presented to the Solano County Intercity Transit Consortium. STA staff presented the item and highlighted amendments incorporated from the cities of Vacaville, Fairfield, and the SolTrans Board. SolTrans staff reviewed the agreement again and said they had drafted changes to be reviewed by SolTrans Legal Counsel before submitting it to STA. STA staff explained that the identified SolTrans concerns raised at the Intercity Working Group meeting on January 28, 2025, were incorporated into the agreement. SolTrans motioned that this item be moved to the March 25th Consortium Agenda. The Solano County Intercity Transit Consortium voted to move this item to the March 25th Consortium meeting.
(9 Ayes)

On March 25, 2025, STA staff presented the Solano Express Intercity Transit Funding and Cost-Sharing Agreement again with all changes requested and reminded the Consortium members that the agreement is necessary for the program's funding and emphasized the need for a funding agreement for the funding of the service to continue and guarantee funding from all the funding partners for FY 2025-26.

SolTrans staff commented that they (SolTrans) are in the middle of their COA, and the agreement has not yet gone to the SolTrans Board. They did not want to recommend forwarding the agreement due to the main concern of being held accountable for schedules and service changes that are likely to occur, for which the funding partners may not agree. Vacaville staff commented that this Committee should be following the Transit 2030 Policy recommendations approved by the STA Board.

The Intercity Funding and Cost Sharing agreement includes language to address schedule and/or service changes. On page 19 of the agreement (Attachment A), under section V. Route, Schedule, Service Areas, the agreement states that changes to vehicle revenue hours and bus stops shall be presented to the Intercity Funding Working Group (ITFWG), Transit Consortium, and STA TAC for consideration and approval by the STA Board before implementation.

At the same meeting, STA staff noted that a funding agreement will be required before SolTrans can claim the FY 2025-26 Solano Express funding. SolTrans staff indicated that they understood the need for a funding agreement. STA staff requested that SolTrans provide language pertaining to services outlined in the agreement. After more discussion, the group agreed to table this item until the next month's meeting of the Consortium on April 29, 2025.

On April 29, 2025, STA staff noted that the Intercity Transit Funding and Cost Sharing agreement is being returned to the Solano County Intercity Transit Consortium for approval and reemphasized the agreement's importance to the program's funding, highlighting the need to fund the Solano Express service. SolTrans staff indicated they are working on amendments. After the discussion, a motion was passed to continue the conversation at the next scheduled meeting on May 27th.

The Solano County Intercity Transit Consortium unanimously approved the recommended action at its May 27, 2025, meeting. The STA TAC voted unanimously on May 28, 2025, to forward the recommended action to the STA Board for approval.

On June 11, 2025, the STA Board, by unanimous vote, approved the Solano Express Intercity Funding and Cost-sharing Agreement (Attachments A and B). On June 12, 2025, the SolTrans Board voted unanimously to approve the Solano Express Intercity Funding and Cost-Sharing Agreement, which was signed on August 26, 2025. Over the next couple of months, the Cities of Dixon, Fairfield, Suisun City, and Vacaville executed the Solano Express Intercity Funding and Cost-Sharing Agreement. Solano County Board of Supervisors was the final approval required, and it approved the agreement on September 9, 2025.

Discussion:

This item was presented as an informational item to the Intercity Funding Working group on March 19, 2026, to the Intercity Transit Consortium on March 24, 2026, and to the STA Board on April 8, 2026. In preparation for the approval of the FY 2026-27 Solano Express Intercity Transit Funding and Cost-Sharing Agreement. The following information must be agreed upon by the funding partners for the FY 2026-27 1st contract amendment to the Solano Express Intercity Transit Funding and Cost Sharing Agreement.

1. Cost Per Revenue Hour
2. Service Hours by Route
3. FY 2026-27 Solano Express Budget
4. FY 2026-27 Funding Plan and 5 Year Financial Forecast

The FY 2026-27 Solano Express Intercity Funding and Cost Sharing Agreement is being brought forward as an action item. On April 23, 2026, the Intercity Funding Working Group discussed the FY 2026-27 Solano Express Cost Per Revenue Hour of \$246.76, the Solano Express Budget of \$11.1 million, the Funding Plan, and the Agreement, and made recommendations for approval. At the ITFWG, SolTrans expressed a desire to discuss the STA Role and Responsibilities as they relate to Solano Express in the next fiscal year.

On April 28th & 29th, 2026, the Solano County Intercity Transit Consortium and STA TAC discussed the Solano Express Cost per revenue hour, Budget, Funding Plan, and the Agreement. and took action to recommend approval by the STA Board. At the STA TAC, there was a discussion regarding SolTrans' s desire to revisit STA Roles and Responsibilities regarding Solano Express. A concern was raised by two of the funding partners that the STA Board is the only Board in which all funding partners are equally represented.

Approval of the Solano Express Cost per revenue hour, Budget, Funding Plan, and Agreement by the STA Board on May 13, 2026, will allow all funding partners time to approve the 1st amendment to the Solano Express Intercity Funding and Cost Sharing Agreement for FY 2026-27 (Attachment C) in May and June before the current agreement expires on June 30, 2026.

Fiscal Impact:

The Solano Express recommended budget for FY 2026-27 is \$11.1 million, which is an increase of \$737,663 from FY 2025-26. The recommended cost per revenue hour for FY 2026-27 is \$246.76, a 7.1% increase from FY 2025-26. The Revenue hours will remain at 45,000. Funding is provided with Regional Measure 2 (\$2.1 million), Regional Measure 3 (\$3 million), State Transit

Assistance funds (STAF) (\$1.9 million), and TDA contributions from partner agencies. The Funding Plan, including the variable elements of the cost-sharing agreement for FY 2026-27, is included as Attachment B. The Solano Express Draft Budget for FY 2026-27 is reflected as Attachment D, and the FY 2026-27 Solano Express 5 Year Financial Forecast is Attachment E.

Recommendations:

Forward a recommendation to the STA Board to approve the 1st Amendment to Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27(Attachment C, D & E) with the updated:

1. Solano Express Cost Per Revenue Hour
2. Solano Express Service Hours by Route
3. FY 2026-27 Solano Express Budget
4. FY 2026-27 Funding Plan and 5 Year Financial Forecast

Attachments:

- A. Solano Express Intercity Funding and Cost Sharing Agreement
- B. FY 2026-27 Solano Express Funding Plan
- C. 1st Amendment to the Solano Express Intercity Transit Funding and Cost Sharing Agreement for FY 2026-27
- D. FY 2026-27 Solano Express Draft Budget
- E. FY 2026-27 Solano Express Funding Plan, and 5 Year Financial Forecast

**INTERCITY TRANSIT FUNDING AND COST SHARING AGREEMENT
(SOLANO EXPRESS) BY AND AMONG
THE SOLANO TRANSPORTATION AUTHORITY, THE COUNTY OF SOLANO,
THE SOLANO COUNTY TRANSIT, THE CITY OF DIXON, THE CITY OF
FAIRFIELD, THE CITY OF SUISUN CITY, AND
THE CITY OF VACAVILLE**

THIS AGREEMENT (“Agreement”) is made and entered into as of this **1st day of July, 2025**, by and among the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq., and the Congestion Management Agency (CMA) and the County Transportation Authority (CTA) for Solano County, hereinafter referred to as “**STA**”, and the governmental entities in Solano County providing intercity transit services to the citizens of Solano County: to wit:

THE COUNTY OF SOLANO (“**County**”), a political subdivision of the State of California; SOLANO COUNTY TRANSIT (“**SolTrans**”), a joint powers entity organized under Government Code section 6500 et seq.; and FOUR MUNICIPAL CORPORATIONS (“**Cities**”) in Solano County:

The City of Dixon,
The City of Fairfield,
The City of Suisun City, and
The City of Vacaville

Unless specifically identified, the various public agencies herein may be commonly referred to as the “**Parties**” or “**County, City, and Cities**” or “**Jurisdictions**” or “**Intercity Transit Operators**” as the context may require.

RECITALS

WHEREAS, STA is authorized by Public Utilities Code § 180152 to enter into agreements to provide public transport services and has historically exercised that authority with respect to intercity transit routes and paratransit services; and

WHEREAS, this Agreement establishes certain goals and principles for Intercity Transit Activities in Solano County; and

WHEREAS, the provision of transit services throughout Solano County has been developed on a jurisdiction-by-jurisdiction basis and, as a result, the provision of intercity transit services to the citizens of Solano County may be enhanced by the improved coordination of transit routes and other issues among the transit providers. Further, funding of transit services is a complex process which has been partially remedied by coordination of certain transit funds (including Transportation Development Act (TDA) Funds, State Transit Assistance Funds (STAF), Regional Measure 2 and Regional Measure 3) through the STA for approval by the Metropolitan Transportation Commission (MTC); and

WHEREAS, STA has sponsored, and the County and Cities have joined and participated in, the Intercity Transit Funding Working Group (“ITFWG”) which is comprised of representatives that are Parties to this Agreement; and

WHEREAS, STA’s I-80/I-680/I-780 Transit Corridor Study completed in 2004 identified seven intercity bus routes in Solano County, all of which are subsidized by more than one jurisdiction; and

WHEREAS, the Parties agreed to a cost-sharing methodology and funding for these routes beginning in 2006; and

WHEREAS, in 2018 STA finalized the Intercity Corridor Study (Solano Express) and approved the transition from seven (7) routes to four (4) color system: Blue, Green, Red, and Yellow; and

WHEREAS, STA’s Comprehensive Transportation Plan (CTP) for Solano County plans, directs, and prioritizes the transportation needs of Solano County, and incorporates various STA studies and plans into a 25-year planning document, and the Solano CTP 2040 was completed in June 2020; and

WHEREAS, STA, Solano County, the incorporated cities in Solano County providing transit services (Dixon, Fairfield, Suisun City, and Vacaville), and SolTrans have previously commenced, and have agreed to fund, express transit services as part of this Intercity Transit Funding and Cost Sharing Agreement including express route transit service provided by SolTrans between Vallejo, Benicia and Walnut Creek BART station and return (collectively, “SERVICES”). The Solano Express routes are defined as the Yellow Line serving Vallejo, Benicia, Concord, and Walnut Creek BART; the Red Line serving Fairfield, Suisun City, Vallejo, and El Cerrito del Norte BART, which was expanded to include servicing San Francisco under Route 82; the Green Line serving Fairfield, Suisun City, and El Cerrito del Norte BART; and the Blue Line serving the I-80 corridor from UC Davis to Walnut Creek BART, serving the communities of UC Davis, Dixon, Vacaville, Fairfield, and Benicia, and a matrix of presently existing Intercity Transit Routes and the service areas covered by this Agreement is outlined in **Attachment A**; and

WHEREAS, STA’s coordination of the annual multi-agency TDA matrix, the STAF project funding for the county, Regional Measure 2 (RM 2), and Regional Measure 3 (RM 3) funding has clarified and simplified the funding claims process locally and regionally; and

WHEREAS, continuing to have a coordinated multi-year, multi-agency funding strategy with predictability and some flexibility would help to continue to stabilize intercity transit service funding in Solano County; and

WHEREAS, the Solano County Intercity Transit Operators and other funding partners participated in the aforementioned ITFWG which has, since its inception, met at least annually to review and refine data and funding formula, and to develop core concepts to guide the coordination and funding of intercity transit operations in the future.

AGREEMENT

NOW, THEREFORE, STA, the County, SolTrans (representing the cities of Benicia and Vallejo) and the Cities of Dixon, Fairfield, Suisun City, and Vacaville in consideration of the mutual promises herein, agree as follows:

Part I Transit Coordination and Guiding Principles

Principle 1:

To provide certainty to Intercity Transit Operators and funding partners, and to establish a consistent method and an agreement for sharing subsidies for all intercity transit routes by Solano Intercity Transit Operators based on a consensus of the participating jurisdictions.

Principle 2:

To focus limited financial resources and deliver productive, connective, and reliable intercity transit service and to develop a cost effective and affordable intercity route structure that will: 1) be implemented with the agreed upon subsidy sharing agreement; 2) meet the policy/coverage requirements agreed upon; and 3) be marketed jointly.

Principle 3:

To develop strategies to consistently evaluate, modify, and market intercity transit services with the implementation of this Agreement.

Principle 4:

To comply with all local, state, and federal rules and regulations, including Title VI.

Part II Service Plan Review

In 2006, the Parties initially developed a set of criteria for evaluating intercity transit routes and service plans in order to provide consistency of analysis and a comprehensive, common, and uniform methodology for such evaluations:

1. Service Productivity Measures:
 - Passengers per revenue hour.
 - Passengers per trip.
 - Passengers per revenue mile.

2. Cost Efficiency Measures:
 - Cost per vehicle revenue hour.
 - Cost per vehicle revenue mile.

3. Cost Effectiveness Measures:
 - Cost per passenger trip.
 - Farebox Recovery Ratio.

4. Policy/Coverage Requirements:

- Provides connectivity between cities.
- Provides regional transit connections.
- Meets unmet transit needs.
- Minimize stops in each city.
- Is user friendly.

The Solano Express Performance Benchmarks were initially developed in fiscal year (FY) 2012-13 and updated in October 2016 in order to better monitor and evaluate the consolidated seven routes system into initially a four-route system and with the addition of Route 82 now a five-route system known as Solano Express and will specify the metrics and performance standards against which actual performance of the Intercity Routes will be measured.

Part III
Intercity Transit Funding and Cost Sharing Agreement

A. Included Intercity Transit Routes/ Intercity Transit Route Definition

To be included in this Agreement, a route must meet all five of the following criteria:

1. Operates between two cities; and
2. Has a monthly ridership of at least 2,000; and
3. Operates at least five (5) days per week; and
4. Has been operating for at least a year and is not scheduled for deletion within the fiscal year; and
5. Maintains service that meets at least one of the performance standards identified in the Coordinated Short Range Transit Plan (SRTP) with regards to service productivity, cost efficiency, and cost effectiveness.

B. Baseline Cost Data Source

Annually each Intercity Transit Operator shall prepare a baseline cost estimate. The baseline cost estimate for the fiscal year shall be based on the Intercity Transit Operators' preliminary budget for that fiscal year prepared in the Spring preceding the start of the fiscal year. The preliminary budget estimate shall include unit cost or line-item cost escalation (as appropriate), cost changes due to service changes (e.g., changes to service hours), changes due to contract changes and estimates of allocated overhead costs by mode. The preliminary budget estimate shall include a comparison to the most recent audited year's actual expenses and revenues, and estimated budget vs. actual expenses and revenues for the preceding and any unaudited fiscal years.

The baseline cost estimate shall be submitted with the Intercity Transit Operators' completed three variable cost allocation model that includes an estimate of fares by route and other subsidies by route. Sources for other subsidies shall be identified in the cost allocation model or by another means to make clear the amounts and sources of other subsidies.

C. Mid-Year Budget or Cost Changes

Each Intercity Transit Operator shall report to the ITFWG and Solano Express Intercity

Transit Consortium (“**Transit Consortium**”) variances from the planned/budgeted costs and revenues for each intercity transit route no later than February 1st of each year. Budget variances and changes in subsidy requirements shall be considered by the ITFWG and Transit Consortium.

D. Baseline Data Definitions

The definitions for revenue service miles, and revenue service hours as used for the cost allocation model shall follow the definitions provided by the National Transit Database (NTD) and shall be consistent with the NTD data reported by the Intercity Transit Operators. In the event that routes are interlined, peak vehicles shall be allocated by the proportion of the peak period operated by each intercity transit bus. In any case, the total peak vehicles used in the cost allocation model shall not exceed the total peak fleet reported in NTD.

E. Cost Allocation Model

The ITFWG has agreed to use a three variable cost model for allocating intercity transit costs by route. This model is based on the NTD’s recommended approach for allocating transit costs by vehicle hours, and vehicle miles. The ITFWG uses this model to assign intercity transit costs by route. The results of the cost model form the basis for allocating subsidies to each jurisdiction. Each Intercity Transit Operator shall input data into the model and the models shall be submitted to STA and each jurisdiction for further use and review.

F. Net Costs to be Shared

The net cost of each intercity transit route is the total cost of the route minus farebox revenue, RM 2 and RM 3 funds, STAF, FTA, and other non-TDA operating funds that are applied to the route.

G. Ridership Survey Data

On-board ridership surveys have been taken periodically since 2006 to provide the ITFWG with data regarding the number of riders by jurisdiction of residence by intercity route. This data is assembled for use in establishing the cost sharing formula set forth in this Agreement. The on-board survey will be conducted periodically and no less frequently than every three (3) years by STA for purposes of updating the ridership information in this Agreement. The last Solano Express Ridership Survey was completed during the Spring of 2022 and subsequently adopted by the STA Board in October 2022. The Ridership Survey update was completed as scheduled for 2024 and will be provided to the ITFWG in preparation for fiscal year 2025-26. The next Ridership Survey will be scheduled in 2026.

H. Population Data

City and County Unincorporated population data for Solano County shall be obtained from the most current publication of the State of California Department of Finance E-4 Population Estimates for Cities, Counties and State. This information shall be updated and incorporated into this Agreement’s cost sharing formula annually.

I. Intercity Transit Cost Sharing Formula

Intercity transit costs shall be shared among the jurisdictions based upon an agreed upon formula whereby the net cost of each route is further reduced by the County Unincorporated Area's agreed upon proportionate share for each route, up to an agreed upon maximum for the County share. The County share is negotiated annually and is based on either the proportion of the County's population share of the net subsidy required, or by increasing the prior year County share by the Consumer Price Index. The resulting net cost is shared twenty percent (20%) by population share and 80% by ridership by jurisdiction of residence. The subsidy amounts provided by each jurisdiction will be included in the annual TDA matrix prepared by STA and submitted to MTC.

J. Cost Estimates and Actual Costs -- Year End Reconciliation

The baseline cost information used in the cost allocation model is based on preliminary budget information for the next fiscal year. As such, the costs are estimates only and are subject to change.

1. After annual audited financial statements are presented to and/or approved by the Intercity Transit Operators' governing body, transit operator staff will update the data in the Cost Allocation Model ("CAM") for the audited fiscal year. Updated actual cost, revenue (fares and other revenue), hours, miles, and peak vehicle data shall be included in the cost allocation model, consistent with the data reported to NTD.

2. Using results of the CAM populated with actual audited data, STA will recalculate the subsidy shares owed by each jurisdiction for the fiscal year and compare the amounts to the amounts paid according to the cost sharing formula in the Agreement.

3. Differences between the planned/budgeted subsidies included in the Agreement and the actual subsidy requirements based on audited data will be identified and a "true-up" will be performed. Subsidy surpluses (overpayments by a jurisdiction for its formula share of intercity transit services) and deficits (underpayments by a jurisdiction for its formula share of intercity transit services) will be applied to the subsequent year's amount due for intercity transit services. Based on the availability of audited data after the close of a fiscal year, there will be a two-year lag for applying actual results for a given fiscal year to the subsidy shares for the upcoming budget year. That is, reconciliation for Year 1 (for example, Fiscal Year 2023-24) will be applied to the subsidy shares due for Year 3 (for example, Fiscal Year 2025-26). The Parties intend to begin this reconciliation process with FY 2022-23, which will inform the amount to be contributed by each Party in FY 2024-25.

K. Application of the Intercity Transit Cost Sharing Formula

The Intercity Transit Operator shall provide the actual mid-year cost for the current fiscal year and the estimated cost for the forthcoming fiscal year no later than March 15th. The intercity transit cost sharing formula shall be calculated and the results presented to the ITFWG, Transit Consortium, and Technical Advisory Committee ("TAC") no later than April annually, unless a different date is agreed-to by the parties to this Agreement. The results of these calculations are shown in **Attachment A** to this Agreement. **Attachment A** shall be modified administratively and recommendation of the ITFWG will be presented to the Transit

Consortium and TAC for consideration and approved by a vote of the STA Board no later than May each year.

L. Reporting

The Intercity Transit Operators shall report at least quarterly to the STA and ITFWG the following information by intercity route in accordance with the established benchmarks:

- Budget vs. actual cost for the quarter;
- Budget vs. actual cost per revenue service hour for the quarter;
- Budget vs. actual fares for the quarter;
- Ridership;
- Service hours;
- Missed trips by route;
- Missed stops by route;
- Service design;
- Service productivity;
- Cost efficiency; and
- Cost effectiveness.

M. Role and Responsibility of the ITFWG

Recognizing that seven of eight local jurisdictions within Solano County participate in funding intercity transit routes, all proposed fare and service changes shall be presented by the Intercity Transit Operators to the ITFWG, Transit Consortium, TAC and approved by the STA Board at least one hundred eighty (180) days prior to implementation and in sufficient time for the ITFWG’s consideration. All participating jurisdictions are responsible for participating in the ITFWG and for meeting their financial obligations under this Agreement.

Part IV

General Terms and Conditions

1. Term of Agreement

This Agreement is effective as of the date written above and shall continue through fiscal year 2025-26, with an option to renew, unless it is terminated or modified in writing with approval by the STA Board and a majority of the other signatories representing a majority of the population of Solano County.

2. Method for Claims

All funding claims for TDA, STAF, or RM 2 and RM 3 funds for intercity transit services identified under this Agreement shall be made by the eligible Parties to MTC and shall be consistent with the annual funding matrix prepared by STA in coordination with the Parties. As required under current policy, TDA claims must be approved by the STA Paratransit Coordinating Council (PCC), Transit Consortium, TAC, and STA Board prior to approval by MTC.

3. Independent Contractors

STA shall perform this Agreement as an independent contractor. STA shall, at its own risk and expense, determine the method and manner by which duties imposed on STA by this Agreement shall be performed; provided however that the County and Cities may monitor the work performed by STA. For projects or studies undertaken pursuant to this Agreement by the County or any of the Cities, said County or City shall perform this Agreement as an independent contractor. Said County or City shall, at its own risk and expense, determine the method and manner by which duties imposed on them by this Agreement shall be performed; provided however, that the other Parties may monitor the work performed by said County or City.

4. Transit Services

STA contracts with Intercity Transit Operators to provide any and all labor, equipment, tools, fuel, material, management, data management, financial services, and operations services related to and necessary for implementation and operation of said SERVICES upon the terms and conditions set forth. Intercity Transit Operators shall provide the SERVICES pursuant to the provisions set forth in the attached exhibits which are incorporated into this Agreement as though set forth in full:

Exhibit A: (Scope of Services)

Exhibit B: (Routes, Schedule and Fares for Service)

Exhibit C: (Performance Measures)

5. Indemnification

The Parties and STA shall defend, indemnify and hold harmless each other and their respective officers, agents, employees, or subcontractors from any claim, loss or liability, including, without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by any of the Parties or STA, or their respective officers, agents, employees, or subcontractors of activities required under this Agreement, and any fees and/or costs reasonably incurred by the staff attorneys or contract attorneys of the Party(ies) to be indemnified, and any and all costs, fees and expenses incurred in enforcing this provision.

6. Insurance

During the term of this Agreement, Intercity Transit Operators shall ensure their contractor maintains insurance coverage and lists STA and SolTrans as additional insured at least as broad as:

- Commercial General Liability Insurance
- Automobile Liability Insurance
- Workers' Compensation insurance

Minimum Limits of Insurance:

(1)	General Liability: (Including operations,	\$10,000,000	per occurrence for bodily injury, personal injury, and property damage. If Commercial General Liability insurance or other form with a general
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	products and completed operations.)		aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
(2)	Automobile Liability:	\$10,000,000	per accident for bodily injury and property damage.
(3)	Workers' Compensation:	As required by the State of California.	

The endorsements should be on forms provided by the STA or on other than the STA's forms, provided those endorsements or policies conform to the requirements stated in this clause. All certificates and endorsements must be received and approved by the STA. STA reserves the right to require complete, certified copies of all required insurance policies, including endorsements effecting coverage required by these specifications.

7. Termination

Any individual Party may terminate this Agreement at the end of the fiscal year for the future fiscal year upon thirty (30) days written notice to the Parties. Request for termination of the Agreement is to come from the policy board of the agency requesting termination of their participation in the Agreement.

8. Authority of STA

STA, following consultation with Parties, shall decide all questions which may arise as to the quality or acceptability of work performed and as to the manner of performance of the work performed and all questions as to the acceptable fulfillment of this Agreement on the part of Parties.

STA reserves the right to assign its responsibilities under Agreement to a successor governmental entity for the provision of the public transportation services herein addressed. Unless otherwise agreed, such assignment shall constitute a complete novation between STA and Parties and receipt by Parties from STA of sums then due and payable for services rendered pursuant to Agreement prior to assignment shall constitute a complete accord and satisfaction as between STA and Parties.

9. No Waiver

The waiver by any Party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

10. Notices

All notices required or authorized by this Agreement shall be in writing and shall be delivered in person, by e-mail, or by deposit in the United States mail, by certified mail, postage prepaid, return- receipt requested. Any mailed notice, demand, request, consent, approval, or communication that a Party desires to give to the other Parties shall be addressed to the other Parties at the addresses set forth below. A Party may change its address by notifying the other Parties of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five (5) days following the date of deposit, whichever is earlier.

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SOLANO TRANSPORTATION AUTHORITY

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11. Subcontracts

Within the funds allocated to the Parties under this Agreement. All Parties are hereby given the authority to contract for any and all of the tasks necessary to undertake the projects or studies contemplated by this Agreement.

12. Amendment/Modification

Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of STA and the Parties.

13. Interpretation

Each Party has reviewed this Agreement, and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting Party. This Agreement shall be construed as if all Parties drafted it. The headings used herein are for convenience only and shall not affect the meaning or interpretation of this Agreement. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.

14. Disputes and Dispute Resolution

If a dispute should arise between some or all of the Parties to this Agreement relative to the performance and/or enforcement of any provision of this Agreement, the dispute shall first be considered by the ITFWG. A recommended resolution based on the deliberations of the ITFWG will be presented to the Transit Consortium and TAC for their consideration. Final resolution of disputes will be determined by the STA Board of Directors following consideration of the Transit Consortium and TAC.

15. STA's Remedies on Breach

It is understood and agreed that in the event the Intercity Transit Operators do not perform the SERVICES in the manner required by the terms of this Agreement, then, in addition to all other remedies, penalties and damages provided by law, STA may provide such SERVICES and deduct the cost of doing so from the fund sources contemplated by this Agreement, including TDA amounts or historical funding shares claimed, due, or to become due to the Intercity Transit Operators.

16. Status of Parties

Parties shall be independent contractors and neither Parties nor any of its employees, agents or volunteers shall be employees of STA for any purpose related to this Agreement. This Agreement is by and between independent contractors and is not intended to and shall not be construed to create the relationship of agent, servant, employee, partnership, joint venture, or any type of association between and among the Parties.

17. Permits to Operate

At its sole cost and expense, Intercity Transit Operators shall obtain any and all permits, licenses, certifications, or entitlements to operate as are now or hereafter required by the State of California or any federal agency to enable Intercity Transit Operators to perform the SERVICES, and shall provide copies of all such entitlements to STA when received by Intercity Transit Operators. STA and Intercity Transit Operators shall cooperate and share equally in the cost and expense and process for obtaining any and all permits, licenses, certifications or entitlements required by any local agency for the provision of the SERVICES.

18. Severability

If any provision of this Agreement, or any portion thereof is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

19. Local Law Compliance

The Parties shall observe and comply with all applicable Federal, State, and local laws, ordinances, and Codes.

20. Non-Discrimination Clause

a) During the performance of this Agreement, the Parties and their subcontractors shall not deny the benefits thereof to any person on the basis of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

b) The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900. et seq.), the regulations promulgated thereunder (Title 2. California Code of Regulations. section 7285.0, et seq.), the provisions of Article 9.5, Chapter I, Part I, Division 3, Title 2 of the Government Code (sections 11135-1139.5) and any state or local regulations adopted to implement any of the foregoing as such statutes and regulations may be amended from time to time.

21. Force Majeure

Parties shall not be held responsible for/losses, delays, failure to perform, or excess costs caused by unforeseeable events beyond the control of Parties. Such events may include, but are not restricted to, the following: Acts of God, fire, epidemics, pandemic, quarantine, stay-at-home or shelter in place orders and unforeseen modification to those orders, earthquake, flood, or other natural disaster; riots, strike, war, and unavailability of fuel.

If the performance of this Agreement, or of any obligations hereunder, is prevented, restricted or interfered with by reason of natural disaster, war, civil disturbance, labor dispute or other cause beyond Parties' reasonable control, Parties, upon giving prompt notice to STA, shall be excused from such performance on a day-to-day basis to the extent of such prevention, restriction, or interference and STA shall likewise be excused from performance of its obligations on a day-for-day basis where performance is so prevented, restricted or interfered with; provided that STA and Parties shall each use its best efforts to avoid or remove such causes of nonperformance and both parties shall proceed to perform with dispatch whenever such causes are removed or cease. In the event of a delaying condition having more than ninety (90) days duration, the non-delaying party or parties may terminate this Agreement.

