



MEETING AGENDA

5:30 p.m., Closed Session
6:00 p.m., Regular Meeting
Wednesday, April 8, 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 jmasiclat@sta.ca.gov

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

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

2026 STA BOARD MEMBERS

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

STA BOARD ALTERNATES

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

BOARD/STAFF PERSON

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

Conference with Legal Counsel – Existing Litigation Pursuant to Gov’t Code §54956.9(d)(2)

Monteadora v. Solano Transportation Authority

Ibarra v. Caltrans et al and Lewellen v. City of Fairfield, STA, et al

1. **CALL TO ORDER/PLEDGE OF ALLEGIANCE (6:00 p.m.)** Chair Alma Hernandez

2. **CONFIRM QUORUM/STATEMENT OF CONFLICT**
An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. CA Gov’t Code § 87200

2. **SWEARING IN OF STA BOARD ALTERNATE MEMBERS**
 - Vice Mayor Michael Silva
City of Vacaville

3. **APPROVAL OF AGENDA**

4. **OPPORTUNITY FOR PUBLIC COMMENT (6:05 – 6:10 p.m.)**

5. **EXECUTIVE DIRECTOR’S REPORT (6:10 – 6:15 p.m.)** Daryl K. Halls
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6. **PRESENTATIONS (6:15 – 6:45 p.m.)**
 - A. **CalCOG Presentation** Bill Higgins, CalCOG

 - B. **Legislative Update** Sean Person, STA

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

 - D. **STA Director Reports:**
 1. **Programs**
 - i. **Bike Month and Safe Routes to School Events** Lorene Garrett/
Amy Antunano

 - ii. **Solano Mobility Programs Second Quarter Report for FY 2025-26
Employer, Commuter, and Student Programs** Lorene Garrett
 2. **Planning** Robert Guerrero
 3. **Projects Update**
 - i. **SR 37 Fairgrounds Drive** Nick Burton
 - ii. **I-80 Express Lanes Update**
 - iii. **SR 12 and SR 113 Corridor Update**

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 March 11, 2026** Recommendation: Johanna Masiclat
Approve the minutes of the STA Board Meeting of March 11, 2026.
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- B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of March 25, 2026** Johanna Masiclat
Recommendation:
 Receive and file.
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- C. Approved/Draft Minutes of STA Advisory Committees in the Month of March 2026** Johanna Masiclat
Natalie Quezada
Josue Jimenez
Recommendation:
 Receive and file.
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- D. Bicycle Advisory Committee (BAC) Member Appointment** Dulce Jimenez
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.
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- E. Paratransit Coordinating Council (PCC) Membership Update** Debbie McQuilkin
Recommendation:
 Approve the appointment of Heather Barlow, Social Service Provider, to another 3-year term to expire on December 31, 2029.
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- F. Contract Amendment for Traffic Modeling Consultant for the Solano Napa Activity Based Model (SNABM) Base Year Update Effort** Dulce Jimenez
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.
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- G. Contract Extension for Equitable Access to Justice Pilot Program for FY 2026-27** Lorene Garrett
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.
- Pg. 47**
- H. Bay Area Air District Local Community Benefits Fund Grant** Amy Antunano
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.
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- I. Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Grant Submittal** Lorene Garrett

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.

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- J. Public Safety Education and Enforcement Grant-Reissue of Funds** Amy Antunano

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.

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9. ACTION FINANCIAL ITEMS

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

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.

(6:50 – 7:00 p.m.)

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10. ACTION NON-FINANCIAL ITEMS

- A. None.**

11. INFORMATIONAL – DISCUSSION ITEM

- A. Update on MTC Regional Mapping & Wayfinding Pilot Program in Solano County** Kathrina Gregana

(7:00 – 7:10 p.m.)

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- B. Solano Express Intercity Transit Funding and Cost Sharing Agreement** Ron Grassi

1. Solano Express Cost Per Revenue Hour (Due by March 15th)
2. Solano Express Service Hours by Route

(7:10 – 7:20 p.m.)