22. Audit

a) Parties shall permit the authorized representatives of STA, the MTC, the State of California, the U.S. Department of Transportation, and/or the Comptroller General of the United States to inspect and audit all data and records of the Parties relating to performance under this Agreement.

b) Parties agree to accept responsibility for receiving and replying to and/or complying with

the audit exceptions by appropriate STA, Solano County, State of California, or federal audit agencies occurring as a result of its performance of this Agreement.

23. Financial Records/Separate Records

Intercity Transit Operators shall maintain accurate and complete books, records, data, and documents on generally accepted accounting principles in accordance with Uniform System of Accounts and records adopted by the State Controller pursuant to section 99243 of the Public Utilities Code and as required by MTC. Such records shall be kept in such detail and form to meet applicable local, state, and federal requirements.

A complete and separate set of books, accounts, and/or records shall be maintained by Intercity Transit Operators, which records shall show details of transactions pertaining to the management, maintenance, and operation of this service under the terms of this Agreement. Intercity Transit Operators' records shall be kept with sufficient detail to constitute an audit trail to verify that any and all costs charged to the system created by this Agreement are in fact due to operations pursuant in this Agreement and not due to other operations by Intercity Transit Operators.

24. Access to Records

STA, the MTC, any other agency responsible for funding or oversight of this operation, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of the Intercity Transit Operators which are directly pertinent to this Agreement, for the purpose of making audit, examination, excerpts, and transcriptions of Intercity Transit Operators' files. Intercity Transit Operators shall maintain all these records for a period of at least four (4) years following contract closeout to allow for audits, examinations, excerpts, and transcriptions of Intercity Transit Operators' files.

25. Conflict of Interest

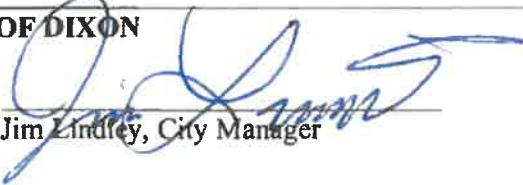
The Parties hereby covenant that they presently have no interest not disclosed, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its obligations hereunder, except for such conflicts that the Parties may consent to in writing prior to the acquisition by a Party of such conflict.

26. Entirety of Agreement



This Agreement constitutes the entire agreement between the Parties relating to the subject matter of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the Parties with respect to the subject matter hereof.

[signatures on the next page]


IN WITNESS WHEREOF, this Agreement was executed by the Parties hereto as of the date first above written.

<p>CITY OF DIXON</p> <p>By:  <u>Jim Lindley, City Manager</u></p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF FAIRFIELD</p> <p>By: _____ David Gassaway, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF SUISUN CITY</p> <p>By: _____ Bret Prebula, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF VACAVILLE</p> <p>By: _____ Savita Chaudry, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>COUNTY OF SOLANO</p> <p>By: _____ Bill Emlen, County Administrator</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ County Counsel</p>
<p>SOLANO COUNTY TRANSIT (SOLTRANS)</p> <p>By: _____ Beth Kranda, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ SolTrans Legal Counsel</p>
<p>SOLANO TRANSPORTATION AUTHORITY (STA)</p> <p>By: _____ Daryl K. Halls, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ STA Legal Counsel</p>

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<p>CITY OF SUISUN CITY</p> <p>By:  _____ Bret Prebula (Jun 18, 2025 11:16 PDT) Bret Prebula, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF VACAVILLE</p> <p>By: _____ Savita Chaudry, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>COUNTY OF SOLANO</p> <p>By: _____ Bill Emlen, County Administrator</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ County Counsel</p>
<p>SOLANO COUNTY TRANSIT (SOLTRANS)</p> <p>By: _____ Beth Kranda, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ SolTrans Legal Counsel</p>
<p>SOLANO TRANSPORTATION AUTHORITY (STA)</p> <p>By: _____ Daryl K. Halls, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ STA Legal Counsel</p>


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<p>CITY OF FAIRFIELD</p> <p>By: _____ David Gassaway, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF SUISUN CITY</p> <p>By: _____ Bret Prebula, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF VACAVILLE</p> <p>By: _____ Savita Chaudry, City Manager <i>Chaudhary</i></p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>COUNTY OF SOLANO</p> <p>By: _____ Bill Emlen, County Administrator</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ County Counsel</p>
<p>SOLANO COUNTY TRANSIT (SOLTRANS)</p> <p>By: _____ Beth Kranda, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ SolTrans Legal Counsel</p>
<p>SOLANO TRANSPORTATION AUTHORITY (STA)</p> <p>By: _____ Daryl K. Halls, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ STA Legal Counsel</p>

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<p>CITY OF SUISUN CITY</p> <p>By: _____ Bret Prebula, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF VACAVILLE</p> <p>By: _____ Savita Chaudry, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>COUNTY OF SOLANO</p> <p>By:  Bill Emlen, County Administrator</p>	<p>APPROVED AS TO FORM</p> <p>By:  Deputy County Counsel</p>
<p>SOLANO COUNTY TRANSIT (SOLTRANS)</p> <p>By: _____ Beth Kranda, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ SolTrans Legal Counsel</p>
<p>SOLANO TRANSPORTATION AUTHORITY (STA)</p> <p>By: _____ Daryl K. Halls, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ STA Legal Counsel</p>

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ATTACHMENT A
INTERCITY TRANSIT FUNDING AND COST SHARING AGREEMENT
FY 2024-25 COST SHARING FORMULA CALCULATION

A. Included Intercity Transit Routes

The following intercity transit routes meet the definition and criteria described in Part III(A) of the Intercity Transit Funding and Cost Sharing Agreement and thereby are qualified to be included in the cost sharing formula for FY 2024-25:

Transit Operator	RT	Dixon	Fairfield	SolTrans	Suisun City	Vacaville	County
SolTrans	Blue Line	x	x	x		x	x
SolTrans	Green Line		x		x		x
SolTrans	Yellow Line			x			x
SolTrans	Red Line		x	x	x		x
SolTrans	Rt. 82		x	x			x

B. Cost Allocation Models

Cost allocation models provided by SolTrans used in the calculation of intercity cost shares will follow the definitions included in the Agreement.

C. Ridership Survey Data

Ridership Survey data collected in 2022 was used as input to the FY 2023-24 intercity cost sharing calculations. Ridership Survey data collected in 2024 will be used as input to the FY 2025-26 intercity cost sharing calculations.

D. County Share

The County agreed upon share for FY 2024-25 is based on the prior year share increased by the Consumer Price Index (CPI) for the previous year. CPI data for this calculation is based on the Bureau of Labor Statistics, All Urban Consumers, San Francisco, Oakland, and San Jose Urban Area. The maximum County share used in calculating the FY 2024-25 intercity cost sharing amounts will be \$198,776.

E. FY 2024-25 Intercity Cost Sharing Formula Results

The Fiscal Year 2024-25 Solano Express Intercity Operating Budget and Cost Sharing Plan was approved by the STA Board on July 10, 2024, which is outlined below:

PERCENTAGE OF FUNDING CONTRIBUTION

	FY 25-26 DRAFT
Solano Express Service	
Revenue Service Hours	45,000
IFA Cost/Hr	\$ 230.37
Total Estimated Cost	\$ 10,366,650
Revenues	
Fares	\$ 1,060,068
RM-2	\$ 2,149,916
RM-3	\$ 1,000,000
STAF	\$ 3,150,131
STAF Carryover	\$ 145,889
Solano College Pass	\$ 50,000
Benicia	\$ 146,629
Dixon	\$ 37,913
Fairfield	\$ 537,074
Suisun City	\$ 126,648
Vacaville	\$ 336,036
Vallejo	\$ 1,426,451
Balance of County	\$ 199,895
FTA ARP	\$ -
Total Revenue	\$ 10,366,650

F. Annual Update to the Intercity Transit Cost Sharing Formula Calculation

This attachment shall be modified administratively and shall be presented by the Intercity Transit Operators to the ITFWG, Transit Consortium, TAC and approved by the STA Board each year.

EXHIBIT A

BLUE LINE, GREEN LINE, YELLOW LINE, RED LINE, AND ROUTE 82

SCOPE OF WORK

I. SERVICES

A. Operations Generally

Intercity Transit Operators shall provide turnkey express route transportation services in compliance with the requirements outlined in this Scope of Work, the Routes and Schedule for the Services included as **Exhibit B**.

B. Personnel Generally

Intercity Transit Operators shall provide all administrative, operations, and maintenance personnel necessary to responsibly operate the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 of the Solano Express Transit system, including any required on-board security or supervision.

C. Items provided by Intercity Transit Operators

1. Intercity Transit Operators shall provide computer hardware and software necessary for dispatch, maintenance, administration, recordkeeping, on-board infrastructure, and reports required to operate the service, including a fully functioning automatic vehicle locator (AVL) and automatic passenger counts (APC) once certified, used to operate and dispatch the system, and a mechanism to communicate timely and accurate service information to passengers.

2. Intercity Transit Operators shall provide all facilities, buses, tools, equipment, fuel, oil, tires, batteries, parts, cleaning supplies, office supplies, office equipment and such other items or materials required to professionally operate, maintain, and administer the Service.

3. Intercity Transit Operators shall provide:

i. All tools and equipment to perform the preventive maintenance inspection and repair activities required in this Scope of Work.

ii. All tools and equipment necessary to perform, periodic service and adjustments and make mechanical repairs.

iii. All cleaning equipment and supplies necessary to clean the buses and maintain equipment in accordance with this Scope of Work.

II. INTERCITY TRANSIT OPERATORS REGULATORY COMPLIANCE

Intercity Transit Operators shall comply with all applicable state and federal laws and regulations, and shall conform to all instructions and make all corrections required by the CHP, other applicable regulatory agencies regarding the use and maintenance of buses and overall operations of the service.

III. REPORTS; RECORDS; INSPECTIONS BY STA

A. Operating Reports: Each quarter, Intercity Transit Operators shall collect and after validation, submit by the twenty-fifth (25th) day of the following month to the STA operating, financial and user data for the Blue Line, Green Line, Yellow Line, Red Line, and Route 82. The format of Intercity Transit Operators' reports shall be mutually agreed to by STA and Intercity Transit Operators. Such data shall include, but not be limited to, the following:

1. Reports submitted on a Quarterly basis:
 - a) Budget versus actual report for operating expenses, breakdown of actual fare revenue, actual cost, actual revenue hours, actual ridership, and fare box recovery ratio.
 - b) On-time performance by route.
 - c) Ridership by route, day, trip, and fare collection method and amount.
 - d) Total revenue recorded from data reporting subsystem.
 - e) Missed trips by route (partially or fully).
 - f) Summary log of all complaints whether valid or not.
 - g) Summary of Accident Reports (separated by collision/non-collision and preventable/non-preventable).
 - h) Summary of operational problems, if any, including a critique and evaluation of the system and the service, trends on vehicle reliability and maintenance costs and recommended corrective action(s) where appropriate.

2. Other Reports:
 - a) CHP Safety Compliance Reports - Submitted to STA annually after CHP submits said report(s) to Intercity Transit Operators.

B. On-Board Survey: STA shall fund, and Intercity Transit Operators shall help coordinate the conducting of ridership surveys in accordance with regulatory guidelines as set forth by the MTC requiring agencies to prepare an SRTP and furnish the data to STA.

The Intercity Transit Operators shall cooperate to conduct boarding surveys on the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 summarizing and reporting to the STA boarding activity by stop, and trip. STA may conduct other surveys during the term of this Agreement. These surveys will determine matters such as socioeconomic, ridership patterns and fare-type characteristics of system users. Intercity Transit Operators shall cooperate in the conduct of these surveys including having its in-service drivers and supervisory personnel participate, where operationally possible, at no additional charge to STA.

C. State/Federal Reporting: Intercity Transit Operators shall prepare and file all reports required by State and Federal authorities, to include as necessary those required by the California Transportation Development Act of 1971 and FTA's National Transit Database. Intercity Transit Operators shall collect data required for TDA, State Controllers Report, NTD, and all other data required by funding and regulatory agencies and provide a copy of these reports to STA upon completion.

D. Data: Intercity Transit Operators agrees that all information required to be furnished by this Agreement shall be free from proprietary restrictions. Intercity Transit Operators further agrees that all such data is public and in the public domain.

E. Financial Records/Separate Records: Intercity Transit Operators shall maintain accurate and complete books, records, data and documents on generally accepted accounting principles in accordance with Uniform System of Accounts and records adopted by the State Controller pursuant to section 99243 of the Public Utilities Code and as required by MTC. Such records shall be kept in such detail and form to meet applicable local, state and federal requirements.

A complete and separate set of books, accounts, and/or records shall be maintained by Intercity Transit Operators, which records shall show details of transactions pertaining to the management, maintenance, and operation of this service under the terms of this Agreement. Intercity Transit Operators' records shall be kept with sufficient detail to constitute an audit trail to verify that any and all costs charged to the system created by this Agreement are in fact due to operations pursuant in this Agreement and not due to other operations by Intercity Transit Operators.

F. Record Access: STA, MTC, any other agency responsible for funding or oversight of this operation, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of the Intercity Transit Operators which are directly pertinent to this Agreement, for the purpose of making audit, examination, excerpts, and transcriptions of Intercity Transit Operators' files. Intercity Transit Operators shall maintain all these records for a period of at least four (4) years following contract closeout to allow for audits, examinations, excerpts and transcriptions of Intercity Transit Operators' files.

IV. TELEPHONE INFORMATION SERVICE

A. Intercity Transit Operators shall provide telephone customer information service to the public during regular business hours, Monday through Sunday. Intercity Transit Operators will ensure STA has up-to-date information on the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 to ensure customer service provided by STA is accurate.

B. Intercity Transit Operators and STA shall also mutually establish processes and standards for responses to requests for service, complaints, and inquiries.

V. ROUTE, SCHEDULE, SERVICE AREAS

Intercity Transit Operators shall provide service in compliance with the bus routes, schedule, service area, and holidays described in **Exhibit B** to this Agreement or any amendments thereto, providing service on schedule in a safe, professional, and courteous manner. Changes to vehicle revenue hours and bus stops shall be presented to the IITFWG, Transit Consortium, and TAC for consideration, and approved by the STA Board prior to implementation.

VI. COMMUNITY RELATIONS; USE OF BUS FOR COMMUNITY RELATIONS; ADDITIONAL STA SERVICES

Intercity Transit Operators shall undertake the community outreach program to sustain and maintain good rapport with the public, including but not limited to: **1)** printing and distributing the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 schedules in a timely manner and maintaining an adequate supply to the STA for outreach and customer service; **2)** maintaining the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 schedules online and ensuring changes are made in a timely manner; **3)** consulting with the STA on special outreach activities to promote Solano Express; and **4)** schedules and marketing materials will include Solano Express logo. STA agrees to pay \$45,000 for fiscal year (FY) 2025-26 exclusively for Solano Express marketing. Solano Express marketing funding is contingent upon compliance with the above tasks one through four.

Pursuant to the STA's JPA, STA shall undertake countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities. STA will provide Solano Mobility Commuter Information services to Intercity Transit Operators in support of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82. Solano Mobility services will include personalized assistance for traveling within and beyond Solano County as well as community outreach, incentive programs, individual commute assistance, and emergency ride home and emergency ride programs. STA's Solano Mobility program staff will provide general marketing service for the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 throughout Solano County and in coordination with agencies outside Solano County. The Blue Line, Green Line, Yellow Line, Red Line, and Route 82 will be promoted and marketed with available funding and grants. STA will pursue available and appropriate funding opportunities for replacement of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 vehicles and for marketing of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 service. STA will distribute the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 Comment Cards to the operators for display on all their intercity buses for passenger's feedback, compile feedback received, and distribute to Intercity Transit Operators.

STA will be responsible for development of a funding plan for the operation of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 as part of the update of the Intercity Transit Funding and Cost Sharing Agreement, which covers the operating costs for Solano Express routes given in each fiscal year, in partnership with Intercity Transit Operators and the other Parties in the Intercity Transit Funding and Cost Sharing Agreement.

EXHIBIT B

**LATEST ROUTE SCHEDULE AND THE LATEST FARE SCHEDULE FOR THE
BLUE LINE, GREEN LINE, YELLOW LINE, RED LINE, AND ROUTE 82
ADOPTED BY STA AND SOLTRANS**

Solano Express Fare Table

Fare Type	Trips Within Solano County (Blue, Green, Red, and Yellow}	Trips Outside Solano County (Blue, Green, Red, and Yellow,	Route 82
Adult	\$2.75	\$5.00	\$6.00
Youth	\$2.00	\$4.00	\$5.00
Reduced	\$1.35	\$2.50	\$3.00
	31 Day Passes		
Adult	\$70.00	\$114.00	1 Pass Swipe + Upcharge
SOM/Reduced	\$35.00	\$57.00	
Adult	\$5.50	\$10.00	
Youth	\$4.00	\$8.00	
SOM/Reduced	\$2.75	\$5.00	\$5.00

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

B BLUE LINE

Davis - Walnut Creek

SOUTHBOUND / SALIENTE							NORTHBOUND / ENTRANTE						
Davis	Dixon	Vacaville	Fairfield		Bericia	Walnut Creek	Walnut Creek	Bericia	Fairfield		Vacaville	Dixon	Davis
UC Davis Mondavi Center	Dixon Park & Ride	Vacaville Trans- portation Center	Fairfield Trans- portation Center	Suisun Valley & West- laco	Bericia Park & Ride	Walnut Creek BART	Walnut Creek BART	Bericia Park & Ride	Suisun Valley & Kaiser	Fairfield Trans- portation Center	Vacaville Trans- portation Center	Dixon Park & Ride	Mark Hill & Alumni
MONDAY - FRIDAY / LUNES - VIERNES													
		3:54	4:14		4:32	4:50	5:35	5:53	6:07	6:22	6:37	6:49	7:06
		5:15	5:35		5:53	6:11	6:21	6:39	6:53	7:08	7:23	7:35	7:52
							6:51	7:09	7:23	7:38	7:53	8:05	
	5:49	6:05	6:25	6:34	6:52	7:18							
		7:05	7:25	7:35	7:53	8:11	8:51	9:09	9:23	9:38	9:53	10:05	
7:07	7:49	8:05	8:25	8:35	8:53	9:11	9:21	9:39	9:53	10:08			
7:52	8:49	9:05	9:25	9:35	9:53	10:11	10:21	10:39	10:53	11:08	11:23		
							11:10	11:28	11:42	11:57			
			10:25	10:35	10:53	11:11							
		11:23	11:43				1:10	1:28	1:42	1:57			
							2:00	2:18	2:32	2:47	3:02	3:14	
			2:14	2:24	2:42	3:00	3:10	3:28	3:42	3:57	4:12	4:24	4:41
							4:10	4:28	4:42	4:57	5:12	5:24	5:41
	3:38	3:54	4:14	4:23	4:41	5:05	5:10	5:28	5:42	5:57	6:12	6:24	
			5:14	5:24	5:42	6:00	6:10	6:28	6:42	6:57	7:12	7:24	
5:16	5:38	5:54	6:14	6:24	6:42	7:00	7:10	7:28	7:42	7:57	8:12		
5:56	6:18	6:34	6:54	7:04	7:22	7:40							
SATURDAY / SABADO													
							7:15	7:33	7:47	8:02	8:17	8:29	
							9:03	9:21	9:35	9:50	10:05	10:17	
							10:05	10:23	10:37	10:52	11:07	11:19	
	9:05	9:21	9:41	9:50	10:08	10:34							
	11:00	11:16	11:36	11:45	12:03	12:29	1:05	1:23	1:37	1:52	2:07	2:19	
	12:00	12:16	12:36	12:45	1:03	1:29	3:22	3:40	3:54	4:09	4:24	4:36	
	2:35	2:51	3:11	3:20	3:44	4:08	6:20	6:38	6:52	7:07	7:22	7:34	
	5:00	5:16	5:36	5:45	6:03	6:27							

PM trips indicated in bold / Viajes PM indican en negrita



SolTrans.org
707-648-4666

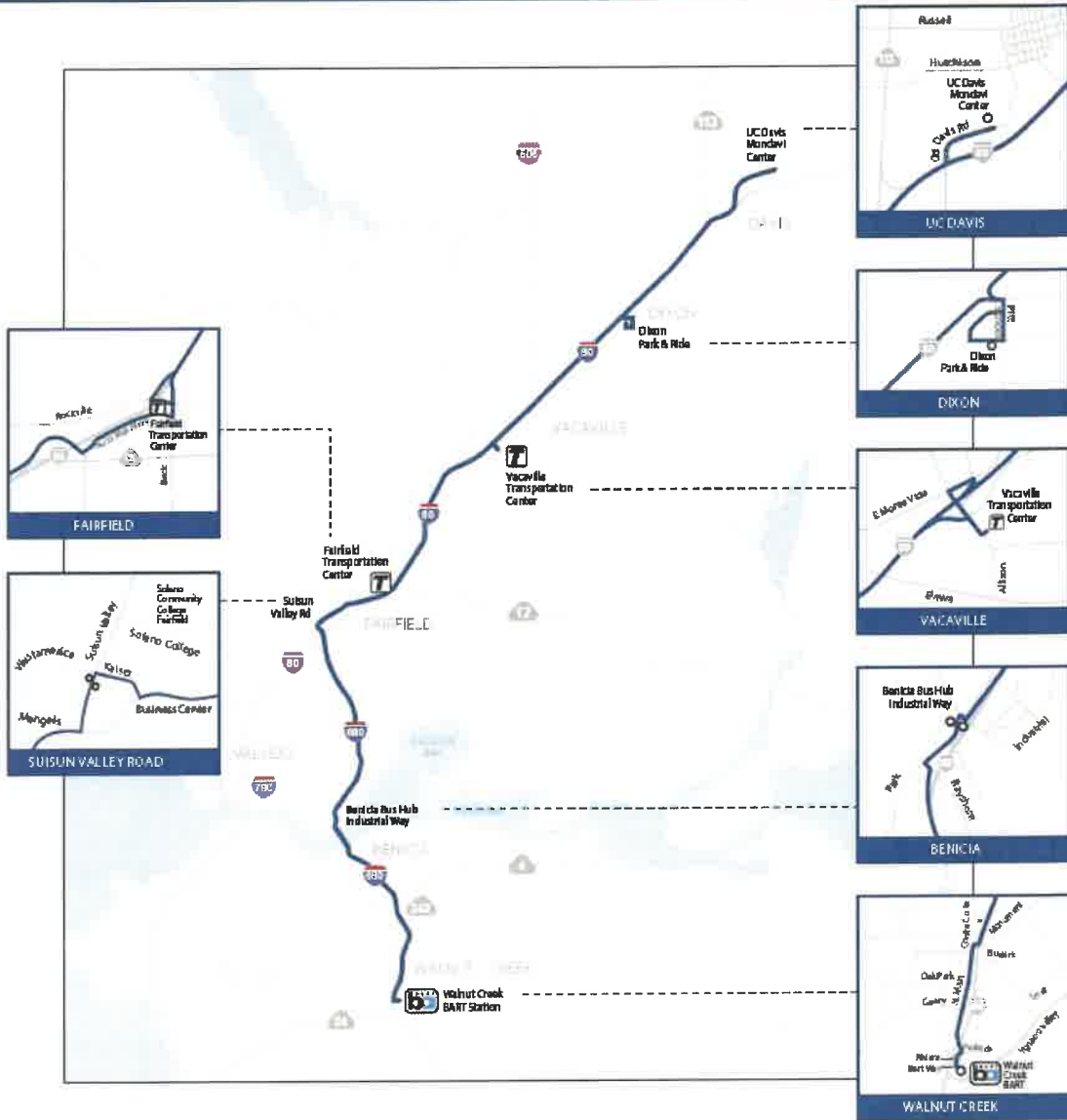


Token Transit

Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | सलूक भाव
सपर्य | безплатнај речовнај помош

B BLUE LINE

Davis - Walnut Creek



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Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | सलुक् म्हाय सलुक् म्हाय | Бесплатная помощь переводчика

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025



GREEN LINE

Fairfield - El Cerrito

SOUTHBOUND / SALIENTE			NORTHBOUND / ENTRANTE		
Suisun City	Fairfield	El Cerrito		Fairfield	Benicia
Spring & Suisun Fairfield Amtrak	Fairfield Transportation Center	El Cerrito del Norte BART	El Cerrito del Norte BART	Spring & Suisun Fairfield Amtrak	Fairfield Transportation Center
MONDAY - FRIDAY / LUNES - VIERNES					
	4:06	4:46	4:56	5:41	5:51
4:31	4:46	5:26	5:36	6:21	6:31
5:11	5:26	6:06	6:16	7:01	7:11
5:41	6:06	6:46	6:56	7:41	7:51
6:21	6:43	7:23	7:33	8:18	8:28
7:01	7:21	8:01	8:11	8:56	9:06

SOUTHBOUND / SALIENTE			NORTHBOUND / ENTRANTE		
Fairfield	Suisun	El Cerrito		Fairfield	Suisun
Fairfield Transportation Center	Spring & Suisun Fairfield Amtrak	El Cerrito del Norte BART	El Cerrito del Norte BART	Fairfield Transportation Center	Spring & Suisun Fairfield Amtrak
MONDAY - FRIDAY AFTERNOON / LUNES - VIERNES POR LA TARDE					
2:30	2:40	3:15	3:25	4:10	4:40
3:30	3:40	4:15	4:25	5:10	5:40
4:05	4:15	4:50	5:05	5:50	6:20
4:20	4:40	5:15	5:38	6:23	6:43
5:20	5:40	6:15	6:38	7:23	
6:10	6:20	6:55	7:05	7:50	
6:33	6:43	7:18	7:28	8:13	

PM trips indicated in bold / Viajes PM indican en negrita



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Token Transit

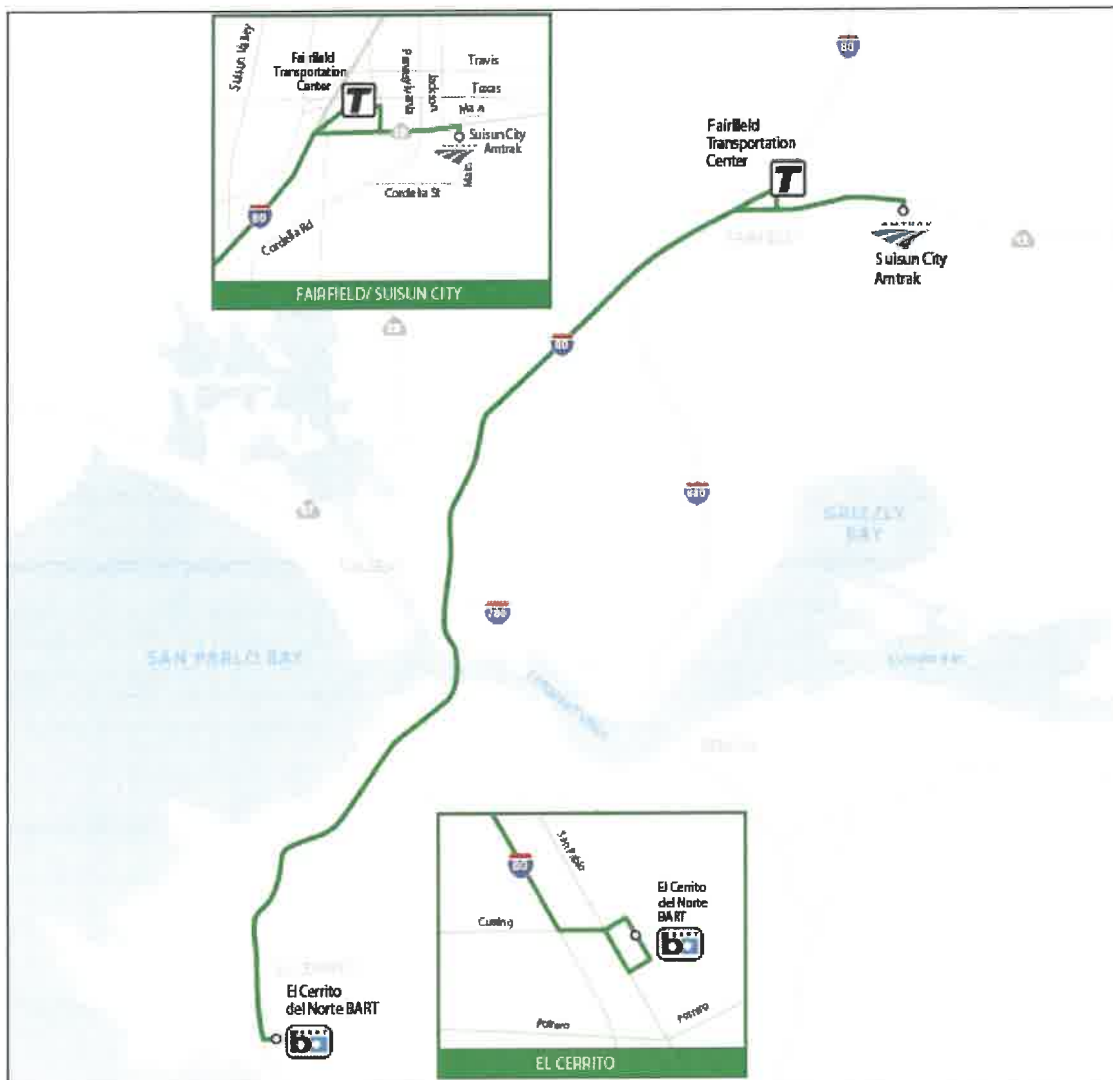
Free language assistance | Asistencia gratis en su idioma | Libreng tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସମୂହ ସହାୟତା | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025