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NO DISCUSSION

- C. MTC Community Action Resource and Empowerment (CARE) Program – Draft Evaluation Criteria** Pg. 155 Kathrina Gregana
- D. California Public Utility Commission (CPUC) Access for All Funding** Pg. 161 Steven Lowe
- E. One Bay Area Grant Cycle 4 Draft Evaluation Criteria and Transit Priority Policy for Roadways Compliance** Pg. 163 Jasper Alve
- F. Safe Streets and Roads for All Federal Grant Application for FY 2025** Pg. 167 Janelle Gregorio
- G. Solano Mobility Programs Second Quarter Report for FY 2025-26 Employer Commuter Student Programs** Pg. 173 Lorene Garrett
- H. Legislative Update** Pg. 197 Sean Person
- I. Summary of Funding Opportunities** Pg. 207 Jasper Alve
- J. STA Board and Advisory Committees Meeting Calendar for 2026** Pg. 209 Johanna Masiclat

12. BOARD MEMBER COMMENTS

13. ADJOURNMENT

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

STA Board Meeting Schedule for Calendar Year 2026

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

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

NO MEETING IN AUGUST – STA Board Recess

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

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

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

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



DATE: April 1, 2026
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Executive Director's Report – April 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.

CalCOG Presentation

Bill Higgins, CalCOG, has been invited to provide a presentation on state legislation pertaining to transportation, housing, and VMT reduction. STA legislative staff will cover legislation not covered by Mr. Higgins.

Contract Extension for Equitable Access to Justice Pilot Program for FY 2026-27*

Solano County staff has requested an extension of the Equitable Access to Justice Program. This program is funded by the County's courts and County TDA funds.

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

Projects and Planning staff has agendized the OBAG 4 process which occurs every four years. This funding is utilized to support STA's planning, programming and project delivery activities. The remainder of the OBAG 4 funding will be allocated as part of a larger Call for Projects anticipated for Board discussion in May.

Additional Funding Opportunities:

STA staff is preparing additional call for projects in coordination with the OBAG 4 funds. The funding categories include the following.

- Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Grant Submittal
- MTC Community Action Resource and Empowerment (CARE) Program – Draft Evaluation Criteria
- California Public Utility Commission (CPUC) Access for All Funding
- Transportation Development Article 3 Funds
- Bay Area Air District Clean Air Funds 40% Program Manager Funds

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

Program staff will provide a second quarter report for FY 2025-26 for the Employer and Commuter, and Student Programs.

Contract Extension for Equitable Access to Justice Pilot Program for FY 2026-27*

Solano County staff has requested an extension of the Equitable Access to Justice Program. This program is funded by the County's courts and County TDA funds.

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

STA Planning staff will provide an update on MTC's Regional Mapping & Wayfinding Pilot Program in Solano County which the STA is an active participant.

Solano Express Intercity Transit Funding and Cost Sharing Agreement*

1. Solano Express Cost Per Revenue Hour (Due by March 15th)

2. Solano Express Service Hours by Route

STA Programs staff will provide an update to Solano Express Intercity Transit Funding and Cost Sharing Agreement. STA and the funding partners are waiting to receive information from Soltrans pertaining to service hours by route and cost per hour. This information will be used to update the agreement for fiscal year 2026-27.

Staff Update:

At the meeting, the Executive Director will provide an update on the status on two vacant position, Finance Budget Manager and the Clerk of the Board/Office Manager.

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
		9 MTC	Metropolitan Transportation Commission

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

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

U, V, W

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

Y, Z

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



**SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
March 11, 2025**

1. CALL TO ORDER

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

MEMBERS

PRESENT: Alma Hernandez, Chair City of Suisun City
Steve Bird, Vice Chair City of Dixon
Steve Young City of Benicia
Cat Moy City of Fairfield
Edwin Okamura City of Rio Vista
John Carli City of Vacaville
Andrea Sorce City of Vallejo

MEMBERS

ABSENT: Mitch Mashburn County of Solano

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 Transit Mobility Coordinator I
Leslie Gould Project Manager
Ron Grassi Director of Programs
Kathrina Gregana Associate Planner
Janelle Gregorio SR2S Program Coordinator
Robert Guerrero Deputy Executive Director/Director of Planning
Daryl Halls Executive Director
Dulce Jimenez Assistant Planner
Josue Jimenez Administrative Assistant
Johanna Masiclat Clerk of the Board
Debbie McQuilkin Program Manager, Mobility
Natalie Quezada Administrative Assistant
Brandon Thomson Senior Transit Mobility Coordinator

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

David Belef BAC Member
Kristina Botsford SolTrans
Melissa Eads City of Dixon
Robert Effinger Caltrans
Lori DaMassa Vacaville City Coach
Chris Fong City of Dixon
Louren Kotow Dixon REDI-Ride

Beth Kranda
Nancy Lund
Brian Oxley
Terry Scott
Matt Tuggle

Solano County Transit (SolTrans)
BAC Member
City of Vacaville
SolTrans Board Chair
County of Solano

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. APPROVAL OF AGENDA

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

4. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

5. EXECUTIVE DIRECTOR'S REPORT

- Caltrans SHOPP Presentation
- Community Based Transportation Plan (CBTP) for the City of Dixon
- 2025 Congestion Management Plan (CMP) Report*
- Comprehensive Transportation Plan (CTP) - Draft Prioritized Transit and Rideshare Projects
- SR 12 and SR 113 Corridor Studies
- Regional Transportation Impact Fee (RTIF) – Fiscal Year 2025-26 1st Quarter Report
- Low Carbon Transit Operations Program (LCTOP) Cycle B: Population-Based and Revenue Funds for FY 2025-26
- Advertise and Award of Follow-up Plant Establishment Period Contract for the I-80 Express Lanes Project
- Solano Mobility Program – Older Adults and People with Disabilities and Veterans 2nd Quarter Report for FY 2025-26
- Subcommittee Recommendations regarding Reduction of Solano Mobility Funding to Assist Funding Solano Express Blue Line Options

6. STA PRESENTATIONS

A. Caltrans State Highway Operations & Protection Program (SHOPP)

Presented by Robert Effinger

B. Proclamation of Appreciation for Departing BAC Member, Nancy Lund

Presented by Steve Young

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

D. STA Policy for Allocating Public Funding for Safe Routes to Schools to Benefit Private Schools Students presented by Amy Antunano

E. STA Director Reports:

1. Programs

a. Solano Mobility Program – Older Adults and People with Disabilities and Veterans for FY 2025-26 presented by Debbie McQuilkin

2. Planning presented by Robert Guerrero

b. Comprehensive Transportation Plan (CTP) Update

c. SR 12 and SR 113 Corridor Studies Update

- 3. **Projects** presented by Nick Burton
 - d. **SR 37 Fairgrounds Drive Improvement Project Update**
 - e. **Express Lanes Operations Update**

7. CONSENT CALENDAR

On a motion by Vice Chair Bird, and a second by Board Member Sorce, the STA Board approved the Consent Calendar Items A through I.

The Consent Calendar Items A through I passed by the following roll call votes:

Ayes: Bird, Carli, Hernandez, Moy, Okamura, Sorce, and Young

Noes: None.

Absent: Mashburn

Abstain: None.

A. Minutes of the STA Board Meeting of February 11, 2026

Recommendation:

Approve the minutes of the STA Board Meeting of February 11, 2026.

B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of February 25, 2026

Recommendation:

Receive and file.

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

Recommendation:

Receive and file.

D. 2026 Draft Pedestrian Advisory Committee (PAC) Work Plan

Recommendation:

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

E. 2025 Final Congestion Management Program (CMP) Report

Recommendation:

Approve the 2025 Final Congestion Management Program (CMP) Report as shown in Attachment A.