GREEN LINE

Fairfield - El Cerrito



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Free language assistance | Asistencia gratis en su idioma | Libreng tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | मरुक् मरुक् सहायता | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

Y YELLOW LINE

Vallejo - Benicia - Walnut Creek

EASTBOUND						WESTBOUND					
Vallejo			Benicia	Concord	Walnut Creek	Walnut Creek	Concord	Benicia	Vallejo		
Vallejo Transit Center	Vallejo Ferry Terminal	Curtola Park & Ride	Benicia City Park	Sunvalley Shopping Center	Walnut Creek BART	Walnut Creek BART	Sunvalley Shopping Center	Benicia City Park	Curtola Park & Ride	Vallejo Ferry Terminal	Vallejo Transit Center
MONDAY - FRIDAY / LUNES - VIERNES											
4:45	-	4:49	5:01	-	5:25	5:02	5:13	5:29	5:39	5:44	5:47
5:50	-	5:54	6:06	-	6:30	7:21	7:32	7:48	7:58	8:03	8:06
8:15	-	8:19	8:31	-	8:55	9:21	9:32	9:48	9:58	-	10:04
10:15	-	10:19	10:31	-	10:55	11:21	11:32	11:48	11:58	-	12:04
11:15	-	11:19	11:31	11:46	11:58	12:10	-	12:30	12:40	-	12:46
12:15	-	12:19	12:31	12:46	12:58	2:10	-	2:30	2:40	-	2:46
1:00	-	1:04	1:16	1:31	1:43	3:10	-	3:30	3:40	-	3:46
2:00	-	2:04	2:16	2:31	2:43	4:10	-	4:30	4:40	-	4:46
3:00	-	3:04	3:16	3:31	3:43	5:10	-	5:30	5:40	-	5:46
4:00	4:03	4:08	4:20	4:35	4:47	6:10	-	6:30	6:40	-	6:46
5:00	5:03	5:08	5:20	5:35	5:47	7:10	-	7:30	7:40	-	7:46
6:00	6:03	6:08	6:20	6:35	6:47	7:50	-	8:10	8:20	-	8:26
8:50	-	8:54	9:06	9:21	9:33	9:40	-	10:00	10:10	-	10:16
SATURDAY / SABADO											
6:15	-	6:19	6:31	6:46	7:03	8:15	-	8:35	8:45	8:51	8:54
7:15	-	7:19	7:31	7:46	8:03	11:05	-	11:25	11:35	11:41	11:44
8:05	-	8:09	8:21	8:36	8:53	12:40	-	1:00	1:10	-	1:16
9:05	-	9:09	9:21	9:36	9:53	1:40	-	2:00	2:10	-	2:16
12:02	-	12:06	12:18	12:33	12:50	4:25	4:36	4:52	5:02	-	5:08
2:21	-	2:25	2:37	-	3:01	6:40	6:51	7:07	7:17	-	7:23
5:20	-	5:24	5:36	-	6:00	8:20	8:31	8:47	8:57	-	9:03
7:35	7:38	7:43	7:55	-	8:05	-	-	-	-	-	-
SUNDAY / DOMINGO											
8:07	-	8:11	8:23	8:38	8:55	9:10	-	9:30	9:40	9:46	9:49
10:07	-	10:11	10:23	10:38	10:55	11:05	-	11:25	11:35	11:41	11:44
12:03	-	12:07	12:19	12:34	12:50	1:00	-	1:20	1:30	-	1:36
1:42	-	1:46	1:58	2:13	2:30	2:40	-	3:00	3:10	-	3:16
3:21	-	3:25	3:37	-	4:01	4:20	4:31	4:47	4:57	-	5:03
5:11	-	5:15	5:27	-	5:51	6:20	6:31	6:47	6:57	-	7:03
7:11	7:14	7:19	7:31	-	7:55	8:20	8:31	8:47	8:57	-	9:03

PM trips indicated in bold / Viajes PM indican en negrita



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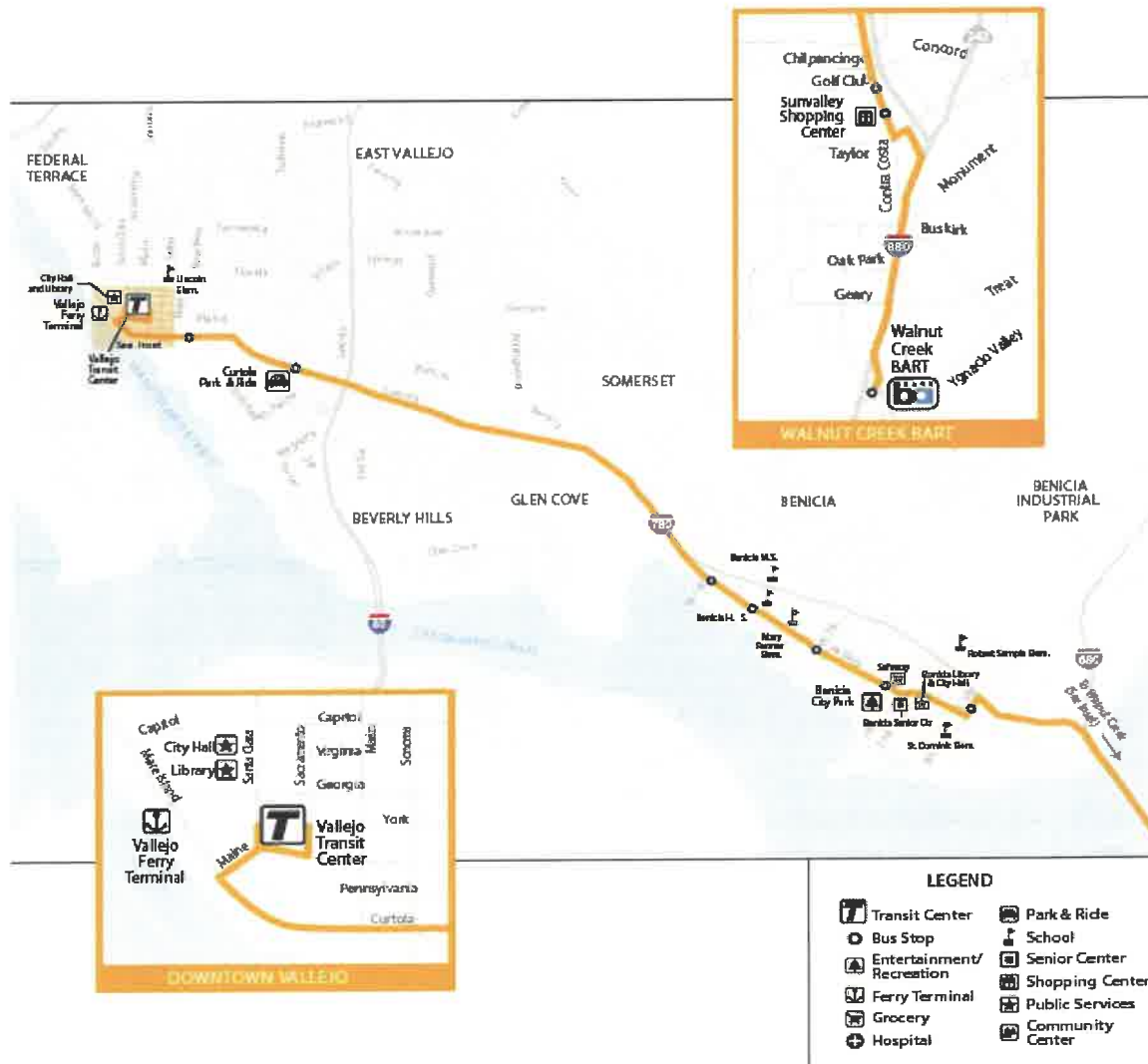


Free language assistance / Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | सहायक भाषा समर्थन | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

Y YELLOW LINE

Vallejo - Benicia - Walnut Creek



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Token Transit

Free language assistance | Asistencia gratis en su idioma | Libreng tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସମୃଦ୍ଧ | бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025



RED LINE

Fairfield - El Cerrito

SOUTH-BOUND/SALIENTE								NORTH-BOUND/ENTRANTE							
Suisun City	Fairfield		Vallejo				El Cerrito	El Cerrito	Vallejo				Fairfield		Suisun City
Spring A Station-Fairfield Insk	Fairfield Transportation Center	Suisun Valley & Westcott	Hwy 37 WB & Fairgrounds	Sonoma & Serrano	Vallejo Transit Center	Curtille Park & Ride	El Cerrito Old North BART	El Cerrito Old North BART	Curtille Park & Ride	Vallejo Transit Center	Sonoma & Serrano	Hwy 37 EB & Fairgrounds	Suisun Valley & Kaler	Fairfield Transportation Center	Spring & Suisun-Fairfield Insk
MONDAY - FRIDAY / LUNES - VIERNES															
										5:04	5:09	5:14	5:28	5:36	5:46
					*4:22	4:28	4:48	4:58	5:16	5:20					
					*4:42	4:48	5:08	5:18	5:36	5:52	5:57	6:01	6:15	6:23	6:32
					5:34	5:40	6:00	6:15	6:33	7:04	7:09	7:13	7:27	7:35	7:45
					*6:01	6:07	6:27	6:45	7:03	7:07					
					*6:34	6:40	7:00	7:15	7:33	7:37					
5:57	6:07	6:15	6:27	6:32	6:52	6:58	7:23	7:35	7:53	8:02	8:07	8:11	8:25	8:33	8:43
					7:17	7:23	7:43	7:53	8:11	8:15					
6:57	7:07	7:15	7:27	7:32	7:52	7:58	8:23	8:35	8:53	9:02	9:07	9:11	9:25	9:33	9:43
					8:35	8:41	9:01	9:15	9:33	9:37					
7:57	8:07	8:15	8:28	8:33	8:53	8:59	9:18	9:28	9:46	9:55	10:00	10:04	10:18	10:26	10:36
8:57	9:07	9:15	9:28	9:33	9:53	9:59	10:18	10:28	10:46	10:55	11:00	11:04	11:18	11:26	11:36
9:57	10:07	10:15	10:28	10:33	10:53	10:59	11:18	11:28	11:46	11:55	12:00	12:04	12:18	12:26	12:36
10:57	11:07	11:15	11:28	11:33	11:53	11:59	12:18	12:28	12:46	12:50					
										1:00	1:05	1:10	1:24	1:32	1:42
11:57	12:07	12:15	12:28	12:33	12:53	12:59	1:18	1:28	1:46	1:50					
										2:00	2:05	2:10	2:24	2:32	2:42
12:57	1:07	1:15	1:28	1:33	1:53	1:59	2:18	2:28	2:46	2:50					
										3:00	3:05	3:10	3:24	3:32	3:42
1:57	2:07	2:15	2:28	2:33	2:53	2:59	3:18	3:28	3:46	4:00	4:05	4:10	4:24	4:32	4:42
					3:14	3:20	3:38	3:48	4:17	4:21					
2:57	3:07	3:15	3:28	3:33	3:54	4:00	4:18	4:28	4:57	5:06	5:11	5:16	5:32	5:40	5:50
					4:14	4:20	4:38	4:48	5:17	5:21					
3:57	4:07	4:15	4:28	4:33	4:54	5:00	5:18	5:38	6:07	6:16	6:21	6:26	6:42	6:50	7:00
					5:14	5:20	5:38	5:48	6:17	6:21					
					5:34	5:40	5:58	6:08	6:37	6:41**					
4:57	5:07	5:15	5:28	5:33	5:54	6:00	6:18	6:28	6:46	6:55	7:00	7:05	7:21	7:29	7:39
					6:34	6:40	6:58	7:08	7:26	7:30					
5:57	6:07	6:15	6:28	6:33	6:54	7:00	7:18	7:28	7:46	7:55	8:00	8:05	8:21	8:29	8:39
					7:45	7:51	8:09	8:25	8:43	8:47					
7:26	7:36	7:44	7:57	8:02	8:23	8:29	8:47	9:05	9:23	9:27					
8:17	8:27	8:35	8:48	8:53	9:14	9:20	9:38	9:48	10:06	10:10**					
9:22	9:32	9:40	9:53	9:58	10:19	10:25	10:43	10:55	11:13	11:17**					

* Stops at Serrano Transit Center 8 minutes before the stop.

** Stops at Serrano Transit Center 7 minutes after the stop.

PM trips indicated in bold / Viajes PM indican en negrita

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

R RED LINE

Fairfield - El Cerrito

SOUTHBOUND / SALIENTE								NORTHBOUND / ENTRANTE							
Suisun City	Fairfield		Vallejo				El Cerrito	El Cerrito	Vallejo				Fairfield		Suisun City
Spring & Suisun-Fairfield Link	Fairfield Transportation Center	Suisun Valley & Westlake	Hwy 37 WB & Fairgrounds	Sacramento & Serrano	Vallejo Transit Center	Curcio Park & Ride	El Cerrito del Norte BART	El Cerrito del Norte BART	Curcio Park & Ride	Vallejo Transit Center	Sacramento & Serrano	Hwy 37 EB & Fairgrounds	Suisun Valley & Kaiser	Fairfield Transportation Center	Spring & Suisun-Fairfield Link
SATURDAY / SABADO															
					7:04	7:10	7:28	7:38	7:56	8:05	8:10	8:15	8:29	8:37	8:47
					8:04	8:10	8:28	8:38	8:56	9:00					
					9:05	9:11	9:29	9:39	9:57	10:06	10:11	10:16	10:30	10:38	10:48
9:07	9:17	9:25	9:38	9:43	9:56	10:02	10:20	10:30	10:48	10:52					
					11:04	11:10	11:28	11:43	12:01	12:10	12:15	12:20	12:34	12:42	12:52
11:07	11:17	11:25	11:38	11:43	11:56	12:02	12:20	12:30	12:48	12:52					
					1:04	1:10	1:28	1:43	2:01	2:10	2:15	2:20	2:34	2:42	2:52
1:07	1:17	1:25	1:38	1:43	1:56	2:02	2:20	2:30	2:48	2:52					
					2:54	3:00	3:18	3:28	3:46	3:55	4:00	4:05	4:19	4:27	4:37
3:07	3:17	3:25	3:38	3:43	3:55	4:01	4:19	4:29	4:47	5:01					
					4:42	4:48	5:06	5:25	5:43	5:52	5:57	6:02	6:16	6:24	6:34
4:57	5:07	5:15	5:28	5:33	5:45	5:51	6:09	6:25	6:43	6:47					
					6:54	7:00	7:18	7:28	7:46	7:55	8:00	8:05	8:19	8:27	8:37
6:57	7:07	7:15	7:28	7:34	7:45	7:51	8:09	8:25	8:43	8:47					
					8:55	9:01	9:19	9:40	9:58	10:02					
8:57	9:07	9:15	9:28	9:33	9:39										
SUNDAY / DOMINGO															
					9:04	9:10	9:28	9:43	10:01	10:04					
					10:04	10:10	10:28	10:43	11:01	11:04					
					11:04	11:10	11:28	11:43	12:01	12:04					
					12:04	12:10	12:28	12:43	1:01	1:04					
					1:04	1:10	1:28	1:43	2:01	2:04					
					2:04	2:10	2:28	2:43	3:01	3:04					
					3:04	3:10	3:28	3:43	4:01	4:04					
					4:04	4:10	4:28	4:43	5:01	5:04					
					5:04	5:10	5:28	5:43	6:01	6:04					
					6:04	6:10	6:28	6:43	7:01	7:04					
					7:04	7:10	7:28	7:43	8:01	8:04					
					8:04	8:10	8:28	8:43	9:01	9:04					
					9:04	9:10	9:28	9:43	10:01	10:04					

PM trips indicated in bold / Viajes PM indican en negrita



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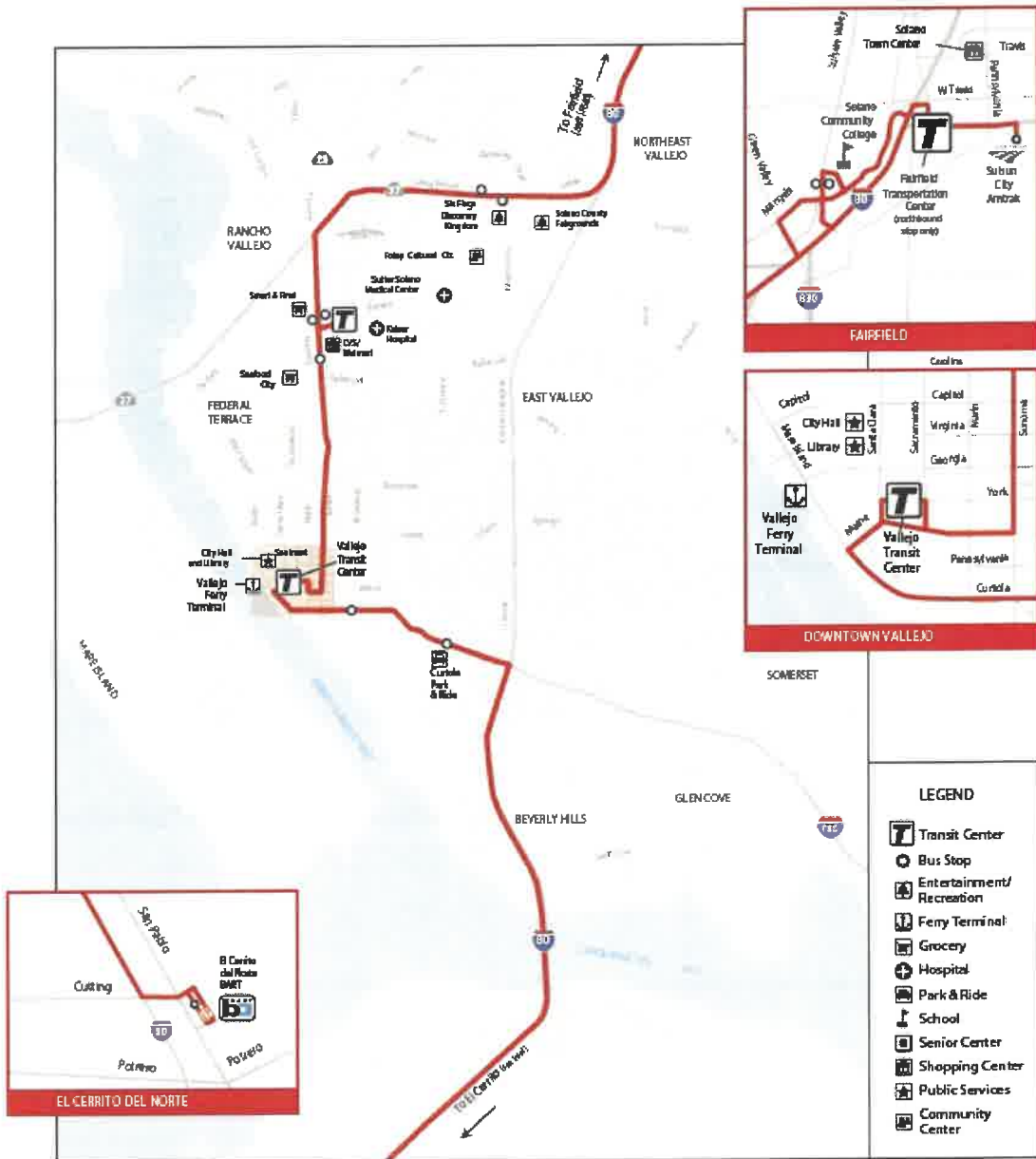
Token Transit

Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | सलुक् भाषा सहायता | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

R RED LINE

Fairfield - El Cerrito



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Free language assistance | Asistencia gratis en su idioma | Libreng tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସ୍ୱଳ୍ପ ଭାଷା ସମ୍ପର୍କ | бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

82

ROUTE 82

Fairfield - San Francisco

SOUTHBOUND / SALIENTE				NORTHBOUND / ENTRANTE			
Fairfield	Valejo		San Francisco	San Francisco	Valejo		Fairfield
Fairfield Transportation Center	Valejo Transit Center	Curtola Park & Ride	San Francisco Ferry Building	San Francisco Ferry Building	Curtola Park & Ride	Valejo Transit Center	Fairfield Transportation Center
MONDAY - FRIDAY / LUNES - VIERNES							
4:37	5:07	5:13	6:00	6:15	6:55	6:58	-
5:37	6:07	6:13	7:00	7:15	7:55	7:58	-
-	5:24	5:30	6:15	6:30	7:15	7:19	7:49
-	9:30	9:36	10:21	10:40	11:25	11:29	-

PM trips indicated in bold / Viajes PM indican en negrita



SolTrans.org
707-648-4666

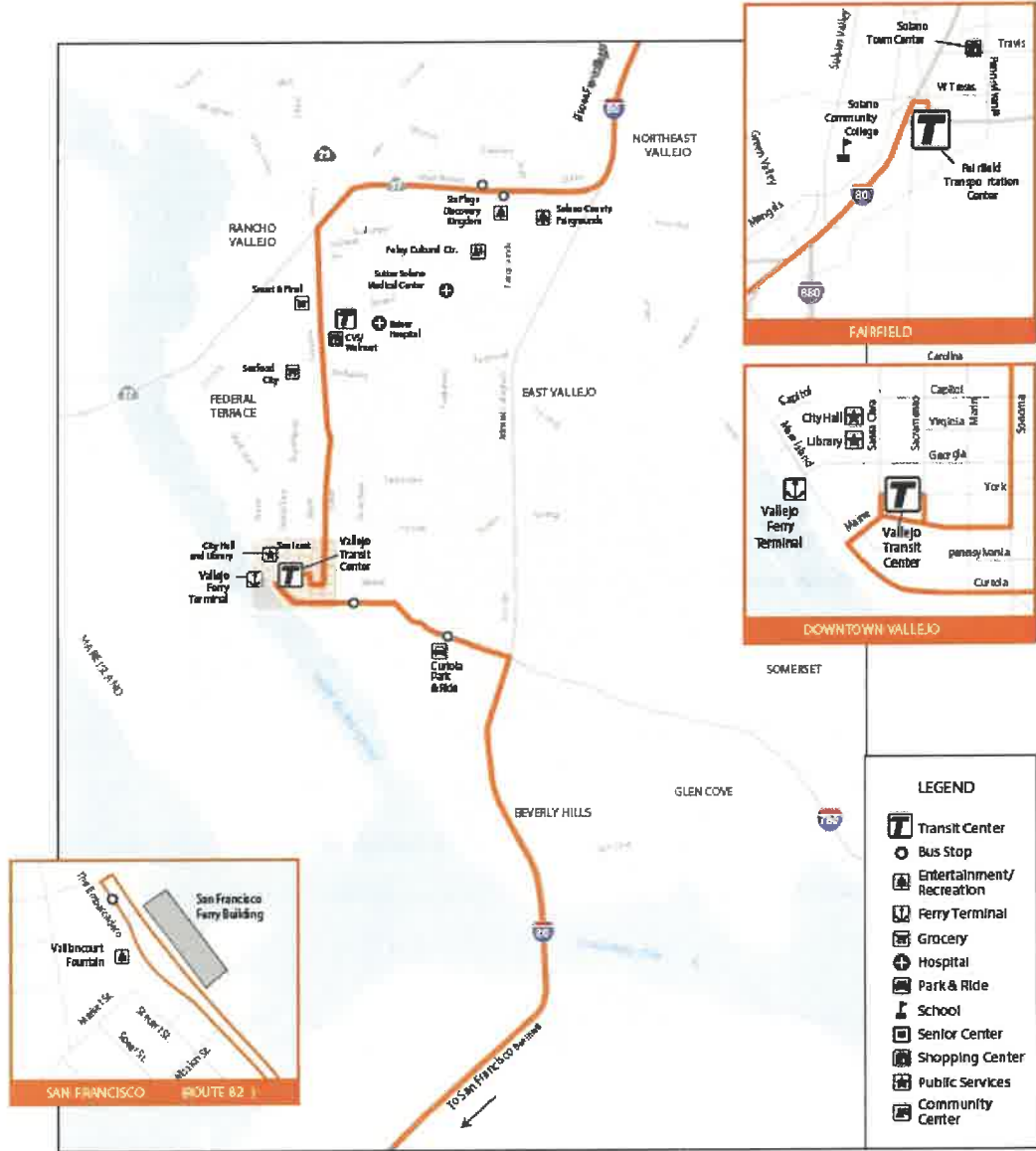


Free language assistance | Asistencia gratis en su idioma | Librang tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସଂସ୍କୃତ ସାହାଯ୍ୟ | Содействие в языковой помощи

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

82 ROUTE 82

Fairfield - San Francisco



SolTrans.org
707-648-4666



Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | யலுக் கူதல்
 સમર્થન | பெண்பேரவை மொழிபெயர்ப்பு

EXHIBIT C PERFORMANCE MEASURES

Solano Express Performance Benchmarks for Fiscal Year 2024-25

Measures	FY 2024-25
SERVICE DESIGN	Benchmark
Speed - MPH	35
SERVICE PRODUCTIVITY	Benchmark
Passengers per Vehicle Revenue Hour	25.0
Passengers per Trip	15.0
Capacity Utilization	35.00%
COST EFFICIENCY	Benchmark
Cost per Vehicle Revenue Hour	\$230.07
Cost per Vehicle Revenue Mile	\$3.87
COST EFFECTIVENESS	Benchmark
Subsidy per Passenger Trip	\$3.71
Farebox Recovery Ratio	20%

Solano Express Service	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Actual	FY 25-26 Budget	FY 26-27 Estimate
Revenue Service Hours	48,003	44,539	44,872	45,000	45,000
Cost/Hr (SolTrans est FY26-27 forward)	\$ 207.80	\$ 204.96	\$ 216.83	\$ 230.37	\$ 246.76
Total Estimated Cost	\$ 9,974,831	\$ 9,128,532	\$ 9,729,596	\$ 10,366,650	\$ 11,104,200
Revenues					
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,120,804	\$ 1,060,068	\$ 1,081,269
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 3,041,920
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 1,409,232
STAF Carryover				\$ 145,889	\$ 502,005
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,517
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 39,460
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,146
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,153
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 343,053
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,637
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895	\$ 206,892
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -	
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,110,446	\$ 10,366,650	\$ 11,104,200
Balance	\$0	\$267,044	\$380,850	\$0	\$0
Cut in Service to Balance Revenues				0	0
Revised Service Hours				45,000	45,000
Percent Cut in Service				0%	0%
Annual Rate of Change					
Cost per Hour		1.1%	5.8%	6.2%	7.1%
Fares		9.6%	-24.8%	-5.4%	2.0%
RM-2		0.4%	0.0%	0.0%	0.0%
RM-3		-64.4%	55.2%	-1.8%	0.0%
STAF		-100.0%		115628.6%	-55.3%
TDA		0.0%	0.0%	0.0%	2.0%
STAF Reserve Balance			\$ 8,162,058	\$ 5,009,205	\$ 3,599,973

**FIRST AMENDMENT
TO
INTERCITY TRANSIT FUNDING AND COST SHARING AGREEMENT
(SOLANO EXPRESS) BY AND AMONG
THE SOLANO TRANSPORTATION AUTHORITY, THE COUNTY OF SOLANO,
THE SOLANO COUNTY TRANSIT, THE CITY OF DIXON, THE CITY OF
FAIRFIELD, THE CITY OF SUISUN CITY, AND
THE CITY OF VACAVILLE**

This First Amendment (“**First Amendment**”) is made and entered into on July 1, 2026 by and among the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq., and the Congestion Management Agency (CMA) and the County Transportation Authority (CTA) for Solano County, hereinafter referred to as “**STA**”, and the governmental entities in Solano County providing intercity transit services to the citizens of Solano County: to wit:

THE COUNTY OF SOLANO (“**County**”), a political subdivision of the State of California; SOLANO COUNTY TRANSIT (“**SolTrans**”), a joint powers entity organized under Government Code section 6500 et seq.; and FOUR MUNICIPAL CORPORATIONS (“**Cities**”) in Solano County:

The City of Dixon,
The City of Fairfield,
The City of Suisun City, and
The City of Vacaville

Unless specifically identified, the various public agencies herein may be commonly referred to as the “**Parties**” or “**County, City, and Cities**” or “**Jurisdictions**” or “**Intercity Transit Operators**” as the context may require.

1. RECITALS

A. The parties entered into a intercity transit funding and cost sharing agreement dated July 1, 2025 (the “**Agreement**”) to establish certain goals and principles for Intercity Transit activities for Solano Express (SE) in Solano County;

B. The parties desire to amend the Contract to extend the term and amend the performance benchmarks for SE.

C. The parties agree to amend the Agreement as set forth below.

2. AGREEMENT

A. Term

The Agreement is extended through June 30, 2027.

- B. Attachment A of the Agreement is amended, in part, as follows:
Cost Per Revenue Hour: \$246.76

- C. Exhibit B of the Agreement is amended, in part, as follows:
Service Hours by Route are estimates as:
Red Line 24,555
Yellow Line 10,243
Blue Line 7,920
Green line 2,282
Total Service Hours 45,000

3. EFFECTIVENESS OF CONTRACT

Except as set forth in this First Amendment, all other terms and conditions specified in the Agreement remain in full force and effect.

<p>CITY OF DIXON</p> <p>By: _____ Jim Lindley, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF FAIRFIELD</p> <p>By: _____ David Gassaway, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF SUISUN CITY</p> <p>By: _____ Bret Prebula, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF VACAVILLE</p> <p>By: _____ Aaron Busch, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>COUNTY OF SOLANO</p> <p>By: _____ Bill Emlen, County Administrator</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ County Counsel</p>
<p>SOLANO COUNTY TRANSIT (SOLTRANS)</p> <p>By: _____</p>	<p>APPROVED AS TO FORM</p> <p>By: _____</p>

Beth Kranda, Executive Director	SolTrans Legal Counsel
SOLANO TRANSPORTATION AUTHORITY (STA) By: _____ Daryl K. Halls, Executive Director	APPROVED AS TO FORM By: _____ STA Legal Counsel

SolanoExpress Costs July - December 2025	Revenue		Hours		FY 25-26 Budget		FY 26-27 Budget	
July - December 2025			22,509			45,000		45,000
Budget \$230.37/hr	% of SolTrans Fixed Route		51%					
<i>Contracted Rate with Transdev</i>	update amounts in blue				\$ 85.55		\$ 89.02	
Direct Costs:			Cost per hr		Cost per hr		Cost per hr	
Vehicle Revenue Hours (drivers)	\$ 1,784,491	\$ 79.28		\$ 3,849,759	\$ 85.55	\$ 4,005,909	\$ 89.02	
Vehicle Maintenance - Manager, Asst. Manager, Mechanics, Utility workers	\$ 612,265	\$ 27.20		\$ 1,164,305	\$ 25.87	\$ 1,237,206	\$ 27.49	
Vehicle Maintenance - parts	\$ 294,532	\$ 13.09		\$ 335,000	\$ 7.44	\$ 460,000	\$ 10.22	
Vehicle Maintenance - tires	\$ 79,296	\$ 3.52		\$ 80,000	\$ 1.78	\$ 126,000	\$ 2.80	
Vehicle Maintenance - Lubricants and Fluids	\$ 25,643	\$ 1.14		\$ 120,000	\$ 2.67	\$ 48,750	\$ 1.08	
Contracted administration costs <i>- Transdev Mgmt (non-maint.), road Supes, dispatch, customer service, vehicle insurance, other contract overhead</i>	\$ 799,579	\$ 35.52		\$ 1,459,996	\$ 32.44	\$ 1,511,217	\$ 33.58	
Subtotal - Contracted Transit Costs	\$ 3,595,806	\$ 159.75		\$ 7,009,060	\$ 155.76	\$ 7,389,082	\$ 164.20	
Fuel	\$ 508,016	\$ 22.57		\$ 1,119,000	\$ 24.87	\$ 1,373,741	\$ 30.53	
Other Direct Expenses								
CNG Fueling facility maintenance (100%)	\$ 48,540	\$ 2.16		\$ 94,332		\$ 101,449		
Direct Vehicle Repairs	\$ 36,967	\$ 1.64		\$ 125,000		\$ 100,000		
Other Direct Expenses	\$ 88,664	\$ 3.94		\$ 30,047		\$ 53,260		
Subtotal - Other Direct Expenses	\$ 174,171	\$ 7.74		\$ 249,379	\$ 5.54	\$ 254,709	\$ 5.66	
Total Direct SE Expenses	\$ 4,277,993	\$ 190.06		\$ 8,377,439	\$ 186.17	\$ 9,017,532	\$ 200.39	
Transit Centers/Bus Stop Expenses								
Curtola Park n Ride Expenses (100%)	\$ 97,244	\$ 4.32						
Vallejo Transit Center	\$ 89,312	\$ 3.97						
1872 Broadway Land Exp	\$ 60	\$ 0.00						
Sereno Transit Center Maintenance	\$ 5,808	\$ 0.26						
Bus Stop Maintenance (pooled)	\$ 60,526	\$ 2.69						
Total Transit Center/Bus Stop Facilities	\$ 252,951	\$ 11.24		\$ 469,130	\$ 10.43	\$ 470,520	\$ 10.46	
Indirect Costs (allocated based on hours)								
Administrative Salaries	\$ 572,676	\$ 25.44		\$ 1,161,000	\$ 25.80	\$ 1,215,000	\$ 27.00	
Software Subscriptions/IT services	\$ 125,181	\$ 5.56		\$ 150,500	\$ 3.34	\$ 194,461	\$ 4.32	
General Liab. Insurance	\$ 55,742	\$ 2.48		\$ 109,650	\$ 2.44	\$ 113,625	\$ 2.53	
Professional Services	\$ 99,065	\$ 4.40		\$ 288,100	\$ 6.40	\$ 208,440	\$ 4.63	
Admin Building Maintenance Costs	\$ 35,608	\$ 1.58		\$ 117,283	\$ 2.61	\$ 84,150	\$ 1.87	
O&M Maintenance & Utilities	\$ 129,112	\$ 5.74		\$ 95,460	\$ 2.12	\$ 255,150	\$ 5.67	
Other Indirect Overhead expenses <i>Marketing, supplies, bank fees, armored car, etc</i>	\$ 138,510	\$ 6.15		\$ 217,150	\$ 4.83	\$ 215,955	\$ 4.80	
Subtotal - Indirect Expenses	\$ 1,155,895	\$ 51.35		\$ 2,139,143	\$ 47.54	\$ 2,286,781	\$ 50.82	
Total Operating Expenses	\$ 5,686,839	\$ 252.65		\$ 10,985,712	\$ 244.13	\$ 11,774,833	\$ 261.66	
Transit Centers/Bus Stop Facilities/Security	\$ (252,951)	\$ (11.24)		\$ (469,130)	\$ (10.43)	\$ (470,520)	\$ (10.46)	
Fuel Contingency				\$ (150,000)	\$ (3.33)	\$ (200,000)	\$ (4.44)	
SE Cost without Transit Centers and Contingencies	\$ 5,433,888	\$ 241.41		\$ 10,366,582	\$ 230.37	\$ 11,104,313	\$ 246.76	

Scenario 2: 45,000 Hours @ April Budget Hourly Rates

Solano Express Service	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Actual	FY 25-26 Budget	FY 26-27 Estimate	FY 27-28 Estimate	FY 28-29 Estimate	FY 29-30 Estimate	FY 30-31 Estimate
Revenue Service Hours	48,003	44,539	44,872	45,000	45,000	45,000	45,000	45,000	45,000
Cost/Hr (SolTrans est FY26-27 forward)	\$ 207.80	\$ 204.96	\$ 216.83	\$ 230.37	\$ 246.76	\$ 255.40	\$ 264.34	\$ 273.59	\$ 283.16
Total Estimated Cost	\$ 9,974,831	\$ 9,128,532	\$ 9,729,596	\$ 10,366,650	\$ 11,104,200	\$ 11,492,847	\$ 11,895,097	\$ 12,311,425	\$ 12,742,325
Revenues									
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,120,804	\$ 1,060,068	\$ 1,081,269	\$ 1,102,894	\$ 1,124,952	\$ 1,147,451	\$ 1,170,400
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920	\$ 3,041,920
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 1,409,232	\$ 2,217,758	\$ 2,536,131	\$ 2,670,000	\$ 2,670,000
STAF Carryover				\$ 145,889	\$ 502,005				
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629	\$ 149,517	\$ 152,507	\$ 155,558	\$ 158,669	\$ 161,842
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913	\$ 39,460	\$ 40,249	\$ 41,054	\$ 41,875	\$ 42,712
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074	\$ 547,146	\$ 558,089	\$ 569,251	\$ 580,636	\$ 592,249
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648	\$ 129,153	\$ 131,736	\$ 134,371	\$ 137,058	\$ 139,799
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036	\$ 343,053	\$ 349,914	\$ 356,912	\$ 364,051	\$ 371,332
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451	\$ 1,454,637	\$ 1,483,730	\$ 1,513,404	\$ 1,543,673	\$ 1,574,546
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895	\$ 206,892	\$ 214,133	\$ 221,628	\$ 229,385	\$ 237,413
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -					
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,110,446	\$ 10,366,650	\$ 11,104,200	\$ 11,492,847	\$ 11,895,097	\$ 12,114,633	\$ 12,202,130
Balance	\$0	\$267,044	\$380,850	\$0	\$0	\$0	\$0	(\$196,792)	(\$540,195)

Cut in Service to Balance Revenues				0	0	0	0	(719)	(1,908)
Revised Service Hours				45,000	45,000	45,000	45,000	44,281	43,092
Percent Cut in Service				0%	0%	0%	0%	-2%	-4%

Annual Rate of Change	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31
Cost per Hour	1.1%	5.8%	6.2%	7.1%	3.5%	3.5%	3.5%	3.5%
Fares	9.6%	-24.8%	-5.4%	2.0%	2.0%	2.0%	2.0%	2.0%
RM-2	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RM-3	-64.4%	55.2%	-1.8%	0.0%	0.0%	0.0%	0.0%	0.0%
STAF	-100.0%		115628.6%	-55.3%	57.4%	14.4%	5.3%	0.0%
TDA	0.0%	0.0%	0.0%	2.0%	2.0%	2.0%	2.0%	2.0%

STAF Reserve Balance			\$ 8,162,058	\$ 5,009,205	\$ 3,599,973	\$ 1,382,214	\$ -		
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DATE: April 29, 2026
TO: STA Board
FROM: Robert Guerrero, Deputy Executive Director/Director of Planning
Nick Burton, Director of Projects
Ron Grassi, Director of Programs
RE: STA's Draft Overall Work Plan (OWP) for FYs 2026-27 and 2027-28

Background:

Each year, the Solano Transportation Authority (STA) Board and staff identify and update the STA's priority plans, projects, and programs. These tasks provide the foundation for the STA's Overall Work Plan (OWP) for the forthcoming two fiscal years. STA staff annually recommends changes to the OWP to coincide with the adoption of the STA's two-year budget.

Over the past 20 plus years, the STA's OWP has continued to evolve based on changing Board priorities, requests from the eight member agencies that comprise the STA's Joint Powers Authority (JPA), and to address priorities, policies, and requirements emanating from the federal, state, and the region. The focus of the STA during the timeframe of 2000 to 2005 was to complete the first Solano County Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination role in partnership with Solano's five local transit operators, the Capitol Corridors, and the San Francisco Bay Ferry.

STA is now managing numerous mobility programs, and through its role as a Consolidated Transit Service Agency (CTSA), designed to improve mobility and access for older adults, people with disabilities, low-income residents traveling to work, shopping, medical appointments, veterans, and school-age children and their parents traveling to and from school. In addition, the STA has lead planning and implementation efforts related to Priority Development Area, Priority Production Area and Priority Conservation Area land use designations as part of funding provided by the Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG). This includes housing coordination efforts as designated by the County related to the County Collaborative on Housing.

Planning FY 2025-26

During this FY, Planning staff advanced several major planning efforts including the three elements of the Comprehensive Transportation Plan (CTP), the completion of the Safe Routes to Schools (SR2S) Plan, and completion of the Vallejo Passenger Rail Study and the Solano Rail Crossing Safety Improvements Plan Update. In addition, several new efforts were launched, including the Solano Napa Active Based Transportation Traffic Model, Solano Transportation Resiliency Plan, the North Bay Passenger Rail Plan, and Solano Priority Production Area (PPA) Plan. Staff also worked closely with the Metropolitan Transportation Commission (MTC) on the Plan Bay Area 2050+ Update and continued administering discretionary funding through the Bay Area Air District's 40% Transportation Funds for Clean Air (TFCA) program.

Projects FY 2025-26

In 2009, the STA's eight member agencies approved an update and modification to the STA's Joint Powers Agreement that authorized the STA to perform all aspects of project development and delivery, including right of way functions for specified priority projects. The following list provides a summary of accomplishments of this last year:

- ✓ Received Board approval to award construction contract for the construction of the State Route (SR) 37/Fairgrounds Drive Diverging Diamond interchange obtained Regional Measure 3 funds for the construction phase.
- ✓ Worked with MTC and Caltrans to continue the design phase for SR 37 Interim Congestion Relief Project (SR 37/121 to Mare Island).
- ✓ Initiated the design phase for Package 5 of the Interstate 80 (I-80)/680/SR12 Interchange Project, which received RM3 funding for design totaling \$11M.
- ✓ STA was successful in obtaining two SB1 Grants three years ago. The first was \$123.4M for the I-80 Managed Lanes Project construction phase which started construction in May 2022 and opened in 2025, while the second was \$26M for the I-80 Westbound Truck Scales design phase with STA taking the lead on the design phase. The Westbound Truck scales is currently under construction.
- ✓ Last year, STA obtained another SB 1 grant (\$129M) for construction of the I-80 Westbound Truck Scales with STA taking the lead for completing right of way acquisition.
- ✓ Implementation of the 2018 and 2020 State Transit and Intercity Rail Capital Program (TIRCP) grants for Solano Express Service Integration and Electrification are still ongoing until 2029.
- ✓ In partnership with Caltrans and Rio Vista, the SR 12 SHOPP project will be delivered in three phases with the first phase already completed, while phases 2 and 3 will start in FY 2027-28 and 28-29 respectively.
- ✓ Completed the twelfth annual report for the Regional Transportation Impact Fee (RTIF) Program, which passed the \$26 million milestone in funds generated for the Program.
- ✓ The Abandoned Vehicles Abatement (AVA) Program reimbursed 7,997 vehicles abated during the previous fiscal year.
- ✓ Developed updated funding plan for Jepson Parkway project phases.
- ✓ STA installed electric vehicle (EV) charging stations which were funded by Low Carbon Transit Operations Program (LCTOP) funding for a total of \$123,916 related to electric vehicle infrastructure at the Suisun City Mobility Hub Project. This was in addition to the \$200,000 that STA received in LCTOP funding the prior year for the same project.
- ✓ STA received grant eligibility from the California Transportation Commission for the Competitive Program of the Local Partnership Program.

Programs FY 2025-26

STA's Program Department has remained active in providing mobility programs and transit options. The assortment of 18 countywide and three local programs offered have continued to grow and evolve. STA's First and Last Mile Program partnership with LYFT continues to bridge service gaps supporting transit service. While the number of people commuting has been steadily increasing over the past year, the Solano Employer/Commuter Programs have assisted north county residents from Vacaville and Dixon get to Sacramento through the Solano Mobility Express Vanpool Pilot Program. The STA Mobility Program's bucks for bikes program encourages the transition from single vehicle occupancy. Staff has also completed Community Based Transportation Plans (CBTP) for the Cities of Suisun City and Rio Vista, and has recently completed the CBTP for the City of Dixon. Staff is also working on building partnerships with our adjacent counties along the SR 37, I-80 and I-680 travel corridors to eliminate barriers for the commuters between counties.

The Safe Routes to School (SR2S) Program had another productive school year with the implementation of Micro Grant Projects and enforcement grants which are in addition to education activities countywide. Another important milestone was that STA staff also completed the SR2S Plan update which include walking audit info for each school district and update project and program implementation recommendations.

The STA, with funding provided by MTC, continued its development of the Connected Mobility Implementation Plan which provides: 1) transit performance measures, 2) a SR 37 Transit/TDM Plan, 3) and how best to respond to the 27 recommendations and six focus areas brought forward by MTC's Blue Ribbon Transit Recovery Task Force. Overall, the Programs Department has continued to provide mobility services throughout the county, the summary includes:

- ✓ The Solano Mobility Call Center assisted 8,247 individuals by phone, 431 in person, and 166,716 website users.
- ✓ Assessed 454 individuals for American with Disabilities Act (ADA) eligibility.
- ✓ the Intercity Paratransit Taxi Card Program provided 2,482 trips and 122 wheel chair accessible vehicle (WAV) rides. 1,899 SolTrans Local rides provided through the PEX card.
- ✓ Completed 174 Travel Training and field trips.
- ✓ GoGo Grandparents provided 27,708 trips.
- ✓ Staff successfully secured funding through the Federal Transit Administration (FTA) Section 5310 program, as well as the Kaiser Permanente 2026 Community Health Grant for the Napa-Solano area. These funding sources will support the continued delivery and expansion of mobility programs for older adults, people with disabilities, veterans, and low-income residents.
- ✓ In addition, staff completed the Dixon Community-Based Transportation Plan (CBTP), which identifies key mobility needs, gaps, and priorities within the Dixon community. The plan reflects extensive outreach and community input and will serve as a guiding document for future transportation improvements and funding opportunities.
- ✓ 49,540 rides provided on the First Last Mile Program in FY 2024-25.
- ✓ 3,062 employer engagements through Solano Mobility and the Solano EDC at Chamber and 55 tabled events FY 2024-25.
- ✓ The Equitable Access to Justice Pilot providing 2,141 rides for jurors and collaborative court participants in FY 2024-25.
- ✓ The Solano Express Guaranteed Ride program provided 7,280 rides in FY 2024-25.
- ✓ The Solano Mobility Express Vanpool Pilot providing 4,591 rides in FY 2024-25.
- ✓ 17,000 alternative trips for 397,363 miles were logged in RideAmigos. 118 tons of CO2 saved.
- ✓ 40,822 completed trips for 1,677,860 miles by STA/MTC subsidized traditional vanpools.
- ✓ Launched the Solano Community College Falcon Flyer Pilot Vanpool Program to connect the Fairfield, Vacaville, and Vallejo campuses as part of the Student Equity Initiative.
- ✓ Staff secured \$50,000 in YSAQMD funding for the Solano Express Vanpool Pilot program.

Discussion:

Attached for review is the STA's OWP for FY's 2026-27 and 2027-28. The 27 plans, 18 projects and 18 programs contained in the current OWP have been updated to reflect milestones achieved.

PROJECT DELIVERY/COMPLETE PROJECTS/NEAR TERM CONSTRUCTION PROJECTS

In preparation for the STA's Budget for FY 2026-27 and 2027-28, the following five OWP projects are fully funded and are now completed, currently under construction or slated to be in construction in FY 2026-27 or 2027-28:

- ✓ I-80 Managed Lanes (Conversion of HOV Lanes to Express Lanes from Red Top Road to Air Base Parkway and the New Express Lanes from Air Base Parkway to I-505) – Under Construction and Plant Establishment Period contract to begin July 2026
- ✓ I-80 Westbound Truck Scales began construction fall 2025 with scheduled completion 2029
- ✓ SR12 SHOPP/Complete Highways Project – construction scheduled for 2027-2028
- ✓ SR 29 SHOPP/Complete Highways Project – under construction
- ✓ SR 37/Fairgrounds Interchange Improvements – construction substantially complete.

There are several projects that are currently in the project development phase with a specific phase currently funded so that work can continue; however, these projects are not fully funded and the STA will continue to seeking additional future funds for construction with it local and regional partners.

- ✓ I-80/I-680/SR 12 Interchange – Construction Package 5 design phase ongoing, RM3
- ✓ SR 37 Interim Congestion Relief Project (SR 121 to Mare Island), design phase funded – Caltrans/MTC/STA/SCTA/NVTA – RM 3/SB1/State Funding for construction
- ✓ Jepson Parkway – remaining unfunded segments City of Fairfield and Vacaville – Fairfield and Vacaville to seek Developer Implementation– RTIF/TIF/LPP/Others

Finally, there are several construction projects that are included in this year's OWP as placeholders with the initial or next phase of the project not currently funded in the current two-year budget.

- ✓ I-80 Express Lanes Project – Carquinez Bridge to SR 37 – seeking environmental phase funding
- ✓ I-80 Express Lanes – I-505 to Yolo County Line – Seeking PID Funding
- ✓ SR12 and 113 Comprehensive Multimodal Corridor Plan Updates

TRANSIT CENTERS

In recent years, STA has partnered with local transit operators and cities to improve and upgrade regional transit centers. There are several priority transit centers where the STA has successfully pursued and obtained or programmed federal, state or regional funds. Several of these projects are moving through project development phases. These projects are initial phases of larger planned transit projects that are not fully funded. The larger, long range transit centers are as follows:

- ✓ Suisun City Mobility Hub-Project – Construction completed, plant establishment ongoing
- ✓ Solano Rail Hub – PA&ED phase began Winter 2026
- ✓ Fairfield/Vacaville Hannigan Rail Station – Phase 2 (Station Building/Additional Parking)
- ✓ Fairgrounds Mobility Hub Project - initial phase fully funded OBAG3/County TDA

STA PLANNING ACTIVITIES

The following planning studies are either recently completed, ongoing or scheduled to be undertaken or completed in FY 2025-26:

- ✓ Completed Solano County Collaborative work plan to coordinate Housing Element Implementation with Solano member agencies
- ✓ Completed Solano Safe Routes to Schools Plan Update
- ✓ Completed Dixon Community Based Transportation Plan (CBTP)
- ✓ Worked with MTC on Plan Bay Area 2050+ Update
- ✓ Completed 2025 Congestion Management Program
- ✓ Comprehensive Transportation Plan- three elements underway
- ✓ Comprehensive Transportation Plan Equity Framework Completed
- ✓ Solano Connected Mobility Implementation Plan in process
- ✓ Solano-Napa North Bay Passenger Rail Feasibility Study
- ✓ Solano Transportation Resiliency Plan
- ✓ Solano Rail Hub Priority Development Area (PDA) Plan
- ✓ Solano Priority Production Area (PPA) Plan
- ✓ Solano-Napa Activity Based Model Update
- ✓ State Route 113 and 12 Corridor Studies – Projects Department
- ✓ Solano Rail Hub Priority Development Area (PDA) Plan
- ✓ Solano Transportation Climate Resiliency Plan
- ✓ Solano Routes of Regional Significance Update – Projects Department
- ✓ State Route 12 Corridor Study - Projects Department
- ✓ State Route 113 Corridor Study – Projects Department

STA PROGRAMS

Some of the major upcoming programs included the following:

- ✓ Completed sixth Full Year of College Fee program for SCC students
- ✓ The Solano Mobility Management Call Center will continue to be marketed to likely users to increase awareness of mobility options
- ✓ Focus on mobility options for Older Adults, Veterans and People with Disabilities will also continue with focused outreach, Travel Training and GoGo Grandparents
- ✓ Completion of tenth year of In-Person ADA Eligibility Program will continue with the added ease of over the phone assessments if applicable
- ✓ The Employer, Commuter, and Student Program plans to expand the use and marketing of RideAmigos, Capitol Corridor + Lyft, First and Last Mile, traditional vanpool connections and working along corridors with our neighboring counties
- ✓ The Vehicle Share program plans to grow non-profit participation to ensure disadvantaged communities are connected with social services
- ✓ Continued partnership with the Solano Community College (SCC) to expand the Falcon Flyer Vanpool Pilot connecting the SCC Fairfield, Vacaville, Vallejo and ATEC campuses
- ✓ Launch of the Solano Express Route 30 service providing transit between Vacaville, Dixon, and UC Davis (Memorial Union) with continued service between Vacaville, Dixon, and Sacramento.
- ✓ Implementation of eleventh year of the RTIF Program

STA staff anticipates working with the transit operators in FY 2026-27 related to the completion of the Solano Connected Mobility Implementation Plan, the update and execution of the Solano Express funding agreement for FY 2026-27, and coordination with SolTrans and the Solano Express funding partners in implementing their Comprehensive Operational Analysis (COA) for Solano Express.

The attached OWP for FY 2026-27 and FY 2027-28 contains plans, projects, transit projects, city project, transit/mobility programs, and coordination or funding programs. The draft OWP will be presented to the Consortium and TAC in April and the STA Board in May with Board adoption anticipated for June of 2025.

The two-year OWP will coincide with the Board's adoption of STA's updated two-year budget scheduled for July.

Recommendation:

Release the STA's Draft Overall Work Plan (OWP) for FY 2026-27 and FY 2027-28 for a 30-day comment period as shown in Attachment A.