F. Replica Subscription Renewal

Recommendation:

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

G. Request for Proposals (RFPs) for the City of Suisun City Microtransit Service

Recommendation:

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

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

Recommendation:

Approve the following:

1. I-80 Express Lanes Plant Establishment Period Project, Notice to Contractors and Special Provisions, including issued Addenda;

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

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

Recommendation:

Approve the following:

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

8. ACTION NON-FINANCIAL ITEMS

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

Debbie McQuilkin presented the development process of the City of Dixon’s CBTP which included recurring issues related to transit availability, pedestrian safety, connectivity to locations outside of Dixon, and accessibility. She noted that the STA have completed a CBTP which evaluated the transportation challenges facing Dixon’s 20,000 plus residents. She also mentioned that over 900 Dixon residents responded to community survey which was conducted as part of the CBTP. She concluded by noting that the Dixon CBTP was presented to and adopted by the Dixon City Council on February 17, 2026, and that the Plan was unanimously approved by the Consortium and TAC to forward to the STA Board for approval.

Recommendation:

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

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

B. Comprehensive Transportation Plan (CTP) - Draft Prioritized List from all the CTP Elements (Transit and Rideshare, Active Transportation and Arterials, Highways, Freeway)

Dulce Jimenez presented and outlined the draft Project List of the Transit and Rideshare, Active Transportation and Arterials, Highways, Freeways projects. The draft project lists for all three elements were presented at their respective CTP Policy subcommittees at their meetings in January, February and March, and staff is recommending the STA Board to release draft project lists for a 30-day review and public comment period. She concluded by noting that after the public comment period, STA Planning staff will complete the CTP elements and will bring back the full plan for adoption of the STA Board in July 2026.

Recommendation:

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

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

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

9. ACTION FINANCIAL ITEMS

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

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

Summary of Board and Public Comments:

- Board Member Sorce raised concerns about ensuring a thoughtful transition for program users to alternative services like First Last Mile or GoGo Grandparent, suggesting the voting on previous items should be reconsidered.
- Board Member Young supported the phase-out but noted the program's success and mentioned efforts to address budget constraints, including potential cost adjustments and caps on usage.
- Continue discussions on withdrawing regional funds while ensuring a smooth phase-out process.

Recommendation:

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

On a motion by Vice Chair Bird, and a second by Board Member Moy, the STA Board approved the recommendation with a friendly amendment added to ensure proper communication during the phase out process. The motions were approved by the following roll call votes:

Ayes: Bird, Carli, Hernandez, Moy, Okamura, Sorce, and Young

Noes: None.

Absent: Mashburn

Abstain: None.

B. Solano Mobility Express Pilot Program Serving Vacaville, Dixon, UC Davis, and Sacramento

Ron Grassi and Lorene Garrett presented and outlined an implementation plan for the four service options (2 service options @ \$600K/9,188 hours or \$450K/7,922 hours or 2 vehicle options (capital purchase or vehicle rental/lease) for a Solano Mobility Express Pilot Program serving Vacaville, Dixon, UC Davis, and Sacramento. They detailed the proposed schedules for options 1 and 3 (\$600K) and options 2 and 4 (\$450K).

Lori DaMassa, Vacaville City Coach and Louren Kotow, Dixon Read-Ride expressed their support of service option 2 since it represents a similar service to the Solano Express service including service to Sacramento. They also expressed the time and effort they've put into the system as well as the TDA funds contributed every year. They highlighted the importance of the North County's funding contribution to the Solano Express transit system, and the importance of providing equal service in the North and South counties.