Attachment:

A. STA's Draft Overall Work Plan (OWP) for FY 2026-27 and FY 2027-28

SOLANO TRANSPORTATION AUTHORITY
DRAFT OVERALL WORK PLAN (OWP) FOR FY 2026-27 AND FY 2027-28
PENDING STA Board Approval on June 10, 2026

CATEGORY	No.	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	2026-27	2027-28	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead - Projects	1.	<p><u>I-80/I-680/SR 12 Interchange</u></p> <p>A. Reporting for Suisun Creek Mitigation Site and resolution of endowment dispute</p> <p>B. Determine Priorities for Future Packages</p> <p>C. Resolution of Local Utility Relocation Procedures Transfer of R/W to Caltrans for Packages 1 and 2</p> <p><u>Milestones:</u> Packages 1 and 2 are open to the public.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Wetland Mitigation Site Dispute for Endowment ○ Package 1 and 2 R/W transfer to Caltrans scheduled for Fall 2023 ○ Package 5 is currently in design <p><u>Estimated Completion Date (ECD):</u> Complete design of Package 5 Fall 2027. R/W phase to begin in Summer 2027. Pending full funding, initiate construction in 2028-29.</p>	STA	RM3 SB1 STIP	X	X	By Construction Package: #1 - \$111 M #2A - \$86 M #5 - \$150M #3,4, 6, & 7 - \$603M (2023 FPAU) #3 - \$180M #4 - \$249M #6 - \$70M #7 - \$102M	<u>Projects</u> Nick Burton
STA Lead - Projects	2.	<p><u>I-80 Managed/High Occupancy Vehicle (HOV)Lanes</u></p> <p>A. Convert Existing I-80 HOV Lanes to Managed Lanes (Red Top Rd to Air Base Pkwy) and build new Managed/HOV Lanes Air Base Pkwy to I-505 – Segment 1</p> <p>B. I-80 - Carquinez Bridge to Red Top Road – Segment 2 (I-780 ramp to EB 80)</p> <p>C. I-80 – I-505 to Yolo County Line – Segment 3</p> <p><u>Milestones:</u> Project complete. Plant establishment contract beginning.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ ○ Tolling operations scheduled to be implemented December 2025 ○ Construction completed January 2026 – Segment 1 ○ Seeking funding for environmental document (\$8 M) – Segment 2 ○ Seeking funding for Project Initiation Document (PID) (\$2M) – Segment 3 ○ MTC lead for Managed Lanes Integrator <p><u>ECD:</u> CON complete January 2026 for segment 1</p>	STA:PA/ED & Design Caltrans: CON	SB1 and Bridge Tolls BAIFA Funds for PS&E RM 3 STIP and SB1 Segment 1	X	X	A. \$263M (CON) B. \$8M (PA/ED) C. \$2M (PID)	<u>Projects</u> Nick Burton
STA Lead Projects	3.	<p><u>I-80 Westbound Cordelia Truck Scales</u></p> <p>Construct new WB Truck Scales ½ mile to the east of existing location. Work includes new ramps, protect in place of North Bay Aqueduct, R/W acquisition.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ SB1 funding awarded for PS&E (\$29M). STA is the lead for the design and right-of-way. RM3 funds will cover the RW cost. ○ SB1 TCEP funding awarded for CON (\$129M) ○ Design package completed April/May 2025 ○ R/W phase completed in April/May 2025 ○ Began CON June 2025 ○ Technology integration in progress 	STA	PS&E STIP TCEP (Design) TCEP (Construction) RM3	X	X	WB Scales (\$243 M): PS&E \$29 M R/W \$25 M CON \$199 M	<u>Projects</u> Nick Burton Jasper Alve

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		<u>Status:</u> <ul style="list-style-type: none"> o In CON with an estimated completion in January 2029 <u>ECD:</u> Construction is began June 2025 with completion estimated for January 2029.						
STA Co-Lead Projects	4.	<p><u>SR 37 Corridor</u> Improve SR 37 between I-80 in Solano County and SR 101 in Marin County to address Sea Level Rise and reduce congestion.</p> <ul style="list-style-type: none"> A. Interim Congestion Relief (Packages 1-3) B. Ultimate Project Planning and Environmental Linkages (PEL) C. SR 37/Fairgrounds Dr. Interchange D. Mare Island Interchange Supplemental PID <p><u>Milestones:</u></p> <p><u>Interim Congestion Relief Package 2</u></p> <ul style="list-style-type: none"> o Project Approval/Environmental Document (PA/ED) Interim Congestion Relief Project Draft ED released for public comment Fall 2021. Final Document completed February 2023. o MTC will apply for federal and state grants in 2026 for Interim Project. o 50 acres along Segment B purchased, Solano County holds property until needed by project o 65% PS&E completed in December 2024??? o CTC awarded \$73M June 2025 <p><u>SR 37/Fairgrounds Dr. Interchange</u></p> <ul style="list-style-type: none"> o CON phase fully funded with combination of funding sources: RM3, RTIF, TDA3, TDA 4, and STAF totaling \$30M o Fairgrounds Dr design completed and construction contract was awarded in December 2024 o Project communications plan developed <p><u>Mare Island Interchange Supplemental PID</u></p> <ul style="list-style-type: none"> o STA staff met with developer and city staff to identify the PID as the next step o STA requests Mare Island Interchange as part of the Ultimate Project <p><u>Status:</u></p> <ul style="list-style-type: none"> o Interim Project currently in design and value analysis o Ultimate Project team working on segment between US101 to Atherton o Ultimate Project design and coordination with SMART is ongoing o Mare Island Interchange improvements to be completed as part of ultimate project, will be seeking local match funds for the reconstructed Interchange from City of Vallejo/Developer. <p><u>ECD:</u> SR37/Fairgrounds Drive Interchange estimated completion of construction July 2026. Interim Package 2 estimated completion of construction 2030</p>	Caltrans/MTC/ STA	Bridge Toll RTIP Local Funds	X	X	Interim B \$500M Ultimate\$11B Fairgrounds \$30M (RM3 \$20M, STIP RM3 LONP \$5.268M, STAF \$2.2M, County Funds \$4M, and RTIF \$2.271M) Mare Island Supplemental PID \$500k	<u>Projects</u> Nick Burton Leslie Gould

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STA Co – Lead Projects	5.	<p>State Route (SR) 12 East Rio Vista SHOPP projects (Segments 1 through 3, McClosky to Countyline)</p> <ul style="list-style-type: none"> ○ <u>Milestones:</u> Caltrans split project into 3 segments for construction, ○ Segment 1 – Construction completed ○ Segment 2 - Church Rd Area, RTL in Fall 2028 ○ Segment 3 - Downtown improvements, RTL in Fall 2029 ○ STA and City approved funding for enhancements in downtown Rio Vista (\$1.3M) ○ PS&E for segments 2 and 3 are completed ○ STA/Caltrans executed Cooperative Agreement for enhancement funding of elements in downtown Rio Vista. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Segments 1 construction completed ○ Segments 2 and 3 R/W underway ○ Reprogram \$1.9M STIP funds <p><u>EDC:</u> Segment 1 Construction– Completion 2024 Segment 2 Construction – Spring 2030 Segment 3 Construction – Spring 2031</p>	Caltrans Caltrans	SHOPP STIP RTIF Local TIF	X	X	\$53M	<u>Projects</u> Nick Burton Leslie Gould, Jasper Alve
STA Co-Lead Projects	6.	<p>SR 29 Corridor Coordination</p> <ul style="list-style-type: none"> ○ Improve SR 29 from Napa County line to Interstate 80 in multiple capacities, including pavement quality, bike and ped access, safety, and transit operations. ○ Coordinate with Caltrans to advance State Highway Operations Protection Program (SHOPP) funding for SR29 rehabilitation. ○ Collaborate with Vallejo, SolTrans and Caltrans to implement Sonoma Blvd Specific Plan elements along SR29 with the goal of transforming it into a “complete street.” <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Project awarded \$3.8M SHOPP set-aside for implementation of Sonoma Blvd Specific Plan with rehabilitation project. This matches Vallejo contribution of \$720k. This added work with be constructed with the larger Caltrans SHOPP project. ○ Project Report approved April 2023 ○ PS&E is completed ○ RTL’d in December 2024 ○ Released bid notice in Spring 2025 <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Caltrans implementing components of Sonoma Blvd Specific Plan with SHOPP rehab project as much as there is funding available ○ Construction began Fall 2025? <p><u>EDC:</u> Fall 2027??</p>	Caltrans City of Vallejo STA SolTrans	SHOPP & SHOPP ATP SR2S Projects funded through ATP Complete Streets enhancements are locally funded	X	X	\$35.4M	<u>Projects</u> Nick Burton Jasper Alve

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STA Lead – Projects	7.	<p><u>Solano Express and Traffic Demand Management (TDM) Capital Improvements</u> Transportation projects that support facilities such as transit hubs and park and ride lots to attract and support increased ridership on Solano Express Buses and decrease single occupant vehicles.</p> <ul style="list-style-type: none"> A. Solano Express I-80 Bus Stops/Ped Improvements B. Solano Express Electrification C. Inductive Charging & Zero Emission Buses Solano Express Connected Mobility Plan D. Transit Signal Prioritization (TSP) <p><u>Milestones:</u></p> <p><u>2018 TIRCP - \$10M Awarded towards Solano Regional Improvements</u></p> <ul style="list-style-type: none"> o \$2M allocated for SolTrans and FAST for Solano Express electrification infrastructure design at their maintenance yards. o Fairfield FTC Slip-Ramp and Ped Improvement project construction completed in early 2022. o PS&E for O&M yards of SolTrans and FAST completed. o SolTrans completed procurement of one (1) battery electric (zero-emission) bus in 2023. <p><u>2020 TIRCP - \$10.4M</u></p> <ul style="list-style-type: none"> o \$2.7M awarded for five inductive charging pads located at regionally significant facilities. o \$550k awarded for Network Integration Study and Equipment Purchase o \$1.7M in CEC funds towards seven inductive charging pads. o Inductive Charging ENV completed and PS&E currently underway. o Countywide Transit Electrification Transition Plan completed. o Connection Protection Pilot Study was completed in June 2024. o PS&E for inductive charging pads at seven (7) regional sites began February 2021 and submitted PG&E application for all 5 sites. <p><u>Status:</u></p> <ul style="list-style-type: none"> o Due to cost increases, the number of sites where to install inductive chargers will be reduced to 2 locations, STA in coordination with CalSTA. o PS&E previously underway for W. Texas Solano Express Bus Stop and Ped connection was shelved. New project to be identified by STA in coordination with CalSTA. <p><u>ECD:</u> STA coordination with CalSTA regarding the rescoping of funds.</p>	MTC STA	TPI (swapped for STAF) and YSAQMD TIRCP Advanced OBAG 3 RTIF	X	X	\$3,912 STAF \$75k YSQAMD	<u>Projects</u> Jasper Alve Leslie Gould
STA Lead- Projects	8.	<p><u>Highway Performance Monitoring System (HPMS) Data Collection</u> Part of the Federal MAP-21 requirements, MTC required implementation of this federal requirement with OBAG 3. STA coordinates with member agencies to collect local data related to Traffic, Facility Inventory and Pavement Data. Primarily traffic counts.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o Work with PDWG Members to continue data collection – o Input data – June through September 	STA Member Agencies		X			<u>Projects</u> Jasper Alve

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		<p><u>Status:</u> Continue to monitor and collect data from member agencies and submit to MTC.</p> <p><u>ECD:</u> On-Going requirement of OBAG3</p>						
STA Lead – Projects	9.	<p><u>Jepson Parkway Project</u></p> <p>A. Vanden to Leisure Town Rds - Fairfield (Segments 2A, 2B, and 2C)</p> <p>B. Leisure Town Rd. from Vanden to Orange Dr. - Vacaville (Segments 1A 1B, and 1C)</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o PA/ED for Jepson Parkway Project- Completed o Construction Segment 1A and 1B -- Completed o Construction Segment 2A – Completed o R/W Segments 1A, 1B, 2A, and 2B – Completed o Funding Agreements Segments 1B/C and 2B – Completed <p>Fairfield: obtained \$4M of Federal earmark funding in 2023</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> o <u>Segment 1C</u> Vacaville; Seeking Funding o <u>Segment 2B</u> Fairfield Funding/Construction by Developer for CON 2026-27 o <u>Segment 2C</u> <ul style="list-style-type: none"> ▪ Fairfield Construction estimated 2026-27 ▪ Eligible for Local Partnership Program – Competitive Program Funds ▪ Applied for CFNRA Partnership Grant <p><u>ECD:</u> Construction completion pending funding</p>	<p>STA</p> <p>Partners: Vacaville Fairfield</p>	<p>STIP 2006 STIP Aug Fed Demo Local RTIF TIF LPP</p>	X	X	\$106 M Remaining Segments	<p><u>Projects</u> Nick Burton</p>
STA Lead Projects	10.	<p><u>Vallejo Station (Phase B)</u></p> <p>Revitalize Vallejo’s 92-acre waterfront with a mix of new housing, retail, office, and light industrial jobs, plus new parks and improved open space. Phase B includes a separate Parking Structure.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o <u>City of Vallejo to commit balance of project funding prior to RM3 request to WETA/STA</u> o <u>Draft Funding Plan developed (\$10M RM3 WETA, \$10 M RM3 North Bay Transit/STA, and \$12+ M Vallejo)</u> o <u>Allocation of \$1.5M RM2 for EIR and Design</u> o <u>Remaining \$500k of RM2</u> <p><u>Status:</u> Coordinating with City of Vallejo for development of funding agreement prior to RM3 request in order to initiate EIR and design</p>	City of Vallejo	RM 2/3 Local	X	X	\$32M- Construction Cost \$1.5M RM3 \$500K Remaining RM2	<p><u>Projects</u> Nick Burton</p>

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<p>STA Monitoring – Projects</p>	<p>11.</p>	<p>Monitor Delivery of Local Projects/Allocation of Funds</p> <p>A. Monitor and manage local projects. B. Approve and Program OBAG 3 Projects. C. Monitor Implementation of 3 STIP projects (Jepson Parkway Phase 2A, 1B, and SR12/Church Rd) D. Monitor Implementation of ATP Grants E. Support local grants application production for ATP/Cap and Trade/Green Communities, etc. F. Support and monitor implementation of TIRCP funded projects</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> o Monitoring of local projects is an on-going activity; o Project Delivery Working Group (PDWG) meetings held quarterly o Monitor and Manage SR2S projects implementation o Monitor ATP Project Implementation o Monitor HSIP Cycles 10, and 11 projects implementation o Aid Agencies, as needed, in development of Funding Strategies for local projects with shortfalls o Participate in PDT’s for projects to ensure successful delivery o Work with local agencies to develop applications as needed for ATP/Cap and Trade/ Green Communities, LPP, CRISI, RCE etc. o Work with Caltrans, CTC, and MTC to get appropriate allocations and extensions for state funded projects. o Monitor and report on MTC’s various committees including Local Streets and Roads Working Group and Programming and Allocations Committee o Program and monitor the delivery of OBAG 3 and 4 projects in the FTIP and monitor compliance with OBAG program requirements <p><u>ECD:</u> OBAG 3 funding must be obligated by January 2027 or earlier.</p>	<p align="center">STA</p>	<p align="center">STIP-PPM STP</p>	<p align="center">X</p>	<p align="center">X</p>	<p align="center">N/A</p>	<p align="center"><u>Projects</u> Jasper Alve Leslie Gould</p>
<p>STA Co-Lead Projects Program</p>	<p>12.</p>	<p>Bridge Toll Project Priorities (Regional Measure 3)</p> <p>A. North Bay Transit Capital \$20M</p> <ul style="list-style-type: none"> ▪ \$1.5M contingent for Vallejo Station Phase B PA&ED ▪ \$ 2M Solano Rail Hub PA&ED ▪ \$6M Solano Rail Hub PS&E and R/W ▪ \$3M State Route 37/Fairgrounds Drive Project ▪ \$1.2M City of Fairfield Transit Yard Electrification ▪ \$6.3M TBD by the STA Board <p>B. San Francisco Bay Trail/Safe Routes to Transit</p> <ul style="list-style-type: none"> ▪ \$3M Vacaville Ulatis Creek Path/I-80 Undercrossing ▪ \$3M West Texas Safe Routes to Transit (Heart of Fairfield) ▪ \$3M Vallejo/Benicia Bluff Trail ▪ \$6M Solano Rail Hub/Pedestrian Crossing for CON ▪ SR 37 Public Access Improvements (amount based on results from SR 37 Active Transportation Master Plan) <p>C. Solano Express Operating – Competitive</p> <ul style="list-style-type: none"> ▪ Annual Operating request \$1M – for existing Solano Express service levels <p>D. SR 37 Corridor - \$100M</p> <ul style="list-style-type: none"> ▪ \$15M for Fairgrounds Dr. <p>E. I-80/I-680/SR 12 Interchange Project - \$150M</p> <ul style="list-style-type: none"> ▪ \$11M Package 5 design <p>F. Ferry Enhancements Program - \$300M</p> <ul style="list-style-type: none"> ▪ \$10M for Vallejo Station Phase B (Potential WETA contribution) 	<p align="center">STA Vallejo Fairfield Suisun City</p>		<p align="center">X</p>	<p align="center">X</p>		<p align="center"><u>Projects</u> Nick Burton Jasper Alve Ron Grassi</p>

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		<p><u>Milestones:</u> RM3 upheld. First round of MTC funding obligations allocated in June/July 2023. Since then the following allocations have been approved by the STA Board.</p> <ul style="list-style-type: none"> ▪ \$ 2M Solano Rail Hub PA&ED ▪ \$6M Solano Rail Hub PS&E and R/W ▪ \$1.2M City of Fairfield Transit Yard Electrification ▪ \$1.5M contingent for Vallejo Station Phase B PA&ED ▪ \$3M State Route 37/Fairgrounds Drive Project <p><u>Status:</u> \$1 Million authorized by MTC for Solano Express for fiscal years 2024-25 and 2025-26 subject to SolTrans complying with MTC's resolution 3866 (Clipper). Funding to be claimed by SolTrans consistent with funding agreement with STA.</p>						
STA Lead - Projects	13.	<p><u>Solano County Pothole Report</u> Annual report on countywide rating roadways (mapped by street/by jurisdiction), summary of annual investments in roadway infrastructure and summary of financial shortfall.</p> <p><u>Status</u></p> <ul style="list-style-type: none"> A. The first Solano County Pothole report was completed in December 2014 B. The 2nd Solano County Pothole report was completed April 2019 C. Subsequent updates to the Pothole Report are anticipated every four years similar to MTC's schedule. D. Prepare the third Solano Pothole Report FY 2026-27. <p><u>ECD:</u> June/July 2027</p>	STA Seven Cities And the County	PPM				<u>Projects</u> Jasper Alve
STA Lead – Projects	14.	<p><u>Regional Traffic Impact Fee (RTIF) Program</u></p> <ul style="list-style-type: none"> A. Working Group Coordination B. Strategic Implementation Plan (SIP) C. Annual Reporting D. Fund distribution and management E. Project monitoring <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Completed 12th Annual Report – approved by the STA Board December 2025 ○ Total RTIF collected through Q1 of FY 25/26 \$27.827M since inception of program ○ Collection of the new fee rate (\$2,500) began in October 2019. ○ An update to the RTIF Nexus Study was completed in Spring 2021 and Winter 2023 to add four projects and fifteen projects, respectively. These projects include West Texas Gateway, Suisun-Fairfield Train Station Pedestrian Crossing, Airport Road Complete Streets, and Parkway Blvd. Overcrossing. ○ Updated RTIF revenue forecast estimates completed in Winter 2023. ○ RTIF Funding Agreement with project sponsors completed <p><u>Status:</u></p> <ul style="list-style-type: none"> ● SIPs will be updated annually. ● RTIF Working Groups coordinating to update SIPs on a couple of RTIF funded projects and develop RTIF funding agreements (as necessary) 	STA Seven Cities And the County	PPM/RTIF	X	X		<u>Projects</u> Jasper Alve Leslie Gould

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		<ul style="list-style-type: none"> 90% of RTIF funds are committed to local projects. STA will meet with all working groups in FY 2025-26 to discuss RTIF funding allocation and project status, project delivery schedule, expenditure plan, and programming of uncommitted funds. <p><u>ECD:</u> RTIF Program is a five-year program that is scheduled to be renewed in 2026. Administrative tasks will be ongoing.</p>						
STA Lead-Projects	15.	<p><u>State Route 12 Coordination</u> Update corridor study and identify future projects and funding sources (i.e., SHOPP)</p> <p><u>Milestone:</u> Committee organized – April 2025</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> OBAG 3 to fund SR 12 Corridor Study Conduct corridor study under the guidance of the SR 12 Policy Committee and Caltrans CMCP Guidelines Coordinate with Travis AFB, Caltrans member agencies <p><u>ECD:</u> FY 2026-27</p>		OBAG 3 Grants TBD				<u>Projects</u> Leslie Gould
STA Monitoring-Projects	16.	<p><u>SR 113 Coordination</u> Update corridor study and identify future projects and funding sources.</p> <ul style="list-style-type: none"> Coordinate with Caltrans to advance State Highway Operations Protection Program (SHOPP) funding for SR113 rehabilitation and other improvements identified in accordance with STA’s Board approved priorities. Collaborate with Dixon, Solano County and Caltrans to implement improvements. <p><u>Milestones</u> STA Board approved SHOPP priorities April 2023 with a focus on SR 113 from Creed Road to SR 12.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Forwarded priorities to Caltrans staff for inclusion in the 2024 SHOPP future project. Our objective is to advance to a programmed SHOPP project. Conduct corridor study under the guidance of the SR 113 Policy Committee and Caltrans CMCP Guidelines Coordinate with Travis AFB, Caltrans member agencies <p><u>ECD:</u> CMCP scheduled for FY 2026-27. STA working to maintain schedule 2026 SHOPP from future project to a programmed project.</p>	Caltrans STA Dixon Solano County	SHOPP	X	X	TBD	<u>Projects</u> Leslie Gould

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<p>STA Lead-Projects</p>	<p>17.</p>	<p><u>Suisun Mobility Hub</u> Construct Mobility Hub in downtown Suisun City to service Suisun City Microtransit and public parking needs for the train station.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ STA Board approved and programmed STAF funds and TDA funds. ○ STA Board approved the project and authorized the advertisement and award of the construction contract. <p><u>Status:</u> Project is under construction, which includes electric vehicle infrastructure for the STA fleet and Suisun City Microtransit.</p> <p><u>ECD:</u> Construction is anticipated to be completed in Summer 2026.</p>	<p>STA Suisun City</p>	<p>STAF Suisun TDA</p>		<p>\$3.75M</p>	<p><u>Projects</u> Nick Burton</p>
<p>STA Co-Lead-Projects Planning</p>	<p>18.</p>	<p><u>Coordinate with Capitol Corridor Rail Stations/Service & Rail Plan and Service</u> Plan, market and implement rail service in partnership with CCJPA, SMART and STA member agencies.</p> <p><u>Milestones</u></p> <ul style="list-style-type: none"> ○ Fairfield/Vacaville Train Station: ○ First phase Fairfield/Vacaville Station – completed and renamed to the Tom Hannigan Station. Staff working with Fairfield on completing funding plan for additional phases, including seeking Cap and Trade funding. ○ Solano Rail Hub: Complete Solano Rail Hub Project Study Report in June 2023 for ADA station improvements and to accommodate rail service west from Suisun City to Napa, Sonoma and Marin Counties <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Ongoing participation with CCJPA staff working group. ○ Staff coordinating with Solano EDC and the cities of Fairfield, Suisun City and the County of Solano to update Downtown Suisun City and Fairfield’s PDA plans related to the train station. ○ Coordinate with CCJPA on the current Carquinez High-Level Bridge Crossing Study and the Vallejo alignments being considered to monitor impacts and opportunities to the City of Vallejo ○ Monitor Federal Railroad Administration (FRA) Corridor ID Program, State Rail Plan and Link21 Project for potential opportunities. ○ Ongoing Coordination with CCJPA Board Members and CCJPA Marketing staff <p><u>ECD:</u> Ongoing</p>	<p>CCJPA</p> <p>City of Fairfield</p> <p>City of Suisun City and Fairfield</p>	<p>RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds</p> <p>MTC Regional Measure 3 Funds</p>		<p>TBD FF/VV Station</p> <p>\$2,000,000</p>	<p><u>Planning/Projects/Programs</u> Robert Guerrero Sean Person Nick Burton Kathrina Gregana</p>

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STA Lead-Projects	19.	<p>Solano Rail Hub Project Public access and ADA improvements via overcrossing or undercrossing.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ STA committed \$2 million in RM3 funds for the Environmental Clearance and Initial Design Phase. ○ Coordination with Amtrak on the Solano Rail Hub Station Improvements Project which was placed on hold due to funding. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Conduct PSR to define alternatives, obtain public input, coordinate with CCJPA, City of Suisun City, City of Fairfield and Solano County and identify a preferred alternative. ○ Coordination with Cities of Suisun City and Fairfield, and County of Solano, to initiate the Environmental Clearance and Initial Design Phase of the Solano Rail Hub Pedestrian Crossing and Station Area Improvements to begin in 2027. <p><u>ECD:</u> PSR expected to be completed end of 2026.</p>	<p>STA CalSTA CCJPA Suisun City City of Fairfield County</p>	RM 3	X	X	\$2 Million	<p><u>Projects/Planning</u> Nick Burton Jasper Alve</p>
STA Lead-Planning	20.	<p>Solano-Napa North Bay Passenger Rail Feasibility Study Partnering with NVTA and cities of Napa and Vallejo to develop a Feasibility Study to assess a broader, integrated Solano Napa North Bay passenger rail network that would connect Vallejo and Napa to the California passenger rail network at the planned Solano Rail Hub in Suisun City.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Completed Vallejo Feasibility Study in June 2024 ○ Worked with NVTA and the cities of Napa and Vallejo to develop a scope of work for the follow up study called the Solano-Napa North Bay Passenger Rail Feasibility Study ○ Issued an RFP to procure a consultant for the Solano-Napa North Bay Passenger Rail Feasibility Study. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Kicked off study in Summer 2025 ○ Completed the following tasks: Review of Previous Plans and Studies; Existing Conditions Report on Facilities and Land Use; and Market Demand. ○ Developing Conceptual Transit Serve Plans <p><u>ECD:</u> Summer 2026</p>	<p>STA City of Vallejo City of Fairfield City of Suisun City County of Solano NVTA City of Napa City of American Canyon</p>	STAF NVTA	X	X	\$200,000 (\$100,000 NVTA \$100,000 STA)	<p><u>Planning</u> Robert Guerrero Kathrina Gregana</p>
STA Lead-Planning/Projects	21.	<p>Rail Crossing Safety Improvements Projects Update the 2013 Plan to identify the rail crossings most impacted by current rail traffic and identify at-grade crossings that are needed. Provide support to local agencies for the delivery of rail crossing improvements.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Completed the Plan Update in July 2024 ○ Dixon was successful in obtaining \$25 million in Rail Crossing Elimination Program <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Support City of Dixon's Park Road Overcrossing Project with project management assistance and consultant oversight. 	<p>STA City of Dixon City of Fairfield</p>	STAF Federal CRISI RTIF Rail Crossing Elimination Program	X	X	\$120,000 \$25 million for Park Road Overcrossing	<p><u>Planning and Project Department</u> Nick Burton Jasper Alve Leslie Gould Robert Guerrero Kathrina Gregana</p>

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		<ul style="list-style-type: none"> ○ Support City of Fairfield for funding Canon Road Overcrossing (CFRN Partnership Grant, CRISI and RCE). <p><u>ECD:</u> Ongoing effort to support member agencies in the funding and delivery of rail crossing projects.</p>						
STA Lead – Finance	22.	<p><u>Abandoned Vehicle Abatement Program</u> Administer AVA Program on behalf of Solano County and the seven cities.</p> <p><u>Milestones:</u> 7,997 vehicles abated in FY 2023-24. \$412,580 distributed countywide to the seven Cities and County.</p> <p><u>ECD:</u> Ongoing</p>	STA Seven Cities And the County	DMV	X	X	FY 2023-24 \$412,580 countywide distribution	<u>Projects/Finance</u> Brenda McNichols
STA Lead – Planning	23.	<p><u>Comprehensive Transportation Plan Update (CTP) Update and Implementation and</u> The Solano Comprehensive Transportation Plan has three primary elements to guide transportation funding and policies:</p> <ul style="list-style-type: none"> ○ Arterials, Highways and Freeways Element ○ Transit and Rideshare Element ○ Active Transportation Element <p>In anticipation of MTC’s upcoming Regional Transportation Plan (CTP) updated (e.g. Plan Bay Area 2060), in 2023 the STA commenced the Comprehensive Transportation Plan (Update) effort. To support with guiding the development of the three CTP elements, three CTP Policy Committees were formed:</p> <p>Active Transportation Committee convened eight (8) times on the following days:</p> <ul style="list-style-type: none"> • May 10, 2023, October 11, 2023, March 20, 2024, July 17, 2024, February 12, 2025, May 14, 2025, September 20, 2025, January 14, 2026 <p>Arterials, Highways and Freeways Policy Committee convened five (5) times on the following days:</p> <ul style="list-style-type: none"> • June 14, 2023, December 13, 2023, March 12, 2025, June 11, 2025, February 11, 2026 <p>Transit and Rideshare Committee convened six (6) times on the following days:</p> <ul style="list-style-type: none"> • July 12, 2023, September 13, 2023, January 10, 2024, April 9, 2025, July 9, 2025, March 11, 2026 <p>Additionally the STA Transportation Equity Working Group was convened eight (8) times on the following days:</p> <ul style="list-style-type: none"> • May 24, 2023, September 27, 2023, November 29, 2023, February 28, 2024, April 24, 2025, July 23, 2024, March 26, 2025, June 25, 2025. <p><u>Milestones:</u></p>	STA	TDA STAF OBAG 3	X	X	\$500,000	<u>Planning</u> Robert Guerrero Kathrina Gregana Dulce Jimenez Amy Antunano Leslie Gould

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		<ul style="list-style-type: none"> ○ With the support of Solano Equity Framework for the CTP was completed in April 2024, the Solano Equity Framework was developed through the feedback provided by the Transportation Equity Working Group ○ Completed the CTP Project Prioritization Criteria in February 2025 ○ Completion of the CTP Public Outreach process conducted from March 2025 to August 2025. STA staff attended 20 tabling events, with at least one in each jurisdiction in Solano, received over 230 CTP survey responses. ○ Adoption of the Goals and Objectives for all three CTP element – September 2025 ○ Completed the project evaluation for all three CTP element project lists, which informed the development of the draft tiered project lists that were approved by its respective CTP Policy committees. ○ Approval by the STA Board to release the draft project lists for all three CTP elements for a 30-day public comment period, March 2026 <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Development of Draft CTP Plan <p><u>ECD:</u> Estimated plan completion in September 2026</p>						
STA Lead – Planning	24.	<p>Plan Bay Area (RTP/SCS) – Plan Bay Area 2050+ Update Regional Transportation Plan (RTP) is updated every four years by MTC. STA selects transportation projects and programs to include the RTP through an outreach and coordination with the cities and County of Solano. In addition, STA coordinates with MTC and ABAG to administer RTP policies and subsequent plans in order to be eligible for State and Federal Transportation Funds.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ MTC kicked off PBA+ update in June 2023 ○ STA submitted two projects (Solano Rail Hub and Regional Managed Lanes I-80 Gap Closure-Dixon) for inclusion in PBA+ - September 2023 <p><u>Status:</u> MTC included STA priority projects in the PBA+ update and is coordinating with CTAs and other partners to finalize the plan by December 2025. MTC is currently in the final stage for completion by developing a programmatic EIR for the document.</p> <p><u>ECD:</u> December 2025</p>	MTC/STA	OBAG 3	X	X		<p align="center"><u>Planning</u> Robert Guerrero Kathrina Gregana</p>
STA Lead – Planning	25.	<p>Climate Adaptation Coordination and Solano Transportation Resiliency Plan Monitor State Climate Action Plan for Transportation Investments (CAPTI), MTC’s Sea Level Rise Adaptation Funding and Investment Framework, BCDC and Delta Protection Commission policies and requirements regarding climate adaptation. Work with member agencies to meet policies and requirements to address sea level rise and deal more broadly with climate change.</p> <p><u>Milestones:</u></p>	Member Agencies BCDC Delta Protection Commission CalSTA Caltrans ABAG	Caltrans State Planning Grant Funds \$30,000 Member Agency Contributions \$35,000 OBAG 3 Planning	X	X	\$565,000	<p align="center"><u>Planning</u> Robert Guerrero Kathrina Gregana</p>