Summary of Board Comments:

- Discussion on implementation timing, with changes planned for August, and addressed concerns about revenue collection through handheld clipper machines on vehicles, though potential issues with these machines were acknowledged.
- There was debate between spending \$1.6 million on capital purchases versus extending the Solano Express service for \$600,000, with concerns raised about the efficiency and cost-effectiveness of the proposed vanpool option.
- Discussed options for improving transit service between North and South County, with a particular emphasis on a \$450,000 option that was deemed the most responsible choice at the current time.
- Discussed options of purchasing new buses for the Solano Express system, with a proposal to reallocate \$965,000 from a planned bus replacement to fund new vehicles. While the committee recommended Option 2 for ADA compliance, concerns were raised about funding sources and the potential fiscal impact of the proposed changes.
- Options were discussed for providing transportation service to North County, with concerns expressed about the proposed \$1.68 million capital investment and \$1.1-1.2 million annual spending on the current vanpool model.

Summary of Public Comment:

- Beth Kranda addressed the STA Board noting her concern about rushing into a million-dollar purchase without public input and without going out for bid.
- Chair Hernandez also pointed out that there was no conversation with the public or studies conducted when services from Sacramento were reduced. She also commented that studies will be needed in the future.

After extensive discussion, a motion was made by Vice Chair Bird (seconded by Board Member Carli) to approve option 2, which involves a capital investment in seven 24-passenger buses.

The motion was approved by the following roll call votes:

Ayes: Bird, Carli, Hernandez, Moy, and Okamura

Noes: Sorce and Young

Absent: Mashburn

Abstain: None

In addition, the STA Board agreed to move forward with this model for a year while beginning conversations about a long-term solution and noting that budget discussions would be needed to determine what services can be afforded in the future.

10. INFORMATIONAL – NO DISCUSSION ITEMS

- A. Regional Transportation Impact Fee – Fiscal Year 2025-26 1st Quarter Report**
- B. STA Policy for Allocating Public Funding for Safe Routes to Schools to Benefit Private Schools Students**

NO DISCUSSION ITEMS

- C. One Bay Area Grant Cycle 3 and 4 Update**
- D. Solano Mobility Program – Older Adults and People with Disabilities and Veterans for FY 2025-26**
- E. Legislative Update**
- F. Summary of Funding Opportunities**
- G. STA Board and Advisory Committees Meeting Calendar for 2026**

11. BOARD MEMBER COMMENTS

None presented.

12. ADJOURNMENT

The meeting adjourned at 8:53 p.m. The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, April 8, 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
	Chris Fong (Zoom)	City of Dixon
	Sanjay Mishra	City of Fairfield
	Krystine Ball for Greg Malcolm	City of Rio Vista
	Noaue Vue (Zoom)	City of Suisun City
	Brian Oxley	City of Vacaville
	Oscar Alcantara (Zoom)	City of Vallejo
	Matt Tuggle (Zoom)	County of Solano

TAC Members

Absent: None.

STA Staff and

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Jasper Alve	STA
	Nick Burton	STA
	Tony Chu (Zoom)	City of Vallejo
	Leslie Gould	STA
	Ron Grassi	STA
	Kathrina Gregana	STA
	Janelle Gregorio	STA
	Robert Guerrero	STA
	Dulce Jimenez	STA
	Josue Jimenez	STA
	Steven Lowe	STA
	Johanna Masiel	STA
	Sean Person	STA
	Daniel Sutton (Zoom)	City of Vacaville
	Brandon Thomson (Zoom)	STA

2. APPROVAL OF THE AGENDA

On a motion by Sanjay Mishra and a second by Brian Oxley, the STA TAC unanimously approved the agenda. (8 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

- ✓ Projects Update reported by Nick Burton
 - SR 37 Fairgrounds Drive
 - SHOPP Update
 - SR 12 and SR 113 Corridor Update

5. CONSENT CALENDAR

On a motion by Matt Tuggle and a second by Sanjay Mishra, the STA TAC unanimously approved Consent Calendar Item A. (8 Ayes)

A. Minutes of the TAC Meeting of February 25, 2026

Recommendation:

Approve TAC Meeting Minutes of February 25, 2026.

6. ACTION FINANCIAL ITEMS

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

Jasper Alve presented a request for approval to award supplemental funding from the One Bay Area Grant (OBAG) 4, which would allow STA to continue implementing Plan Bay Area priorities and supporting member agencies with project delivery and planning activities. The meeting focused on reviewing completed projects and requesting funding for the next cycle. STA presented an overview of work completed during OBAG 3, including CBTP plans, Safe Routes to School updates, and various rail crossing improvements. The team requested \$3.6 million in supplemental funding on top of the base funding, which would allow for a funding target share of \$12.8 to \$16.1 million for projects. The additional funds would help maintain core functions, support corridor studies, and enable the agency to pursue grants, as explained by Robert Guerrero.

Matt Tuggle expressed concerns about the distribution of OBAG funds, noting that cities are receiving less funding compared to previous rounds and struggling to generate projects that would trigger improvements. He highlighted the need to focus more money on city projects, particularly for downtown improvements and sidewalk repairs, rather than expanding transit programs. Nick Burton acknowledged Mr. Tuggle's points and explained that they are working to make the funding process more flexible and to ensure a fair distribution between programs and city/county projects.

Recommendation:

Forward a recommendation to the STA Board to approve the following OBAG 4 four-year funding from FYs 2026-27 through 2029-30 totaling \$7.490 million:

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.

Neil Leary, City of Benicia and Oscar Alcantara, City of Vallejo, left the meeting.

After extensive discussion, Matt Tuggle made a motion (seconded by Sanjay Mishra) to approve the recommendation to include ongoing discussions about adjusting requests and exploring other discretionary funds to benefit local priorities. (6 Ayes, 2 Absent)

8. INFORMATIONAL ITEMS

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

Kathrina Gregana presented on the MTC Community Action Resource and Empowerment Program (CARE), focusing on the Community-Based Transportation Plan Technical Assistance (CBTP TA) component. She outlined the evaluation criteria, including equity, community support, project scope and benefits, consistency with regional plans, and project deliverability, with a maximum score of 100 points. Robert Guerrero added that the county plans to move forward with a CBTP, and MTC agreed that Benicia could benefit from the process despite not having an equity priority community.

The TAC expressed a preference to prioritize replacement of transit and bus stop signs along regional services before considering expansion to local routes. They also emphasized the importance of first assessing the overall scope of need prior to committing funding for local route signage. STA similarly offered a follow-up meeting to continue this discussion.

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

Kathrina Gregana provided an update on the regional mapping and wayfinding pilot program, highlighting the project's goal to unify transit signage across the Bay Area. The program has completed prototype evaluations with positive results, and is now preparing for pilot projects at nine multimodal hubs in Solano and Sonoma counties. She announced that STA will provide additional funding to expand implementation of the MTC design guidelines beyond the pilot hubs, including installation of wayfinding signage at stops along regional transit services in Solano County.

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

Steven Lowe provided an update on the Local Access Fund Administrator (LAFA) role for the Access for All program, explaining how TNC fees fund wheelchair-accessible vehicle services. He outlined the timeline since 2018, including STA's approval as LAFA in 2021 and the recent implementation of on-demand services via the Pingo app. The group discussed future plans, including an upcoming RFP for on-demand mobility technology and potential expansion to include Dixon Redit-Ride, with Beth Kranda raising questions about future funding discussions and potential expanded ADA services.

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

Jasper Alve presented an update on the One Bay Area Grant (OBAG) program, including the draft schedule for the call for projects, eligibility screening criteria, and evaluation criteria. He emphasized the importance of the Transit Priority Policy for local roadways (TPPR) and the need for coordination with transit agencies when projects affect fixed route services.

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

Janelle Gregorio briefly mentioned STA's application for the Safe Streets and Roads for All Federal Grant, which was not selected but was highly recommended.

NO DISCUSSION

F. Legislative Update

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

H. Summary of Funding Opportunities

9. FUTURE TAC AGENDA TOPICS

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

Matt Tuggle raised concerns about a new transit service that was implemented without TAC input and requested a future discussion on the topic.

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, April 29, 2026**, at STA Office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.