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		<ul style="list-style-type: none"> ○ STA submitted a Caltrans grant application requesting funds for a Solano Countywide Climate Adaptation and Resiliency Plan for Transportation Infrastructure in partnership with the 8 Solano member agencies – February 2023 ○ Obtained \$500,000 Caltrans Grant Award for Solano Countywide Adaptation and Resiliency Plan for Transportation Infrastructure - August 2023 ○ Issued RFP, selected a Consultant and Kicked Off the Study-October 2024 ○ Formed a Project Leadership Team for this work to include Public Works staff from the eight Solano member agencies and representatives from CCJPA, WETA and Cal Office of Emergency Services (OES) ○ Collecting Data and Information for Existing Conditions Task – January 2025 ○ Completed Draft Literature Review – February 2025 ○ Conducted Public Outreach-Phase 1 –July 2025 <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ <u>Develop Transportation Vulnerability Assessment – March 2026</u> ○ <u>Develop Project and Policy Recommendations – May 2026</u> ○ Monitor state and regional efforts related to climate resiliency to identify opportunitiesParticipate in the Solano Bayshore Resiliency Planning Effort as the STA representative <p><u>ECD:</u> August 2026</p>						
STA Lead – Planning	26.	<p><u>Priority Development Area, Priority Production Area and Priority Conservation Area Planning and Implementation</u></p> <p>STA’s transportation and land use planning and implementation efforts are concentrated in these growth and conservation designated areas. The PDA, PCAs and new PPAs are selected by STA member agencies and approved by ABAG/MTC for special transportation funding consideration.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ STA approved and nominated 10 OBAG 3 Projects and programs- 7 funded by MTC that are located in or benefit PDAS. 8th OBAG 3 Project committed for TDA funding. ○ MTC completed a regional PCA Refresh Plan and is issuing a call for PCA projects in FY 2024-2025. ○ STA, in coordination with Solano EDC, was awarded a \$500,000 grant to develop a Solano PPA Plan – June 2023 ○ STA, in coordination with the cities of Suisun City and Fairfield and Solano EDC, was awarded a grant of \$400,000 total to develop a Solano Rail Hub PDA Plan – June 2023 ○ STA, in coordination with the County of Solano and cities of Suisun City and Fairfield and Solano EDC, issued a RFP, selected a consultant and kicked off the Solano PDA Plan. A Project Leadership Team was formed, including city staff from Suisun City, Fairfield and the County of Solano – December 2024 ○ STA, in coordination with Solano EDC, issued an RFP and selected a consultant for the Solano PPA Plan – February 2025 ○ STA and Solano County submitted Farm to Market Phase 4 as a candidate PCA Project for the MTC PCA Area Grant Program. Solano County received a \$750,000 award for the project – February 2025 	STA, Seven Cities and County	OBAG 3 MTC PPA Grant MTC PDA Grant	X	X	\$500,000 PPA Grant \$400,000 PDA Grants	<u>Planning</u> Robert Guerrero Kathrina Gregana

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		<ul style="list-style-type: none"> o MTC final PCA designation 2025 submittal o STA staff participated in the Technical Advisory Committee of MTCs PCA Refresh Plan Update – Completed in May 2024 o <u>Solano Rail Hub PDA Plan</u>: Project Kick off in January 2026. Formed Project Leadership Team that includes the cities of Fairfield and Suisun City and the County of Solano. Completed Tasks: MTC Transit Oriented Communities (TOC) Policy Compliance Memo; Flooding Impacts Memo; Development Opportunities, Constraints, and Strategies Memo; Ped and Bike Connections Memo and Public Outreach o <u>Solano PPA Plan</u>: Project Kick-off in January 2026; form Project Leadership Team that includes representatives from Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, and County of Solano <p><u>Status:</u></p> <ul style="list-style-type: none"> o <u>Solano Rail Hub PDA Plan</u>: Developing Draft Report for Project o <u>Solano PPA Plan</u>: Developing the following Tasks: Microgrid and Green Energy; Infrastructure and Maintenance Memo; and Stakeholder Engagement <p><u>ECD:</u> Solano Rail Hub PDA Plan – Summer 2026 Solano PPA Plan – September 2026</p>						
STA Lead Planning	27.	<p><u>Solano Housing Investment Partnership (SolHIP)</u> The STA created a partnership program with the cities and County of Solano to focus on implementing affordable housing with a focus on developments located in Priority Development Areas and adjacent to regional transit. In addition, STA staff is administering contracts with a planning firm for the Solano County RHNA Sub-delegation Process and is the lead in facilitating meetings with the Housing Element Partnership with the County of Solano and the cities of Benicia, Dixon, Rio Vista, Suisun City and Vallejo.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o Coordination with the Cities and County of Solano to complete the Solano RHNA subdelegation process – Complete o County of Solano designated the STA’s SolHIP as ABAG’s County Collaborative on housing – Complete o Staff scheduled meetings with the cities and county to plan and advance priority housing projects within each STA member agency- Complete o Housing Element Partnership completed <ul style="list-style-type: none"> ▪ All 7 Cities and the County adopted their Housing Elements; o Monitor Solano Suburban Housing Incentive Pool (SubHIP) Affordable Housing Projects located at the Vacaville Transportation Center PDA and Hannigan Station PDA – Fairfield and Vacaville City Council approved their projects- Fairfield’s project is under construction with Vacaville anticipated to begin FY 2023-24. o Held Solano Planning Commissioner Training – August 2023 o Obtained PDA Grants for the Solano Rail Hub PDA Plan and a PPA Grant for the Solano PPA Plan – June 2023 o ADU Tracking Tool Development and Implementation – December 2024 o Held Solano Developer Forum - March 2024 o Worked with Solano Planning Directors to develop the Solano County Collaborative Scope of Work focused on Housing Element 	STA Member Agencies Solano EDC MTC ABAG HCD	ABAG REAP Fund Member Agency Contributions MTC SubHIP	X	X	SolHIP - \$181,000 Housing Element Partnership- \$543,000 SubHIP- \$4 Million REAP 2.0 - \$490,000	<u>Planning</u> Robert Guerrero Kathrina Gregana

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		<p>Implementation and Obtained \$490,000 in REAP 2.0 Funding for Proposed Activities – November 2024</p> <ul style="list-style-type: none"> ○ SubHIP 2.0 – Identify Eligible Housing Production Projects for REAP 2.0 December 2024 ○ Development of ADU and Density Bonus Marketing Materials – March 2025 ○ Assist Member Agencies with Pro-Housing Designation Applications – Throughout 2025 ○ County Collaborative Developer Forum Follow Up- May 2025 ○ Planning Commissioners Training and Solano Affordable Housing Forum- May 2025 ○ Faith Based Organizations Affordable Housing Outreach – Summer 2025 <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Coordinating with the County of Solano to develop a Bay Area Housing Finance Authority (BAHFA) Expenditure Plan for Solano County in anticipation of a potential regional bond measure in the future ○ Completed Solano County Collaborative REAP 2.0 activities <p><u>ECD:</u> December 2025</p>						
STA Lead – Planning	28.	<p><u>Congestion Management Program (CMP) Update</u> The Solano CMP is updated bi-annual to reflect existing transportation demand management programs, transit services, expanded active transportation facilities, and congestion relief projects on the CMP network. STA required to complete CMP in 2027.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ MTC 2025 CMP Guidance was released - Spring 2025 ○ The 2025 CMP update was a targeted and limited update on select chapters such as Chapter 4 Transportation Demand Management (TDM), along with Chapter 5 Land Use and Chapter 8 Capital Improvement Program (CIP) to reflect the most current project statuses. ○ Draft CMP Report by January 2026 for STA Board approval by March 2026. ○ Final 2025 CMP adopted by March 2026 ○ Final 2025 CMP Report submitted to MTC- March 2026 <p><u>Status:</u> Next anticipated CMP Report update will occur in 2027</p> <p><u>ECD:</u> March 2026</p>	STA	STP Planning	X		\$150,000	<u>Planning</u> Robert Guerrero Dulce Jimenez

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<p>STA Lead – Planning</p>	<p>29.</p>	<p><u>Regional Mapping and Wayfinding Pilot Program – Solano County</u> Coordinate with participating cities and relevant transit operators to implement MTC’s Regional Mapping and Wayfinding Program at key transit facilities and bus stops in Solano.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Successfully included two Solano transit facilities, Solano Rail Hub in Suisun City and Vallejo Ferry Terminal and Transportation Center, in MTC’s Regional Mapping and Wayfinding Pilot Program. In 2025, site visits were conducted with partner agencies and draft Pilot Strategy reports have been developed for each station. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Coordinate with the cities of Fairfield, Suisun City and Vallejo, relevant transit operators, MTC and other partners to implement the pilot recommendations for the Solano Rail Hub and Vallejo Ferry Terminal and Transportation Center. ○ Assist other Solano member agencies and transit operators in the development and installation of regional mapping and wayfinding signs for their bus stops and transit facilities, as appropriate. <p><u>ECD:</u> Ongoing</p>	<p>STA, MTC, Fairfield, Suisun City, and Vallejo and transit operators</p>	<p>MTC Funding STA Match</p>	<p>X</p>	<p>X</p>		<p><u>Planning</u> Robert Guerrero Kathrina Gregana Brandon Thomson</p>
<p>STA Lead – Planning</p>	<p>30.</p>	<p><u>2020 Active Transportation Plan Implementation</u> Implement 2020 STA Active Transportation Plan to complete Safe Routes to Transit, Countywide Bike and Countywide Pedestrian projects. Continue to coordinate with participating cities to develop and implement community-specific Active Transportation plans. Plan and deliver identified ATP near-term and mid-term projects. Continued staff support for the Bicycle Advisory Committee and Pedestrian Advisory Committees.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Bi Monthly meetings with STA BAC and PAC in 2026. ○ Work with STA member agencies to obtain grant funding for priority projects identified in STA ATP- Ongoing. ○ Launched the digital version of the Top 10 Solano Bike Rides and Top 10 Solano Walks and Hikes on the Xplore Solano Community through the Outerspatial mobile application in partnership with the Solano Land Trust and 7 other local agencies – April 2022. ○ STA ATP Amendment completed - May 2022 ○ Submitted four letters of recommendation for four Solano Projects that were submitted as part of the Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail Program Cycle 1 – October 2024. ○ Worked with members of the BAC and PAC to identify an additional 10 walking and biking routes for inclusion in Volume II of the Biking and Walking Brochures – Work occurred throughout calendar year 2024. ○ Completion of the Solano County Top 10 Bike Rides: North Eastern Solano County, with professional brochures printed as part of the May 2026 Bike Month marketing materials <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Coordinate with cities and County of Solano to adopt the STA ATP- Complete. ○ STA ATP shares nexus with two regionally focused plans that were recently completed, the Regional ATP- January 2023 from MTC and the Bay Area Bike Highway Study- Fall 2022 from Caltrans. The ATP also shares a nexus with another regionally focused plan that is 	<p>STA Member Agencies</p>	<p>TDA Article 3 TFCA YSAQMD</p>	<p>X</p>	<p>X</p>	<p>TBD</p>	<p><u>Planning</u> Robert Guerrero Kathrina Gregana Dulce Jimenez</p>

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		<p>currently underway, Caltrans District 4 Bike Plan Update. Presentations on the Bike Plan Update were provided to the Bicycle Advisory Committee in 2024. STA staff will keep up to date with the developments of this plan and how ATP can act as a resource for their development.</p> <ul style="list-style-type: none"> ○ STA will develop a four-year plan for TDA Article 3 and TFCA funds from FY 2026-27 through FY 2029-30. ○ STA developed maps that highlight active transportation infrastructure in Priority Development Areas and in Priority Production Areas and connectivity to transit facilities. ○ Exploration of effectively tracking bike and pedestrian counts ○ Initiated the development of a Volume II Top Ten walks brochures to highlight an additional 10 walking routes in Solano County. The draft of Volume II is expected to be completed by the end of the 2026 calendar year. ○ Ongoing STA staff participation in the Regional Active Transportation Working Group led by MTC and Caltrans District 4 Pedestrian and Bicycle Advisory Committees ○ Developed a social media posting schedule on the Xplore Solano Community to promote May Bike Month and September Walk Month <p><u>ECD:</u> Fiscal Year 2025-26 and FY 2026-27</p>						
STA Lead – Planning	31.	<p><u>Countywide Active Transportation Wayfinding Sign Program</u> Coordinate and implement a wayfinding sign program focusing on Active Transportation access in three phases based on funding availability.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Completion of the following projects: ○ City of Benicia was awarded \$9,000 in TDA-3 funds to complete their Wayfinding Sign Project. The project included the design, fabrication and installation of 35 wayfinding signs strategically placed to guide pedestrians, cyclists, and motorists to major destinations such as transit hubs, trails, historic locations, parking areas and other points of interest. ○ The City of Vallejo was awarded \$16,300 in TDA-3 funds to install wayfinding signs across the new Bay/Vine Trail project. The project included the design, fabrication and installation of over 25 wayfinding signs strategically placed across the new Bay/Vine Trail that connects the Vallejo Ferry Terminal up to American Canyon. ○ The Bay Area Ridge Trail was awarded \$34,700.00 in TDA-3 to complete their Carquinez Strait Scenic Loop Trail Wayfinding Signage project in Solano County. The project included installing Wayfinding signs across 6 locations and two replacing and installing two interpretative panels placed on both sides of the Benicia-Martinez Bridge. <p><u>Status:</u> In progress: The City of Rio Vista was awarded \$10,000 in TDA-3 funds for the replacement of the wayfinding signs across the Promenade Park walking trail, also known as the Bridge to Beach path. The project is estimated to be completed by Spring 2026.</p> <p><u>ECD:</u> June 2026</p>	STA & Member Agencies	TDA Article 3	X	X	FY 2021-22- \$25,000 (Year 1) FY 2022-23- \$25,000 (Year 2) FY 2023-24- \$25,000 (Year 3)	<u>Planning</u> Dulce Jimenez

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<p>STA Lead Planning/Projects</p>	<p>32.</p>	<p><u>Solano SR 37 Public Access Plan Implementation</u> Develop a SR 37 Public Access Plan to help inform the SR 37 Highway Improvement Project EIR. The plan included 13 project recommendations. City of Vallejo completed a public survey to prioritize identified public access projects for implementation – Fall 2021</p> <p><u>Milestone:</u></p> <ul style="list-style-type: none"> ○ STA developed the Solano SR 37 Public Access Plan January 2021 ○ Public Access plan for SR 37 in Solano includes phasing of projects. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ STA is coordinating with the City of Vallejo and the County of Solano, in addition to other stakeholders, to work on funding and delivering the proposed projects from the public access plan. ○ Coordinate with Project Sponsors and SR 37 Corridor Group ○ Coordinate with Education agencies/institutions. ○ Components of the SR 37 Public Access Plan included in Caltrans SR37 Planning and Environmental Linkages Study (PEL) and will be considered in ultimate project. ○ City of Vallejo submitted public access projects based on stakeholder input. <p><u>ECD:</u> Ongoing STA for public access support to be included in the State Route 37 funding plan.</p>	<p>STA City of Vallejo SR 37 Corridor Group Solano Land Trust GVRD Bay Area Water Trail</p>	<p>SR37 Toll Revenues RM3</p>	<p>X</p>	<p>X</p>	<p>TBD</p>	<p><u>Planning/Projects</u> Nick Burton Kathrina Gregana</p>
<p>STA Lead – Planning</p>	<p>33.</p>	<p><u>STA Legislative Program</u> STA Board directed coordination to monitor and analyze state and federal transportation and housing legislation for potential impacts to Solano County. Develop STA’s Annual Legislative Platform to provide policy guidance for legislative advocacy in Sacramento and Washington DC.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Hosted California Transportation Committee Meeting at STA Office – June 2023 ○ 2024 Legislative Platform adopted by Board – Jan 2024 ○ Swapped \$850,000 in Community Project Funding with the Solano Mobility Hub ○ Adopted Community Project Funding Priority List: <ul style="list-style-type: none"> ▪ Mare Island Interchange Project Initiation Document (PID) ▪ I-80 Express Lanes Gap Closure (Dixon) PID ▪ Heart of Fairfield Downtown Streetscape Phase 2 Project ▪ Jepson Parkway Segment 3A Project <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Prepare for Staff/Board Federal Legislative Virtual Meetings – Summer 2024 ○ Prepare for Staff/Board State Legislative Virtual Meetings – Spring 2024 ○ Participate in MTC’s Regional Transportation Measure Working Group - Ongoing ○ Monitoring Federal Infrastructure Grant Funding ○ Continue to track housing and transportation legislation. ○ Ongoing letters of support provided to legislators/agencies. <p><u>ECD:</u> Ongoing.</p>		<p>STA Membership Dues and STAF Cities of Vacaville, Vallejo and Fairfield</p>	<p>X</p>	<p>X</p>		<p>Sean Person</p>

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<p>STA Lead – Planning</p>	<p>34.</p>	<p><u>STA Marketing/Public Information Program</u> Develop and design marketing and public information collateral including annual reports, monthly newsletters, fact sheets, and online content. Provides internal and external communications.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ STATUS Newsletter- ongoing ○ 28th Annual 2025 Awards Program in Dixon ○ Promoted National Bike Month. ○ Promoted Solano Community College Intercampus Vanpool Pilot Program (Falcon Flyer). ○ Promoted Solano Express Ridership with 2 for 1 monthly pass campaign. ○ Promoted Solano Express Vanpool Program and traditional vanpool program – ongoing ○ Promoted Capitol Corridor + Lyft Program – ongoing. ○ Promoted Equitable Access to Justice Mobility Program – ongoing ○ Promoted Travel Training Program – Ongoing ○ Developing Social Media Campaigns – ongoing ○ Solano Mobility & Call Center Marketing- ongoing ○ Began advertising in Trilogy Magazine and Discover Rio Vista Magazine – Ongoing. ○ Continue print advertising and editorial articles (e.g. Daily Republic, Your Town, Vacaville Magazine, Dixon Connections Magazine) - ongoing. ○ Continue radio advertising (KUIC 95.3FM) – ongoing. ○ Update STA website and improve accessibility and user experience – ongoing. ○ Released 2024 Annual Report – Spring 2025 <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Coordinate Public Outreach for Connected Mobility Plan – Summer 2025 ○ Coordinate Public Outreach for Comprehensive Transportation Plan – Spring 2025 ○ 29th Annual Awards Ceremony in Suisun City – November 2026 ○ SR37/Fairgrounds Dr Groundbreaking – Sept 2024 ○ 2026 Annual Report under development <p><u>ECD:</u> Ongoing</p>	<p>STA</p>	<p>STA Membership TDA TFCA</p>				<p>Amy Antunano Sean Person Neil Quintanilla</p>
<p>STA Lead - Projects</p>	<p>35.</p>	<p><u>Countywide Local Road Safety Plan</u> Countywide local road safety plan for each city and the County that identifies transportation safety improvements and critical emergency response corridors while adopting a Vision Zero Policy.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Approved Local Road Safety Plan by STA Board ○ Awarded \$440,000 from the Safe Streets and Roads for All (SS4A) Program in 2023/24 ○ Executed in February 2025 grant agreement with FHWA for the SS4A grant ○ Since adoption of the 2022 LRSP, local agencies in the County have been awarded Local HSIP funds totaling \$14.545 million – \$9.320M from Cycle 11 and \$5.225 million from Cycle 12 <p><u>Status:</u></p>		<p>Safe Streets for All/State Grant Funds</p>				<p><u>Projects</u> Jasper Alve</p>

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		STA will be looking to update the 2022 Local Road Safety Plan (approved by the STA Board in 2022) in FY 2026-27 <u>ECD:</u> Completion in 2027						
STA Lead – Planning	36.	<p><u>Clean Air Fund Program and Monitoring</u> Bay Area Air District Transportation Fund for Clean Air (TFCA) 40% Fund Program</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Solano Commute Alternatives Outreach and Incentive Program funds for Year 2024-25 were expended by Fall 2025 ○ Board approval of 2025-26 TFCA 40% Fund Projects July 9, 2026 ○ Bay Area Air District provided a one time funding augmentation of \$1.0 million dollars to fund active transportation projects as part of the Fiscal Year Ending (FYE) 2027. <p>Suisun City completed the following projects:</p> <ul style="list-style-type: none"> ○ Sidewalk Gap Closure Project – Awarded \$95,000 in TFCA funds ○ Driftwood Drive Path Gap Closure Project – Awarded \$100,000 in TFCA funds <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ TFCA funds will be leveraged as part of the upcoming One Bay Area Grant Cycle 4 (OBAG 4) funding strategy. ○ TFCA funding recommendation are scheduled for Board approval at the October 14, 2026 STA Board meeting. Projects in progress: ○ City of Fairfield East Tabor Tolenas Save Routes to school Project – Programmed \$100,000 ○ Vallejo Fifth Street Bike and Pedestrian Improvements – Programmed \$50,000 ○ Benicia West 5th St and West J St Intersection Improvements – Programmed \$65,000 ○ Benicia Military W and W 10th St Pedestrian Improvements – Programmed \$18,669 ○ State Route 37/Fairgrounds Drive Interchange Project – Programmed \$100,000 ○ County of Solano Vallejo Sidewalk Connector Project – Programmed for \$55,525 <p><u>ECD:</u> Ongoing.</p>	STA	TFCA	x	x	TFCA FY 26-27 Fund Estimate \$1,273,597	<u>Planning</u> Dulce Jimenez
STA Lead-Planning	37.	<p><u>YSAQMD Clean Air Fund Program</u> Coordinate with the Yolo Solano Air Quality Management District (YSAQMD) to allocate the Clean Air Fund (CAF).</p> <p><u>Milestones 2025:</u></p> <ul style="list-style-type: none"> ○ STA successfully received \$50,000 in FY 2025-26 CAF for its Eastern Solano Vanpool Expansion and Increased Alternative Transportation Incentive Program. ○ STA successfully received \$30,000 in FY 2025-26 CAF for the Safe Routes to School Bicycle and Pedestrian Program ○ Successfully partnered with YSAQMD to host Solano Clean Air Fund Application Review Committee – May 21, 2025 ○ The Solano Mobility Express Vanpool Pilot grew from three 7-passenger vans to four 7-passenger vans. YSAQMD CAF funding for FY 2024-25 assisted with growing the Solano Mobility Express 	STA YSAQMD	Clean Air Funds	x	x	CAF FY 26-27 Fund Estimate: \$30,000	<u>Planning</u> Dulce Jimenez

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		<p>Vanpool pilot further. It is currently operating with two 9-passenger and two 14-passenger vans. To date the program has provided 7,628 rides and maintains a 4.98/5 average rating.</p> <ul style="list-style-type: none"> ○ This fiscal year, three Eastern Solano County commuters received a commuter bike reimbursement through the Buck for Bikes (B4B) program. ○ Twenty-three 10-ride passes have been purchased through the Capitol Corridor plus Lyft (CC + L) program this fiscal year. ○ 3,410 first/last mile (FLM) connections to Eastern Solano County transit hubs have been provided for \$47,350. ○ In addition, seven commuters from Eastern Solano County received a Guaranteed (Emergency) Ride Home (GRH) reimbursement. The GRH program ensures commuters who use alternative transportation can get home in an emergency. ○ To date, \$51,631 has been expended on Eastern Solano County Commuter Incentives/Subsidies for the programs mentioned. ○ In addition, four traditional vanpools with an average five passengers travel from Eastern Solano County and receive a \$200/month subsidy/van. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ STA Staff will coordinate with YSAQMD on the FY 2026-27 Clean Air Fund Projects located in Solano County. CAF call for projects open in February 2026 with the grant application deadline of April 2026 .. <p><u>ECD:</u></p> <ul style="list-style-type: none"> ○ Internal STA staff review of CAF FY 2025-26 submitted projects early May. ○ STA and YSAQMD staff coordination meetings March 2025 in anticipation of the Clean Air Funds Committee anticipated to be held in late May 2025. 						
STA Lead – Planning	38.	<p><u>Solano Napa Activity Based Model (SNABM) Base Year Updated Effort and On-Call Modeling Services</u></p> <p>In coordination with NVTA staff, there was a shared understanding that a comprehensive update of the Solano Napa Activity-Based Model (SNABM) was required. This effort included advancing the model base year from 2015 to 2023 and necessitated the procurement of a Project Manager to support STA and NVTA staff in overseeing and coordinating the technical components of the model update.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Since project initiation, the SNABM Project Team, has made substantial progress by engaging Metropolitan Transportation Commission (MTC) and Caltrans modeling staff early in the process. Engagement with both regional and state partners has been a critical component of the model update, and multiple coordination meetings were conducted to brief partners on the project scope, solicit feedback, and identify anticipated data needs. ○ Model TAC was established, composed of public works and/or planning staff from Napa and Solano jurisdictions ○ Peer Review Panel, composed of three modeling experts from Contract Costa and Santa Clara Transportation Authorities and San Diego Association of Governments. The establishment of the Peer Review Panel represents a new practice for this effort is expected to serve as a model for Countywide Transportation Authorities undertaking similar model updates. 	STA NVTA	OBAG 3 NVTA	X	X	Traffic Modeling Consultant \$354,702 Project Manager Services \$35,000 STA/NVTA Funding Agreement \$125,000	<u>Planning</u> Robert Guerrero Dulce Jimenez

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		<u>ECD:</u> September 2026						
STA Lead-Planning	39.	<p><u>STA VMT Mitigation Bank</u> Explore the development of a VMT Mitigation Bank to assist member agencies with environmental document project review.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ STA interviewed CTAs across the Bay Area and member agencies to gather information on their policies and approaches in planning for a VMT mitigation bank. ○ Convened Model TAC to report back findings from the informational interview with other CTAs to kick start discussion on our county's approach in developing VMT mitigation bank. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Develop a strategy for a Solano countywide approach in developing a VMT mitigation bank. ○ Participate in the Technical Advisory Committee for Caltrans' Bay Area State Highway System VMT Mitigation Bank/Exchange Implementation Plan Study ○ Monitor results from other Bay Area CTAs and Caltrans/State Guidance regarding VMT mitigation banks <p><u>ECD:</u> 2027</p>	STA Member Agencies County GIS	OBAG 3 Member Agency Contribution		x	TBD	<u>Planning</u> Robert Guerrero Kathrina Gregana Dulce Jimenez
STA Co-Lead-Programs Projects Planning	40.	<p><u>Big Data Strategy and Implementation Plan</u> STA contracted with consultants to utilize Big Data/ Replica. Staff is using Big Data on a monthly basis to support STA Planning, Programs, Projects and Marketing efforts.</p> <p><u>Milestones:</u> STA staff has used Replica for: 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. STA staff attending training and networking opportunity with other users such as MTC, SACOG, and CalTrans at the Replica facility. Replica provided onsite training for STA staff.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Big Data to be utilized in the development of all three elements of the comprehensive transportation planning CTP Update and 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. ○ Replica will provide 10 hours of technical assistance at no additional cost. ○ Current Replica contract continues to April 2029 <p><u>ECD:</u> On Going</p>	STA	OBAG3	X	X	\$105,000 \$35,000 for FY 26-27 \$35,000 for FY 27-28 \$35,000 for FY 28-29	Lorene Garrett Jasper Alve Dulce Jimenez

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<p>STA Lead – Planning</p>	<p>41.</p>	<p><u>Geographic Information System and Data Collection</u> Collaborate with partners such as County of Solano’s REGIS Group and Solano EDC to obtain and maintain GIS files and other current data.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Solano County ReGIS meets once a month, with STA as a participating member. ○ Entered into agreement with Solano County ReGIS members for aerial photography services. ○ STA staff met with County GIS manager to discuss STA data priorities. ○ Transition from ArcGIS Desktop to ArcGIS Pro in 2026. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Work with Solano County GIS manager to enter into agreement to have STA staff participate in GIS Training for the purposes of increasing access and capacity to work with spatial data for current and future transportation mapping projects. ○ STA staff participating in GIS training courses hosted by Solano REGIS throughout FY 2025-26 and FY 2026-26. <p><u>ECD:</u> On Going</p>	<p align="center">STA County GIS</p>	<p align="center">OBAG 3</p>	<p align="center">X</p>	<p align="center">X</p>	<p align="center">\$5,000 for aerial imagery services \$1,500 for GIS Training</p>	<p align="center"><u>Planning</u> Robert Guerrero Dulce Jimenez Jasper Alve</p>
<p>STA Lead – Planning</p>	<p>42.</p>	<p><u>Supporting Zero-Emission Planning Efforts and Implementation</u> 2018 EV Readiness Plan focuses on EV Charging station locations and sign placement. The plan also focuses on permit streamlining for EV infrastructure. Identifying and procuring funds from grant opportunities for the installation of EV infrastructure.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Allocated \$30,000 of YSAQMD Clean Air Funds to Rio Vista for 2 EV Chargers – Project was completed by December 2025. ○ Allocated \$90,800 of BAAD TFCA funds for two solar electric vehicle chargers for Solano County Resource and Fleet Management Vehicles –completed in 2024 ○ Programmed \$1 million dollars Electric Vehicle (EV) Earmark from State Budget (Assemblymember Lori Wilson) for EV Chargers in Fairfield, Suisun City, and Vacaville and parts of Solano County within the eligible city limits. Funding agreements for the projects were executed in 2024. ○ City of Fairfield implemented two (2) Solar EV chargers at the Fairfield- Vacaville Hannigan Train Station - Completed ○ City of Vacaville implemented one (1) Solar EV charger by the City Hall Parking Lot and one (1) Solar EV charger by McBride Senior Center - Completed ○ City of Suisun City implemented one (1) Solar EV charger by Suisun City Hall. – Completed ○ Unincorporated County of Solano is planning to install at least two (2) Level II chargers at the parking lot adjacent to the Solano <p><u>Status:</u> STA will continue to work closely with regional and local partners to partner and collaborate on upcoming funding for zero-emission infrastructure, which includes EV chargers, fleet electrification, freight and transit electrification.</p>	<p align="center">STA</p>	<p align="center">BAAD TFCA YSAQMD CAF</p>	<p align="center">X</p>	<p align="center">X</p>	<p align="center">• \$250,000Million Dollars from State EV Earmark FY 25-26 to FY 26-27</p>	<p align="center"><u>Planning</u> Dulce Jimenez</p>