DATE: March 30, 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 March 2026

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

- A. Bicycle Advisory Committee (PAC) Draft Minutes of March 5, 2026
- B. Paratransit Coordinating Council (PCC) Draft Minutes of March 19, 2026
- C. Solano County Intercity Transit Consortium Draft Minutes of March 24, 2026



**Bicycle Advisory Committee (BAC)
Minutes for the Meeting of March 5, 2026**

1. CALL TO ORDER/CONFIRM QUORUM

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

BAC Members Present

(In Alphabetical Order by Last Name):

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

Absent BAC Members

Neal Iverson	City of Vacaville
VANCANT	City of Rio Vista

Others Present:

Jasper Alve (Zoom)	STA
Amy Antunano	STA
Annalee Barnard (Zoom)	STA College Intern
Julie Davidson	STA
Kathrina Gregana	STA
Steven Lowe	STA
Dulce Jimenez	STA
Josue Jimenez	STA
Lor Vue	County of Solano

2. APPROVAL OF AGENDA

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

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENT

Dulce Jimenez, Assistant Planner for STA, announced that there will be a Proclamation for Nancy Lund at the March 11, 2026, STA Board Meeting.

Nancy Lund commented on the path at the end of Marshview for a potential Class I road from the end of Goodyear to the Pacific Flyway Center, but this endeavor has to go through the City of Fairfield.

4. CONSENT CALENDAR

Approve the following consent items in one motion

A. BAC MEETING MINUTES

Recommendation:

Approve BAC Meeting Minutes of January 8, 2026

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

5. PRESENTATIONS

A. Upcoming May Bike Month Events

Amy Antunano shared the schedule for the planned Community Bike Fairs that the Safe Routes to School Program staff are leading as part of the May Bike Month events.

Steven Lowe provided an overview of the Annual Bay Area Bike to Wherever Days for 2026.

Summary of BAC Committee Comments:

- Nancy Lund commented that the bike lane adjacent to the Benica Energizer station is going to be closed at night time starting in April 2026, so she recommends STA staff coordinate with Caltrans to reduce conflicts during the day.
- David Belef encouraged the members of the BAC to participate in volunteering for the energizer stations for Bike to Work Day.
- In response to Joshua Blissett's inquiry about how to pledge to ride, Steven Lowe clarified that the challenge hosted by MTC was open for participants throughout the Bay Area and therefore is not limited to just Solano County.

6. ACTION NON-FINANCIAL

A. None.

7. INFORMATIONAL ITEMS – DISCUSSION

A. Solano Rail Hub – Review of Complete Streets Checklist

Jasper Alve provided a project update for the Solano Rail Hub.

Summary of BAC Committee Comments:

The BAC was interested in knowing how the Project Study Report would factor in the right-of-way needed for future rail connections. In response, STA staff discussed that they are planning for a future third rail that incorporates local planning efforts, such as the results from the current in-progress North Bay Passenger Rail Study, the State Rail Plan, and other rail planning efforts.

Tyler Meirose was supportive of the project, highlighting the importance of planning safe pedestrian crossings from the Suisun waterfront to the rest of Suisun City, especially with the ongoing challenges that come with having pedestrians cross over Highway 12. Mr. Meirose also commented that the Marina Drive crossing remains a problem for pedestrians, cyclists, and children, having to wait quite a while on a very highly trafficked road.

B. Discussion of Upcoming One Bay Area Grant Cycle 4

Jasper Alve provided an update on the One Bay Area Grant Cycle 4 (OBAG 4) program, funding target, and draft schedule. As part of the OBAG 4 process, there is an anticipated joint BAC and PAC meeting that will take place during the Summer 2026. STA staff will keep the PAC apprised as details for OBAG 4 are available.

David Belef encouraged STA staff to provide materials related to the OBAG 4 with as much advance notice, so members can review the materials ahead of time, and have their questions and comments prepared in advance of the joint meeting.