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		<ul style="list-style-type: none"> ○ In-progress - Unincorporated County of Solano is planning to install at least two (2) Level II chargers at the parking lot adjacent to the Solano County Health and Social Services Building anticipated to be completed in FY 2025-26. ○ STA pursues outside grants for zero-emission infrastructure as an ongoing effort. 						
STA Lead – Planning	43.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u> The Solano SR2S Program currently works with 74 schools countywide to promote walking and bicycling to school and student travel safety. Using a comprehensive approach, the program operates using the 6 “E’s”: education, encouragement, enforcement, engineering, evaluation, and engagement.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ In the 2024/25 school year staff conducted 69 outreach efforts to engage the schools in Solano County. 20 free bike repair events were held and over 1,150 bikes were repaired for students. ○ 47 schools with over 7,000 students participated in International Walk to School Day in October 2025 ○ Granted funding to 2 additional applicants through the SR2S Micro Grant for a total of 16 applicants for Cycle 3 ○ Fitted 350 students for new helmets utilizing funding from Office of Traffic Safety Grant ○ Implemented new Walk or Wheel (WoW) day at Dixon Montessori Charter School with over 650 kids participating. ○ SR2S Cycle 3 Micro Grant Infrastructure Projects completed at DH White Elementary School in Rio Vista and in the City of Vallejo. <p>Adopted the third iteration of the Safe Routes to School Plan update in December 2025 <u>Status:</u></p> <p><i>Education and Encouragement</i></p> <ul style="list-style-type: none"> ○ Continue to work with Solano Public Health to provide program and evaluation support, coordinate youth engagement efforts and countywide physical activity related activities like WoW days and the High School Video Project. Also, support efforts in programming and marketing. ○ Continue implementation of Walking School Buses and monthly and weekly WoW Program. ○ Provide Bike Mobile events at selected schools and community events with Bay Area BikeMobile. ○ Provide 5 Bike Rodeos at champion school sites and Title I schools. ○ Provide schools with crossing guard resources and signage to enhance safety for bicyclists and pedestrians around school sites. ○ Conduct in-class safety education presentations tailored for children ages 5-8 that emphasize the importance of safe walking and biking practices. ○ Pilot a school carpool program for the 26-27 school year <p><i>Enforcement</i></p> <ul style="list-style-type: none"> ○ Work with Suisun City City of Benicia, City of Fairfield, City of Dixon and City of Vallejo Police Departments through each of the City’s Community Task Force meetings to address traffic safety issues and concerns around schools. ○ Partner with local law enforcement agencies to assist with identifying youths in need of helmets. 	STA Seven School Districts and EightCities, Solano Public Health Safe Moves, Music Notes, and Bay Area Bike Mobile	YSAQMD TDA-3 OTS OBAG 3 ATP Cycle 5	X X X X X	 X X X		<u>Planning</u> Amy Antunano

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		<ul style="list-style-type: none"> ○ Release Cycle 7 of Public Safety Education and Enforcement Grant Collaborate with CHP to host helmet distribution events in the community. ○ Implemented Handlebar Helmet Check program to ensure children are wearing a helmets while riding bikes or scooters; 5 schools are currently participating. <p><i>Engagement</i></p> <ul style="list-style-type: none"> ○ Continue to promote programs through SR2S Website, Facebook and Instagram. ○ Update SR2S website to improve accessibility and user experience. ○ Produce a new marketing video for the SR2S School Program to be broadcast on local community networks. ○ Continue to coordinate SR2S Community Task Forces and Advisory Committee. Meeting with each city’s Task Force to update/prioritize projects to be included in the SR2S Plan Update ○ Work with school districts to promote walking and biking to school. ○ Attend community outreach events to educate about bike and pedestrian safety, and program activities. ○ Send Biannual electronic newsletters to SR2S stakeholder distribution lists. <p><i>Engineering</i></p> <ul style="list-style-type: none"> ○ The City of Benicia, City of Vallejo, City of Suisun and City of Rio Vista received funding from the SR2S Micro Grant Cycle 3 for bicycle and pedestrian improvements. All projects will be completed by December 2026. ○ Through ATP Cycle 5 funding, the City of Fairfield will continue Safe Routes to School project. Project should be completed by Fall 2026. ○ Release 4th round of SR2S Micro Grants in FY 202728. <p><i>Evaluation</i></p> <ul style="list-style-type: none"> ○ Pedestrian and Bicycle post con counts will be conducted at E. Ruth Sheldon Elementary School and Fairview Elementary School in support of the City of Fairfield’s Safe Routes to School infrastructure project. ○ Conduct Biannual helmet surveys with a focus on high traffic school sites. ○ Continue to conduct student travel surveys, parent surveys, and other additional evaluation methods to further evaluate the effectiveness of the SR2S program. <p><u>ECD:</u> SR2S Program Ongoing SR2S Plan to be implemented in 2026</p>					
STA Lead – Programs	44.	<p>Countywide Transit Coordination/Consortium STA works with MTC and transit operators to implement countywide and regional transit coordination strategies. This project will incorporate Transit 2030 Policy Committee recommendations applicable to this project. Recommendations were approved by the STA Board December 2024.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Manage Intercity Transit Consortium ○ RM2 Transit Operating Fund Coordination ○ RM3 Transit Operating Fund Coordination ○ TDA Matrix - Reconciliation for FY 2024-25 and Cost Sharing for FY 2025-26 	STA/ Dixon/ Fairfield/Rio Vista/ Solano County/ SolTrans (Benicia/ Vallejo)/Suisun City/ Vacaville	STAF TDA MTC OBAG3/Quickstrike			Transit Ron Grassi

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		<ul style="list-style-type: none"> o Formed the Transit 2030 Committee to address the six functional areas, which stemmed from the BRTRTF 27 Recommendations. o Continue developing the Connected Mobility Implementation Plan with funding from MTC. o Developed a TDM transit alternative concept for Hwy 37 per the request from Caltrans and MTC o Adopted benchmarks for mobility programs. o Completed a market assessment for all of Solano County as part of the Connected Mobility Plan. o Reserved \$8 Million of State Transit Assistance Funds (STAF) to backfill ARPA and CRSSA for Solano Express Operating and Capital expenses. o Completed the 2024 Solano Express Ridership Survey <p><u>Status:</u></p> <ul style="list-style-type: none"> o Coordinate Intercity Transit Consortium – ongoing. o TDA Matrix – Solano Express Funding and Cost Sharing for FY 2025-26. o I-80/I-680/I-780/SR12/SR37 Transit Corridor Studies ongoing o 5311 Funding Coordination o Coordinate to address the six functional areas from MTC Blue Ribbon Transit Recovery Task Force (BTRTF) o Allocate LCTOP (population-based) funds for FY 2025-26 <p><u>ECD:</u> Solano Connected Mobility Plan Implementation FY 2026-27</p>		TDA						
				SCC Student Fee						
					X	X				
					X	X				
					X					
					X	X				
					X					
					X	X				
STA Lead Projects	45.	<p><u>Management of Rio Vista Delta Breeze Transit system serving the residents of Rio Vista</u></p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o Updated the Rio Vista Delta Breeze Riders Guide o Increased ridership by XX% compared to the previous year o Developed the FY 2025-26 TDA Claim o Received new service vehicle which is anticipated to be received in June 2025 o Updated the Rio Vista Delta Breeze website o Worked with Caltrans to dispose of an FTA 5311 vehicle that was totaled in an accident o Updated the Rio Vista Delta Breeze Drug and Alcohol Policy to incorporate oral fluid testing o o Completed the Delta Breeze Marketing Plan o Completed Delta Breeze revised schedules/map <p><u>Status:</u></p> <ul style="list-style-type: none"> o Monitor the new Microtransit service. o Coordinate Rio Vista Transit Asset Management (TAM) o Implement the Electrification Plan for the Rio Vista Delta Breeze o Monitor 5310 and 5311 compliances. o Annual TDA Claim. o Vehicle procurement o Complete National Transit Database o Seek grant funding to improve transit administrative service and maintenance building. o Implement Clipper 2.0 o Implement evening service pilot for summer 2026 	STA	City of Rio Vista TDA, 5311	X	X	\$998k (FY 2024-25)	Brandon Thomson Nick Burton		

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		<u>ECD:</u> Ongoing.						
STA Lead Program	46.	<p><u>Vehicle Share Program</u> Developed through a contribution from Solano County and the Yocha Dehe Winton Nation to procure two Wheelchair-Accessible Vans to support the transportation needs of local non-profits.</p> <p>Milestones:</p> <p>FY 2024-25</p> <ul style="list-style-type: none"> ○ Under contract with two non-profit agencies. ○ Created an online interest form to increase the reach of nonprofits. ○ Created an online calendar for booking vehicles. <p>FY 2025-26 midyear</p> <ul style="list-style-type: none"> ○ Fully executed contract with Accessible Driver Trainer. ○ Created a program guide with materials for enrolled agencies. ○ Orientation and training for new drivers and agencies. <p>Status:</p> <ul style="list-style-type: none"> ○ Outreach to non-profit agencies to increase participation. ○ Orientation and training for new drivers and agencies. ○ Monitor insurance from participating non-profit agencies. <p><u>ECD:</u> Ongoing.</p>	STA	Yocha Dehe Wintun Nation Funds STAF				Steven Lowe
STA Lead - Programs	47.	<p><u>Rural Transit Coordination/5311</u> In Solano County, STA programs the 5311 funding. These funds are used for transit capital and operating purposes for services in non-urbanized areas.</p> <p>Milestones:</p> <ul style="list-style-type: none"> ○ STA Coordinated 5311 funding between Dixon and Rio Vista and other rural service operations. ○ Established a 5311 subcommittee with Dixon and Rio Vista <p>Status:</p> <ul style="list-style-type: none"> ○ Coordinated 5311 funding between Rio Vista and Dixon ongoing. ○ STA will work with Dixon and Rio Vista to distribute funding once funding is made available in FY 2025-26 <p><u>ECD:</u> Ongoing</p>	STA Rural Transit Dixon Rio Vista	FTA 5311	X	X		Transit Ron Grassi
STA Lead – Programs	48.	<p><u>Coordination with Older Adults and Seniors and People with Disabilities</u> STA to staff and provide administrative support to advisories committees that advocate and address transportation needs for seniors, people with disabilities and low-income individual, build community awareness and support, and locate funding sources to meet those needs.</p> <p>Milestones:</p> <ul style="list-style-type: none"> ○ PCC Work Plan for 2026 (adopted February 2026) <p>Status:</p> <ul style="list-style-type: none"> ○ Outreach and Marketing Mobility Management Programs are ongoing. 		STAF	X	X		Transit Debbie McQuilkin

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		<ul style="list-style-type: none"> o Solano Mobility Study for Older Adults and People with Disabilities reconnect with communities of Rio Vista, Suisun City, Benicia, Dixon, Vallejo, Vacaville, and Fairfield. o Operators & STA's TDA Claims Review o Provide input for Plan Bay Area 2050 and OBAG 4 o Participate in Transit Subcommittee for the CTP o Review and develop recommendations with the CTSA to further BRTF accessibility goals. <p><u>ECD:</u></p> <ul style="list-style-type: none"> o PCC Work and Outreach plans: 2026 o TDA Claim Review: May 2026 – December 2026 o PCC Member training/refresher regarding Committee's purpose 						
STA Lead – Programs	49.	<p><u>Solano Express Countywide and Regional Transit Coordination</u> Coordinate to implement recommended strategies for Solano County's Regional Transit Service Solano Express. This project will incorporate Transit 2030 Policy Committee recommendations that were approved by the STA Board on December 11, 2024.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o Monitor performance measures for Blue Line, Yellow Line, Red Line, Route 82, and Green Line. o Completed draft Solano Express Intercity operating plan for FY 2025-26 o Continuation of the Solano Express 2 for 1 fare promotion via Clipper o Continue the Solano Express Guaranteed Ride Program to provide reliability and a safety net for Solano Express riders (6,703 Rides through June 2026) <p><u>Status:</u></p> <ul style="list-style-type: none"> o Development of multi-year intercity operations funding plan underway o Draft Integrated Fare Policy per BRTRTF focus area functional area #1. o Continue to promote Solano Express along with all mobility options through Solano County. o Develop five-year operating budget for Solano Express o Monitoring of Solano Express through quarterly reports provided by SolTrans. o Update Solano Express Performance Benchmarks in coordination with SolTrans and funding partners. o Update Solano Express Intercity Funding Agreement FY 2026-27 o Monitor and implement 27 recommendations from the BRTRTF with emphasis on 6 focus areas. o Monitor Federal and State transit funding. o Continue to develop the Connected Mobility Implementation Plan recommendations in coordination with the SolTrans COA and the transit element of the CTP with focus on the BRTRTF six functional areas. <p><u>ECD:</u> Ongoing</p>	<p>STA MTC/BATA SolTrans (Benicia and Vallejo) City of Dixon, Fairfield, Suisun City, Vacaville and County of Solano</p>	<p>TDA STAF RM2 RM3 Federal ARP/CRSSA Funds SCC Fee</p>				<p><u>Transit</u> Ron Grassi</p>
STA Lead – Programs	50.	<p><u>Solano County Mobility Programs - Older Adults and People with Disabilities</u></p>	<p>STA/ Transit Operators</p>	<p>STAF 5310 County TDA</p>	X	X		<p><u>Transit</u> Debbie McQuilkin</p>

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	<p>Support and Monitor Mobility Management Programs, for Older Adults and People with Disabilities which includes the following programs: Countywide ADA In-Person Eligibility Program, Travel Training Program, Senior Safe Driving, Medical Trip Concierge Services (GoGo Grandparents), Veterans Mobility Program.</p> <p><u>Milestones:</u> For FY 2024-25 <u>Travel Training:</u></p> <ul style="list-style-type: none"> ○ A total of 174 Travel Trainings (Individual, Field Trip and Classroom) were conducted. ○ 36 presentations to 884 audience members were completed. ○ 4,410 individuals received information during 67 Outreach activities. <p><u>Countywide In Person ADA Eligibility Program:</u></p> <ul style="list-style-type: none"> ○ Conducted In-Person interviews with paper application. ○ A total of 454 Evaluations were conducted. ○ STA’s mobility staff presented, attended or tabled at 92 locations throughout Solano County reaching a total of 5,294 individuals. This outreach specifically targets locations and organizations that serve or house Seniors, People with Disabilities and Veterans within our county. ○ GoGo Grandparent provided 27,708 rides through FY 2024-25. ○ 1,895 Wheelchair Accessible Vehicle rides provided through GoGo and B811. ○ The Veterans Mobility Program provided 555 rides to Veterans in FY2024-25 ○ ○ Awarded \$25,000 Grant from Kaiser Permanente which provided additional rides to the GoGo Program users and allowed Veterans’ surviving spouses to participate in the program. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Continue to monitor and train New Bi-Lingual Travel Trainer ○ Evaluate and report on Countywide ADA In-Person Eligibility Program. ○ Expand outreach events and presentations to promote all Mobility Programs. ○ Continue to support Travel Training programs by providing online videos to the public through website and social media, and promotion through various presentations and outreach. ○ Continue to engage relevant committees, community groups and stakeholders such as the PCC, the CTSA, the Solano County Senior Coalition, Meals on Wheels and Healthcare providers and others to promote the Mobility Programs to the populations they serve. ○ Update and expand the Senior Safe Driving Information on Solanomobility.org and in partnership with California Highway Patrol’s Age Well Drive Smart Program provide information on transportation alternative and Programs. ○ Monitor and complete 5310 Bi-Annual Reporting for the Travel Training Program and the Solano Mobility Call Center. ○ Continue to seek additional funding opportunities to enhance existing or create new programs. ○ Kaiser grant funding to support the Solano Mobility Programs. ○ Issue Travel Training and ADA RFPs <p><u>ECD:</u> On Going</p>		Local TDA Kaiser Grant				
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<p>STA Lead Programs</p>	<p>51. <u>Solano Mobility Intercity Taxi Card Program</u> Intercity Taxi Card Program provides countywide service for ambulatory and non- ambulatory ADA certified residents of Solano County.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> o 2,482 Intercity Taxi trips were taken in FY2024-25 o 122 Wheelchair Accessible Vehicle (WAV) Taxi rides were taken o 1,899 SolTrans Local rides provided through PEX Card in FY 2024-25 <p><u>Status:</u></p> <ul style="list-style-type: none"> o Continue to monitor WAV rides through Veterans Corp.in the PEX program. o Monitoring program - ongoing o Reconciliation of Poynt and PEX system <p><u>ECD:</u> Ongoing</p>	<p align="center">STA</p>	<p>County TDA Local TDA FAST Dixon Rio Vista Vacaville And SolTrans</p>	<p align="center">X</p>	<p align="center">X</p>		<p align="center"><u>Transit</u> Ron Grassi Debbie McQuilkin</p>
	<p>53. <u>Employer Commuter Student Program: Solano Mobility Employer-Commuter Student Program (Solano Commutes)</u> The Solano Mobility Employer Commuter Program provides commuter incentives and subsidies to encourage sustainable mode shift for residents and employees in Solano County. STA staff also connects with businesses, chambers of commerce, homeowner associations, community clubs and organizations to promote these commuter benefits.</p> <p><u>Milestones:</u></p> <p><u>FY 2024-2025</u></p> <ul style="list-style-type: none"> o EDC and STA staff tabled/attended 55 events reaching 3,062 commuters and businesses. o The Commuter Program was the third most viewed website, and there were 91,300 views of social media. o Program staff successfully launched the Solano Community College (SCC) Falcon Flyer Vanpool at the request of and in partnership with the Solano Community College. In addition, staff began managing the student program including the SCC transportation fee. Program staff successfully maintained and grew existing programs. o Program staff continued Mobile Mobility Information Station Outreach to meet and introduce commuters to Solano Mobility commuter programs during their morning commutes. Staff noted an increase in registrations after each of these events. o The Employer Commuter program received a competitive YSAQMD grant for \$50,000 for FY 2025-26 for the hybrid Vanpool program (Solano Mobility Express Vanpool). o The Employer Commuter program received a BAAMD grant for \$175,000 for commuter incentives for FY 2025-26. o Program staff successfully coordinated Solano County participation in the annual Bike to Work Day as part of the 2025 Bike to Wherever Days celebration. o The Solano EDC incorporated Solano Mobility programs in their Business Expansion and Retention Visits, helping to increase program knowledge and outreach. o STA Staff participated in three Sustainable Transportation Fairs in Sacramento to successfully increase Solano Mobility Express Vanpool Ridership. o 6 2-for-1 Solano Express Program monthly pass incentives provided. 		<p>Bay Area Air District (BAAD) - TFCA OBAG 3 Yolo Solano Air Quality Management District (YSAQMD) State Transit Assistance Funds (STAF) Solano County TDA Solano County Courts Solano Community College CCJPA Marketing Agreement CMAQ MTC Bike to Wherever Days Stipend</p>	<p align="center">X</p>	<p align="center">X</p>		<p align="center">Lorene Garrett</p>

	<ul style="list-style-type: none"> ○ 70 passes provided for the Capitol Corridor + Lyft Program. ○ 18 commuters participated in Bucks for Bike Program. ○ 685 active users participated in the Commute Solano program logging 17,000 alternative trips for 397,363 miles, saving 118 tons of CO2. ○ 2,141 rides provided by the Equitable Access to Justice Program ○ 199 new First/Last Mile participants with 49,540 rides provided. ○ 125 traditional vanpool subsidies provided. 65 owner-operated and Enterprise vanpools traveled to and from Solano County. ○ 24 Guaranteed Ride Home Program reimbursements provided. ○ 178 Solano Express Riders registered to receive Guaranteed Ride Uber Vouchers, bringing the total number of program registrants to 704. 7,280 rides were provided. ○ Solano Mobility Express Vanpool Pilot Program provided 4,591 rides from Dixon/Vacaville to Sacramento with two missed runs. ○ The Solano Community College Falcon Flyer Vanpool provided 86 rides for 19 unique riders. ○ \$1,204,749 in SCC student fees has been disbursed to the transit operators since FY 2017-18 with the City of Fairfield and SolTrans both receiving 42.5%, and the City of Vacaville receiving 15%. In May of 2025, the City of Fairfield and SolTrans both received \$73,805.54, and the City of Vacaville received \$26,049.02. <p><u>FY 2025-26 Midyear</u></p> <ul style="list-style-type: none"> ○ 21 events reaching 721 businesses and commuters tabled/attended. ○ 7 Bucks for Bikes reimbursements ○ 344 active users participated in the Commute Solano program logging 9,300 alternative trips for 215,107 miles, saving 66.8 tons of CO2. ○ 28 passes provided for Capitol Corridor + Lyft program, with total enrollment at 184 participants since the start of the program in 2019. ○ 651 rides provided for Equitable Access to Justice pilot program ○ 55 new commuters registered for First/Last Mile program bringing total participation to 1,929 ○ 14 commuters received GRH reimbursements ○ 2,681 Guaranteed Ride program rides provided via Uber Voucher. 46 new registrants increasing participants to 750. ○ 2,096 Solano Mobility Express Vanpool rides to/from Sacramento provided at mid-year. 0 missed runs. 10,284 rides provided from the beginning of the program to the end of the second quarter. ○ An average of 16 vanpools received traditional vanpool subsidies. 61 vanpools traveled to/from/through Solano County at midyear. 2,006 Solano Community College Falcon Flyer vanpool rides provided for up to 68 unique riders. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Continue to promote commuter programs. ○ Continue partnership with Solano EDC to reach Solano County businesses. ○ Continue to promote programs via website, social media, and outreach. ○ Continue pop-up Mobile Mobility Information Stations to inform commuters of programs and provide assistance with sign up as needed at Solano County transit hubs. ○ Continue to partner with Solano TMA + 50 Corridor to grow ridership for Solano Mobility Express Vanpool Pilot. ○ Continue Solano Community College Intercampus Vanpool Pilot and transportation fee partnership. 					
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		<ul style="list-style-type: none"> o Develop expansion of Solano Mobility Express Vanpool Pilot Program from Vacaville and Dixon to Sacramento to include service to UC Davis’s Memorial Union. <p><u>ECD:</u> Ongoing</p>						
54.		<p>Benicia Lyft As a result of the 2018 SolTrans COA, the Benicia Dial-a-Ride Service, which cost \$250,000 per year, was eliminated. At SolTrans’ request, STA developed the City of Benicia Lyft Program to enhance transportation options for Benicia Residents.</p> <p><u>Milestones:</u></p> <p><u>FY 2024-25</u> Benicia Lyft and \$5 Benicia Lyft programs provided 9,611 rides.</p> <p><u>FY 2025-26 Midyear</u> Benicia Lyft and \$5 Benicia Lyft programs provided 7,139 rides.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> o Continuing to promote the TNC programs through the Solano Mobility Call Center, website, social media, and events. o Work with the City of Benicia to reduce program costs. <p><u>ECD:</u> Ongoing</p>		STAF City of Benicia TDA	X	X	\$80,000 FY 2025-26	<u>Transit</u> Lorene Garrett
New		<p>Suisun Lyft The Suisun Lyft Program was developed as a result of the 2022 Suisun City Community-Based Transportation Plan. STA partnered with the City of Suisun City to create Lyft Programs that would enhance transportation options for Suisun City Residents</p> <p><u>Milestones:</u></p> <p><u>FY 2024-25</u> Suisun Lyft program provided 20,166 rides</p> <p><u>FY 2025-26 Midyear</u> Suisun Lyft program provided 11,737 rides</p> <p><u>Status</u> Continuing to promote the TNC programs through the Solano Mobility Call Center, website, social media, and events.</p> <p><u>ECD:</u> Ongoing</p>		City of Suisun City TDA	X	X	\$200,000 FY 2025-26	<u>Transit</u> Lorene Garrett

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<p>STA Monitoring Programs</p>	<p>55.</p>	<p><u>San Francisco Bay Ferry Coordination</u> Ferry Service provided in the Bay Area, in Solano County provided between Vallejo and San Francisco</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ STA Coordinated marketing efforts with WETA, SolTrans and Napa Valley Transportation Authority ○ STA’s partnership with the Vallejo Ferry continued to promote the First/Last Mile program and was instrumental in increasing program participants by 255%. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Received RM3 operating funding which will allow for increased and more frequent service to/from Vallejo and Mare Island to San Francisco ○ STA is participating in the development of WETA Strategic Plan and WETA is participating in STA’s Transit Element of the CTP <p><u>ECD:</u> Ongoing</p>	<p>Vallejo</p>					<p><u>Transit</u> Robert Guerrero</p>
<p>STA Lead Projects</p>	<p>56.</p>	<p><u>STA Title VI Program</u> Translation of Documents (Vital and Informational) Annual Monitoring and Translator Services</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Translation service available for call center ○ Document translation service provided. ○ Annual Reporting ○ Title VI Plan updated and approved by the STA Board in 2024 ○ Completed the STA Title VI Plan Update ○ Extended the contract for the language assistance line. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Translation of Documents (Vital and Informational) - ongoing ○ Annual Monitoring and reporting ongoing. ○ Call Center Translator Services Ongoing <p><u>ECD:</u> Next update 2027</p>		<p>STAF</p>	<p>X</p>			<p>Brandon Thomson Sean Person</p>
<p>STA Lead – Programs</p>	<p>57.</p>	<p><u>Consolidated Transportation Services Agency (CTSA)</u> Established in 2015 to provide countywide coordination to pursue Mobility Management funding and identify and facilitate implementation of various Mobility Management Programs and Services to support Mobility for Solano County Older Adults, People with Disabilities, and Low-Income Residents.</p> <p><u>Milestones</u></p> <ul style="list-style-type: none"> ○ Reviewed and approved the CTSA Work Plans ○ Reviewed expanded membership to appeal to a broader audience and create a more diverse committee. ○ Continued support for Countywide Community Based Transportation Plans (CBTPs) 	<p>STA</p>	<p>STAF Solano County TDA</p>	<p>X</p>	<p>X</p>		<p><u>Transit</u> Ron Grassi Debbie McQuilkin</p>

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		<p><u>Status</u></p> <ul style="list-style-type: none"> ○ Monitor and Evaluate Mobility Management Programs ○ Vehicle Share Program is a partnership with non-profits to provide medical trips for non- ambulatory older adults and people with disabilities. ○ Travel Training ○ Solano Mobility Call Center ○ Senior Safety Driver Program Information ○ In-Person ADA Eligibility ○ Faith in Action Volunteer Driver Program ○ Intercity Taxi Card Program ○ Veterans Mobility Assessment updates ○ Implement and report progress of the 6 senior and ADA Priority Projects to the CTSA along with additional 12 Countywide Employer/Commuter Programs <p><u>ECD:</u> Ongoing</p>						
STA Lead – Programs	58.	<p><u>Community-Based Transportation Plan (CBTP) Updates</u></p> <p>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 guided the process. The STA previously completed CBTPs for Dixon in 2004, Cordelia, Fairfield, and Suisun Cities in 2008 and again in 2022, East Fairfield, Vacaville, and Vallejo in 2012. The cities of Vallejo and Suisun City updated their CBTP Plans, and Rio Vista completed their first CBTP in FY23-24.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Completed CBTP in Dixon ○ Over 900 Surveys received. ○ Survey results and project recommendations presented to February Dixon City Council <p><u>Status:</u></p> <ul style="list-style-type: none"> ● Develop a scope of work and initiate CBTP Unincorporated Solano County to begin in FY 2026-27 ● City of Benicia requested a CBTP to begin in 2026 ● City of Fairfield expressed interest in a CBTP ● CBTP prioritized projects from Vallejo, Suisun, Rio Vista and Dixon will be reviewed and considered for eligibility under the MTC CARE program funding criteria. ● Seek funding resources from CARB to support/implement projects or programs identified as part of the CARB STEP process. ● <p><u>ECD:</u> Ongoing</p>	STA, Transit Operators and Solano County Cities	CARB, STAF MTC/OBAG 3	X		\$500,000	Debbie McQuilkin
STA Lead – Programs	59.	<p><u>Suisun City Microtransit</u></p> <p>The Suisun City Microtransit program launched on January 3, 2023, and consists of dial-a-ride service available within Suisun City limits, and nine select locations within the City of Fairfield, as well as one fixed route known as the School Tripper</p>		Suisun City TDA			\$825k (FY 2024-25)	Brandon Thomson

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	<p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Approved Suisun City TDA Budget for fiscal years 2024-25 and 2025-26 ○ Executed the second of two option years of the Operations Contract ○ Increased ridership by XX% compared to the previous mid-year ○ Updated the Suisun City Microtransit Riders Guide ○ Transferred the base of operations to the newly constructed Suisun City Mobility Hub ○ Completed the LCTOP application for an electrical infrastructure ○ Develop Title VI Plan ○ Develop an Advertising Policy <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Work with MTC to implement Clipper 2.0 ○ Develop bus stop signage based on MTC’s Mapping and Wayfinding designs. ○ Procure an electric vehicle with LCTOP funding ○ Install 4 EV chargers for fleet ○ Develop Suisun City TDA budget for fiscal year 2026-27 ○ Procure the first EV microtransit bus <p><u>ECD:</u> Ongoing</p>						
60.	<p><u>Solano County Transit 2030 Policy Committee</u> The Committee was established to address the six focus areas of MTC’s Blue Ribbon Transit Recovery Task Force.</p> <ul style="list-style-type: none"> ○ Fare Integration ○ Mapping and Wayfinding ○ Connected Network Planning ○ Bus Transit Priority ○ Rail Network Management ○ Accessibility <p><u>Milestone:</u> Committee was formed by the STA Board on January 10, 2024</p> <ul style="list-style-type: none"> ○ Adopted Timeline and Schedule ○ Hired a Facilitator ○ Guest speakers from MTC presented Fare Integration and Clipper 2.0 ○ Transit 2050 ○ STA presented Transit Roles and Responsibilities ○ SolTrans presented their Service Areas and Funding <p>The committee received a presentation on</p> <ul style="list-style-type: none"> ○ Transit Priority Projects ○ Wayfinding Signs ○ Rail and Ferry Studies ○ History of Transit in Solano County (1995-2024) <p><u>Status:</u> On December 11, 2024, the STA Board approved the 10 Transit 2030 Policy Recommendations. The Recommendations were forwarded by the facilitator in December 2024 action is pending by the SolTrans Board</p> <p><u>ECD:</u> Study completed.</p>		MTC/OBAG 3 Quick Strike STAF				Daryl Halls

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61.	<p><u>Facilities Maintenance</u> STA owns and maintains its vehicle fleet, office building, and Suisun City Mobility Hub.</p> <p><u>Milestone:</u></p> <ul style="list-style-type: none"> • Completed Suisun City Mobility Hub maintenance agreement • Installed ADA door assist for lobby entrance • Installed additional safety cameras in the lobby and board chambers • Repaired sprinkler/drip system for landscape • Replaced failed water pressure valve <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ On-going preventive maintenance ○ Overseeing building improvements (e.g., ADA accessibility) ○ Repair leak in Executive Directors office under warranty <p><u>ECD:</u> On-going</p>		Suisun City TDA Local funds and local TDA				Nick Burton Brandon Thompson Leslie Gould
62.	<p><u>Water Dredging</u> Coordinate dredging to support marina, harbors, and deep-sea channels</p> <p><u>Milestone:</u></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Coordinating with County and cities of Benicia, Suisun City, Rio Vista, and Vallejo to identify dredging needs ○ Coordinating with San Francisco Bay Ferry (WETA) ○ Explore funding options to address dredging needs <p><u>ECD:</u> TBD.</p>		TBD				Leslie Gould Nick Burton
NEW WORK PROGRAM ITEMS							
63.	<p><u>California Public Utilities Commission Local Agency Access for All (LAFA)</u> Funding acquired through a TNC ride fee to be used for improving On-Demand Wheelchair Accessible Vehicle service. The CPUC oversees the program, while STA serves as the Local Access Fund Administrator (LAFA). Funds are administered for On-Demand Mobility Technology for Rio Vista Delta Breeze and Suisun Microtransit.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • <u>FY 2024-25</u> <ul style="list-style-type: none"> ○ Rio Vista Delta Breeze and Suisun Microtransit provided 5,783 rides to 296 unique riders. ○ On average, vehicles arrived 3 minutes and 58 seconds early for pick up. ○ Attended meetings, wrote reports, and collected data shared with the CPUC. • <u>FY 2025-26 midyear</u> <ul style="list-style-type: none"> ○ Rio Vista Delta Breeze and Suisun Microtransit provided 3,742 rides to 198 unique riders. 						

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		<ul style="list-style-type: none"> ○ On average, vehicles arrived 5 minutes and 10 seconds early for pick up. ○ Attended meetings, wrote reports and collected data shared with the CPUC. <p><u>Status:</u></p> <ul style="list-style-type: none"> ● Continue to serve as LAFA. ● Continue to provide On-Demand Mobility Technology. ● Provide software to new partner agencies. 						
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DATE: April 29, 2026
TO: STA Board
FROM: Amy Antunano, Program Manager
Janelle Gregorio, Program Coordinator
RE: Safe Streets and Roads for All Federal Grant Application for Fiscal Year 2026

Background:

The Solano Safe Routes to School (SR2S) Program aims to increase the number of students walking and bicycling to school by promoting safe, healthy and accessible travel options. Employing an inclusive strategy, the program incorporates six key elements, often referred to as the 6 E's: education, encouragement, enforcement, engineering, engagement, and evaluation. The program supports schools countywide with activities and programs that educate students about safety, promote health awareness, and identify opportunities for community improvements ultimately enhancing safer travel for all.

The Solano SR2S Plan was first established in 2008 and later updated in 2013. Currently, the plan is undergoing another update in collaboration with various SR2S partners, the SR2S Community Task Forces, and the SR2S Countywide Advisory Committee, all of whom provide ongoing guidance to the program. Since its inception, the program has steadily grown, with more schools participating each year. It remains a vital service offered by the Solano Transportation Authority (STA) to each school district in the County.

Discussion:

The Safe Streets and Roads for All (SS4A) grant program, established under the Infrastructure Investment and Jobs Act, provides competitive grant funding to support comprehensive efforts designed to prevent fatal and serious injury roadway collisions. The program emphasizes a “safe system” approach that addresses infrastructure, behavioral, and operational needs for all roadway users, including pedestrians, bicyclists, motorists, and public transportation users.

The Solano SR2S program intends to apply for the fiscal year 2026 SS4A funding opportunity to support implementation of safety initiatives identified in the recent SR2S Plan Update. Some of these initiatives are based on walk audits conducted across multiple school sites and reflect community input, technical evaluations, and best practices in pedestrian and bicycle safety.

The proposed improvements focus on enhancing the safety of school travel routes through infrastructure upgrades, traffic calming measures, and educational activities. SS4A funding would significantly strengthen the SR2S program's capacity to implement high-impact projects that address critical safety concerns.

The Solano SR2S program's goals align closely with both federal SS4A objectives and Local Road Safety Plan and Active Transportation priorities. Securing this funding would support coordinated efforts between local jurisdictions, school districts, and transportation agencies to improve traffic safety and promote active, healthy travel for students and families.

Therefore, the SR2S Program intends to request a minimum of \$600,000 from the SS4A Grant Program. The final funding request will be determined based on the scope and number of projects identified.

Fiscal Impact:

If approved, funding will be provided directly through the SS4A Grant Program and will support the Solano SR2S Program, contributing to implementation of the work plan for up to five years, as well as advancing infrastructure improvements identified in areas surrounding schools.

Recommendation:

Authorize STA Staff to submit a Safe Routes to School implementation grant application for the fiscal year 2026 Safe Streets and Roads for All Grant Program.



DATE : April 29, 2026
 TO: STA Board
 FROM: Erika Dohina, Program Services Supervisor
 RE: Solano Mobility Call Center 2nd Quarter report FY 2025-2026

Background:

The Solano Mobility Program of the Solano Transportation Authority (STA) began as part of a statewide network of rideshare programs funded primarily by Caltrans for the purpose of managing countywide and regional rideshare programs in Solano County and providing air quality improvements through trip reduction.

On February 2014, the STA expanded its services to include the Solano Mobility Call Center. It was originally one of four Solano Mobility priorities identified in the 2011 recent Solano Transportation Study for Older Adults and People with Disabilities. In addition to providing commuters and Solano County employers with information on a variety of transit services and incentive programs, the Mobility Call Center provides Older Adults and people with disabilities with a range of various mobility information.

Discussion:

Solano Mobility Call Center

For the 2nd Quarter of FY 2025-26, the Solano Mobility Call Center assisted 1,634 customers in person and over the phone. There were also 27,613 website hits.

The Call Center Activity Quarterly Summary:

- Assisted 51 walk in customers.
- Processed 112 applications received through Solano Mobility website
- Processed 6 Regional Transit Connection (RTC) Applications
- Attended 6 events and spoke with 250 Solano County residents

Geographical breakdown of City of Residence of callers:

Vallejo	40%
Fairfield	19%
Suisun City	13%
Vacaville	12%
Benicia	6%
Rio Vista	4%
Dixon	2%
Other (outside of Solano County)	5%

Even with an average of increase in calls, walk ins and website hits, the Solano Mobility Call Center staff has an average wait time of answering calls in less than 10 seconds and have received multiple compliments for offering this type of service. We recently adjusted our long-call tracking threshold from 7 minutes to 10 minutes. With the new benchmark, approximately 6% of total calls now exceed 10 minutes. This provides a more focused view on truly extended interactions.

The efficiency and effectiveness of these services are determined using the corresponding STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks, which were approved and adopted by the STA Board on June 28, 2022. The plan is included below. Using the performance measures, STA can determine the ongoing relevance, usability, adaptability, and sustainability of the mobility services currently offered in Solano County. Specifically, the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives support the recommendations of the Metropolitan Transportation Commission’s (MTC’s) Blue Ribbon Transit Recovery Task Force. All standards meet the criteria as defined in the evaluation methodology.

STA Connected Mobility Implementation Plan Guidelines, Performance Measures & Benchmark Goals and Objectives

Solano Mobility Call Center: Inquiries and requests are handled clearly and responsively in a way that enhances mobility program usability and accessibility, and in a manner that meets the quantifiable conditions listed below.

Overall, Solano Mobility’s call center should be oriented around customer service quality, with a focus on effective responsiveness to caller inquiries. To ensure quality, the program should have customer service standards that detail methods of effectively handling responses, as well as detailing acceptable answer speeds or hold times. These conditions include the following:

- Consistent communication with partnered agencies to keep up to date with relevant information. Fully staffed call center to ensure little to no hold times between the hours of 8-5pm M-F.
- Average call answer time is less than 20 seconds.
- Average call hold time is less than 30 seconds.
- Return messages within one business day of message receipt.
- Respond to valid complaints within 48 hours of complaint receipt.
- Five percent increase in program participation annually.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Call Center policies and processes.	Solano Mobility Call Center program has clearly defined customer service standards that meet the conditions listed above and are oriented to ensure quality, effectiveness, and efficiency of responsiveness.

Fiscal Impact:

The approved FY 2025-26 budget for the One-Stop Call Center programs is \$400,000 funded through FTA 5310 and State Transit Assistance Funds (STAF). Actual expenditures from July 1, 2025, through December 31,2025, total \$186,853.

Recommendation:

Informational.

Attachment:

A - Call Center Activity Chart: Midyear Comparisons (Some data may not have been captured or available in the previous years as a result of call center log changes, updates and/or program availability)

CALL CENTER ACTIVITY CHART

Midyear comparisons

		<u>FY 23/24</u>	<u>FY 24/25</u>	<u>FY 25/26</u>
Public Transportation	Solano Express	574	376	275
	Local Routes	229	275	246
	Travel Training	137	30	80
	Trip Planning	293	195	127
ADA/ PT	ADA/Paratransit	426	307	391
Taxi/PEX	PEX Inquiry	818	684	526
	PEX Add	421	390	281
Private Transit	FIA, Partnership, Northbay	60	51	61
RTC/ Clipper	RTC	61	58	58
	Clipper	67	52	54
Programs	GGG	647	731	913
	Microtransit	272	310	222
	Commuter Incentives	337	233	303
	Veterans	44	45	53
Other	Other	294	231	378
	Amtrak/Greyhound	72	36	32
Calls 7+ minutes		516	581	Calls over 10 min. 278
Bilingual:		18	18	20
TOTAL CALLS:		4,810	4,004	4,000
Walk-In	RTC App Submitted	36	21	18
	Clipper Senior/Youth	36	38	12
	POYNT Transaction	18	22	10
	SMT Transaction	5	6	1
	Clipper Transaction	46	2	0
	Other	102	159	107
TOTAL WALK-INS		243	218	161
TOTAL WEBSITE VIEWS:		48,109	65,736	67,159

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DATE: May 13, 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 Legislature resumed session following Spring Recess and is advancing policy and fiscal deadlines ahead of the Governor’s May Revision of the Fiscal Year (FY) 2026–27 budget. A significant development includes proposed amendments by the California Air Resources Board (CARB) to the Cap-and-Invest Program, which may substantially reduce Greenhouse Gas Reduction Fund (GGRF) revenues—potentially affecting funding availability for major transportation and climate programs such as the Transit and Intercity Rail Capital Program (TIRCP) and the Affordable Housing and Sustainable Communities (AHSC) Program. Funding opportunities remain active, including approximately \$950 million anticipated for TIRCP Cycle 8 and \$750 million for AHSC Round 10, with application deadlines due in May 2026.

Congress continues to face challenges finalizing FY 2026 appropriations, particularly related to Department of Homeland Security funding, while also beginning work on the FY 2027 budget. The President’s proposed FY 2027 budget includes increased overall funding for the U.S. Department of Transportation, though it proposes reductions to key transit programs, including Capital Investment Grants and Amtrak funding, and eliminates funding for the RAISE/BUILD program. Meanwhile, several competitive grant opportunities have been announced, including nearly \$1 billion for the Safe Streets and Roads for All program and funding for multiple ferry-related programs.

STA’s state lobbyist, SYASL, is recommending that the STA take a supporting position on the following two (2) bills:

AB 1421 (Wilson) Road Usage Charge Technical Advisory Committee – RECOMMEND SUPPORT

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 Senate Rules Committee, pending referral to policy committee.*

AB 2059 (Wilson) Vehicle Miles Traveled Mitigation Costs – RECOMMEND SUPPORT

This bill specifies that the total cost of mitigation measures required to address a significant transportation impact required under the California Environmental Quality Act is not to exceed 5% of the estimated total project costs in rural counties (less than 200,000 people). This cap would not apply to the addition of new highway lanes. *This bill is in the Assembly Natural Resources Committee.*

State Legislative Update (Shaw/Yoder/Antwih/Schmelzer/Lange):

Updates on the following are detailed in Attachment A:

- Legislative Update
- Proposed Regulations to Cap-and-Invest
- TIRCP Cycle 8 and Call for Projects
- Bills of Interest

Federal Legislative Update (Akin Gump):

Updates on the following are detailed in Attachment B:

- 2026/2027 Appropriations
- Department of Transportation/Congressional Update
- Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update



April 20, 2026

TO: Board of Directors - Solano Transportation Authority

FM: Matt Robinson & Michael Pimentel - Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – May 2026**

General Update

On March 26, the Legislature broke for their Spring Recess and reconvened on April 6. Upon their return, policy committees and budget subcommittees in both houses continue to review legislation introduced in the session and the Governor’s budget proposals, with April 24 as the last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house; the last day for policy committees to hear and report to the Floor non-fiscal bills introduced in their house is May 1.

The Governor is expected to release the May Revise, the mid-year update to the proposed Fiscal Year 2026-27 budget, on May 14.

For information about key legislative and budget deadlines for next year, please see the 2026 Legislative Calendar [here](#).

CARB Releases Proposed Regulations to Cap-and-Invest Compliance Mechanisms

On April 14, the California Air Resources Board (CARB) released its [Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms](#).

The proposed amendments aim to implement the technical changes made to the Cap-and-Invest Program by [AB 1207 \(Irwin\) \[Chapter 117, Statutes of 2025\]](#), which largely focus on addressing industry leakage from California and the program's cost impacts to Californians.

The amendments propose, among other things, to significantly expand the number of free allowances provided to utility companies on the Cap-and-Invest auction market, in order to increase the size of the existing climate credit rebate returned annually to California’s utility customers. This in turn would reduce the overall number of allowances that may be sold by CARB and would result in a significant reduction in Greenhouse Gas Reduction Fund (GGRF) revenues through at least 2030. Early assumptions predict this would reduce GGRF revenues *by half*, to approximately \$2 billion annually.

Given the changes to the GGRF Expenditure Plan approved last year in [SB 840 \(Limon\) \[Chapter 121, Statutes of 2026\]](#), this reduction would likely mean that, unless the regulations are further amended, or

the new GGRF tiers reconsidered, the state will not have sufficient GGRF to fund Tier 3 programs (i.e. Affordable Housing and Sustainable Communities, Transit and Intercity Rail Capital Program, AB 617, Low Carbon Transit Operations Program, etc.).

CARB will discuss the proposed amendments at its May 28 Board meeting and we expect numerous stakeholders to speak in opposition to the proposal.

REMINDER: CalSTA Releases TIRCP Cycle 8 Guidelines and Call for Projects

On February 23, the California State Transportation Agency (CalSTA) released [final guidelines](#) and a [call for projects](#) for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 8. The call for projects details the application requirements and procedures to apply for funding under the program. TIRCP Cycle 8 will program projects starting with the Fiscal Year (FY) 2026-27 and ending with the FY 2030-31. The new program cycle will include previously awarded and active projects that have not been fully allocated by the end of the FY 2025-26 fiscal year, and projects selected from Cycle 8. The new capacity available for Cycle 8 is currently estimated at least \$950 million, but could be adjusted based on auction proceeds and changing cash flow requirements of already awarded projects between now and the September 2026 award announcement.

Applications are due May 18, 2026, and CalSTA expects to announce awards no later than September 18, 2026.

REMINDER: Affordable Housing and Sustainable Communities Program Notice of Funding Availability

On March 4, the Department of Housing and Community Development (HCD) and the Strategic Growth Council (SGC) released the [Notice of Funding Availability](#) (NOFA) for Round 10 of the Affordable Housing and Sustainable Communities (AHSC) Program. The AHSC supports transit, housing, and land use projects which reduce greenhouse gas emissions. Approximately \$750 million in funding capacity is available for Round 10.

Applications are due May 4, 2026, and awards are expected to be announced in December 2026.

Bills with Recommended Positions

AB 1421 (Wilson) Road Usage Charge Technical Advisory Committee – RECOMMEND SUPPORT

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 Senate Rules Committee, pending referral to policy committee.

AB 2059 (Wilson) Vehicle Miles Traveled Mitigation Costs – RECOMMEND SUPPORT

This bill specifies that the total cost of mitigation measures required to address a significant transportation impact required under the California Environmental Quality Act is not to exceed 5% of the estimated total project costs in rural counties (less than 200,000 people). This cap would not apply to the addition of new highway lanes. ***This bill is in the Assembly Natural Resources Committee.***

Bills of Interest

SB 1250 (Cortese) Wildlife Connectivity – WATCH

This bill would require Caltrans to include wildlife connectivity assets (wildlife crossings, improved culverts and bridges, habitat corridors, and fencing guiding animals to crossings) in its asset management plan and to targets and goals in this regard. Caltrans would also be required to work with the California Department of Fish and Wildlife to establish an inventory of wildlife connectivity needs on the state highway system where these assets could reduce wildlife-vehicle collisions or enhance wildlife connectivity. ***This bill is in the Senate Natural Resources & Water Committee.***

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 Privacy & Consumer Protection 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. ***This bill is in the Senate Rules Committee, pending referral to policy committee.***

AB 1976 (Wicks) Streets and highways: pedestrian and bicycle facilities – WATCH

This bill would add pedestrian malls (city streets restricting vehicular traffic) to the list of projects statutorily exempt from the California Environmental Quality Act. This bill would also prohibit a city or county in California from soliciting public input on a proposed pedestrian or bicycle safety project after the project is approved and in development and a local agency may not terminate a project unless certain findings are made. This bill also makes changes to the Pedestrian Mall Law of 1960. ***In the Assembly Transportation Committee.***

AB 2074 (Haney) Regional Transit Hubs – WATCH

This bill would require major transit cities (cities with a population greater than 400,000) to designate one or more regional transit hub districts and preserve requirements for those districts by July 1, 2026. Additionally, the bill would permit housing as an allowed use in regional transit hubs, subject to certain requirements, and allow downtown housing development to be an allowed use within a regional transit hub district. The bill would establish the Downtown Revitalization Loan Fund within the California

Housing Finance Agency to finance housing development in these districts. *In the Assembly Natural Resources 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 Judiciary Committee.*

M E M O R A N D U M

April 20, 2026

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: April Report

In April, Akin monitored developments in Washington, including the appropriations process, transportation updates, and funding opportunities.

Fiscal Year 2026 Appropriations

Congress has not yet passed legislation to fund the Department of Homeland Security (DHS) in fiscal year 2026. Senate Democrats and Republicans could not agree before the Easter recess on reforms to Immigration and Customs Enforcement (ICE) that would persuade Senate Democrats to vote in favor of the DHS appropriations bill. As a result, the Senators agreed to pass legislation that funded all of DHS except ICE and CBP. Republican Senators then planned to fund ICE and CBP through reconciliation legislation that only requires a majority of members to pass it. However, House Republicans are insisting that Congress pass the reconciliation legislation funding CBP and ICE before they vote on the bill funding DHS that the Senate passed. On April 3, President Trump signed an order that [directed](#) the DHS to pay all employees amid the shutdown taking some of the pressure off Congress.

Fiscal Year 2027 Appropriations

On April 3, the White House released the [President's FY 2027 discretionary budget request](#) to Congress. Keeping in mind that the President's Budget sets forth the President's priorities and is not binding and often disregarded by Congress, this budget seeks to increase defense spending by \$441 billion and decreases nondefense discretionary spending by \$73.4 billion. Highlights of the budget for the Department of Transportation include the following:

- \$26.6 billion in discretionary budget authority for DOT for FY 2027, a \$1.6 billion increase from the FY 2026 enacted level. This includes \$770 million for the Nationally Significant Multimodal Freight & Highway Projects discretionary grants program, \$714 million to repair or replace highway bridges in disrepair, and \$300 million for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. The budget request does not fund the RAISE/BUILD grant program and provides \$2.1 billion in Amtrak funding, a \$327 million decrease from FY 2026. The budget also cuts the Federal Transit Administration Capital Investment Grants program by \$486 million compared to FY 2026.

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On April 13, House Appropriations Committee Chairman Tom Cole (R-OK) [released](#) the markup schedule for FY 2027 appropriations bills. Markups will start on April 17 with the Military Construction, Veterans Affairs, and Related Agencies bill and the Financial Services and General Government bill. Markups will continue through June 24, 2026. The Transportation, Housing and Urban Development bill is slated for markup on May 21, 2026. The Senate has started holding subcommittee [hearings](#) to review the President's 2027 budget request but has not yet released a markup schedule.

Department of Transportation Update

On March 27, DOT [announced](#) \$993 million in funding for the Safe Streets and Roads for All program. City and township governments are eligible to apply for funding to support planning and demonstration activities, as well as projects and strategies to prevent death and serious injury on roads and streets for all users. DOT expects to award 500 grants and applications are due on May 26, 2026.

On April 6, DOT [announced](#) \$105 million for the FY 2026 Competitive Funding Opportunity: Passenger Ferry Grant Program. City and township governments are eligible to apply for funding for capital projects to support passenger ferry systems in urbanized areas, such as ferry vessels, terminals, and related infrastructure. DOT expects to award 10 grants and applications are due on May 11, 2026.

On April 6, DOT [announced](#) \$98 million for the FY 2026 Electric or Low-Emitting Ferry Pilot Program. City or township governments are eligible to apply for funding for capital projects to purchase electric or low-emitting ferry vessels and related infrastructure. DOT expects to award 5 grants and applications are due on May 11, 2026.

On April 6, DOT [announced](#) \$454 million for the FY 2026 Ferry Service for Rural Communities Program. State governments are eligible to apply for funding for capital projects to purchase, construct, replace, or rehabilitate ferries, terminals, related infrastructure and equipment (including electric or low-emitting ferry vessels and related infrastructure), planning projects, and operating assistance. DOT expects to award 5 grants and applications are due on May 11, 2026.

Congressional Update

As we previously reported, the current surface transportation law expires on September 30. House Transportation and Infrastructure Committee Chair Sam Graves (R-MO), who recently announced he is retire at the end of the current Congress, is targeting April 29 for the markup of the bill. Graves is negotiating a topline number for the bill of between \$500 and \$550 billion, which is well below the Infrastructure Investment and Jobs Act (IIJA) \$1.2 trillion total. The

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topline amount will be a combination of authorizations and contract authority for five years. Senate Environment and Public Works Committee Chair Shelly Moore Capito (R-WV) has said that she would like Congress to complete work on the bill this year but has not offered any date for a markup nor have the chairs of the Senate Banking Committee (public transit) or Commerce Committee (rail and ports). With this being an election year and there being lack of agreement over funding levels and source, Congress will likely be forced to pass a short-term extension until at least after the elections and more likely until the next Congress.

Bills of Interest

On April 2, Rep. Hillary Scholten (D-MI) introduced [H.R.8186](#) in the House. The bill would require the Secretary of Transportation and the Director of the National Weather Service to establish an interagency working group to develop best practices for roadway management. There are no cosponsors for the bill. The bill was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Science, Space, and Technology.

On April 9, Rep. Scott Perry (R-PA) introduced [H.R.8230](#) in the House. The bill would remove transit-oriented development projects as projects eligible for assistance under the Transportation Infrastructure Finance and Innovation (TIFIA) program and the Railroad Rehabilitation and Improvement Financing (RRIF) programs. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On April 9, Rep. Scott Perry (R-PA) introduced [H.R.8231](#) in the House. The bill would prohibit the transfer of highway formula funds to transit projects. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On April 9, Rep. Scott Perry (R-PA) introduced [H.R.8233](#) in the House. The bill would repeal public transportation fixed guideway capital investment grants. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

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DATE: April 29, 2026
 TO: STA Board
 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 All Station Accessibility Program https://simpler.grants.gov/opportunity/be080298-003a-4b14-b866-be8171102a88	\$686M	May 1, 2026
2.	Safe Streets and Roads for All Program https://files.simpler.grants.gov/opportunities/c4465027-52de-40b5-889f-d2686880628a/attachments/4fbd5bc9-ad29-4043-a632-2983842708c7/SS4A-FY26-NOFO.pdf	\$993.488M	May 26, 2026
State			
1.	Transit and Intercity Rail Capital Program (TIRCP) Cycle 8 https://calsta.ca.gov/-/media/calsta-media/documents/tircp-cycle_8_call_for_projects-a11y.pdf	\$950M	May 14, 2026
2.	Active Transportation Program Cycle 8 (Statewide) https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/cycle8/2027-atp-guidelines-a11y.pdf	\$309M	June 22, 2026
3.	Local Highway Safety Improvement Program (HSIP) https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program	TBD	Upcoming
Regional			
1.	Active Transportation Program Cycle 8 (Regional) https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants	\$53M	June 22, 2026
2.	Transportation for Clean Air Funda (TFCA)	\$1M	June 30, 2026

	https://www.baaqmd.gov/funding-and-incentives/funding-sources/regional-fund		
3.	Community Action Resources & Care (CARE) Program	\$2M	June 30, 2026
	https://mtc.ca.gov/funding/funding-opportunities/community-action-resource-empowerment-care-program		
4.	One Bay Area Grant (OBAG) Cycle 4 County Program	\$12.885M – \$16.190M	June 30, 2026
	https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-4-obag-4		
5.	Regional Measure 3 Safe Routes to Transit and Bay Trail Program	\$75M	Upcoming
	https://mtcdrive.app.box.com/s/iq0rapa6s8mmtuptfs0ihqf7i5wmz8ao/file/2199458119017		

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: May 1, 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	3:00 p.m.	SR 12 Corridor Subcommittee	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	4:00 p.m.	SR 113 Corridor Subcommittee	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