- C. MTC Community Action Resource and Empowerment (CARE) Program Grant Opportunity**
Kathrina Gregana, presented on the CARE grant program, which will be administered alongside OBAG 4 process.

8. INFORMATIONAL ITEMS – NO DISCUSSION

A. None.

9. MEMBER UPDATES/ ROUND TABLE

- David Belef shared that the Fifth Street in Vallejo design is finished and is anticipating getting Fifth Street Bicycle Boulevard. In addition, Lorenzo Drive in front of Dan Mini Elementary is being transformed into a one-way street to facilitate pickup and drop-off times and make it safer. Lastly, Mr. Belef noted that the State Route 37 Diverging Diamond Interchange Project is moving forward and is scheduled to be completed later in the year.
- Jason Grey commented that thanks to the support of the Safe Routes to School Program Microgrants, Dan Mini Elementary has smaller bikes for younger children.
- Nancy Lund commented that the Benicia Bike Club has already talked to the Pacific Flyway Center to inquire if they can go on the dirt road.
- Terry Stenz shared that the major project in the City of Dixon is the Pittschool Road overpass of I-80, which is getting cleaned.
- Tyler Meirose announced that he may be absent from future meetings due to extended training for work being out of state.
- Jacob Franciso presented that Assemblymember Wilson introduced AB 2346, which is being sponsored by the California Medical Association.

- 10.** The STA BAC meeting adjourned at approximately 7:27 p.m. The next meeting of the STA BAC is on Thursday, **May 7, 2026**, via Zoom and in person.

PCC

SOLANO PARATRANSIT COORDINATING COUNCIL (PCC) DRAFT PCC Minutes for In-Person Meeting of March 19, 2026

1. CALL TO ORDER/ CONFIRM QUORUM/INTRODUCTIONS

The meeting of the PCC was called to order by Chair Brunt at approximately **1:05 p.m.** A quorum was confirmed.

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

Ruben Brunt	Chair/Transit User
Chandra Daniels	Vice Chair/Transit User
Dwayne Hankerson	MTC Policy Advisory Council Representative
Lisa Hooks	Social Service Provider
Shannon Lovelace-White	Social Services Provider
Kenya Martinez	Social Service Provider Alternate
Teri Ruggiero	Member at Large
Cynthia Tanksley	Transit User

PCC Members Absent:

Brain McLaughlin	Member-at-Large
Jamal Waters	Public Agency - Health & Social Services

Others Present:

Jasper Alve	STA
Heather Barlow	Social Service Provider
Richard Burnett	Member of the Public
Ronald Freeman	SolTrans
Ron Grassi	STA
Kathrina Gregana	STA
Tateyana Hendricks	Vacaville City Coach
Jean McDougald	Member of the Public
Tiffany Plater	FAST
Natalie Quezada	STA
Laina Tekelidis	STA
Brandon Thomson	STA

2. APPROVAL OF AGENDA

On a motion by Cynthia Tanksley, a second by Teri Ruggiero, the PCC unanimously approved the agenda. (6 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. PRESENTATIONS

A. Partnership Health Plan

Brandi Walker was unable to attend.

5. CONSENT CALENDAR

A. Minutes of the PCC Meeting of January 15, 2026

Recommendation:

Approve the Minutes for the Meeting of January 15, 2026.

On a motion by Cynthia Tanksley and a second by Teri Ruggiero, the PCC unanimously approved the meeting minutes. (6 Ayes)

6. TRANSIT OPERATOR UPDATES

A. SolTrans (Benicia and Vallejo)

Ronald Freeman is expediting the initiation of a partnership with WestCat to connect paratransit users to make bridge crossing transfers to the Carquinez Bridge. He concluded that SolTrans is in the process of transitioning its dispatching services.

Summary of PCC Committee Comments:

Ms. Shannon Lovelace-White inquired about the connection to the Martinez Bridge. Ms. Lovelace-White has many patrons who travel to John Muir and other specialists in the Concord area.

Chair Brunt agreed and added an unpleasant encounter with his Lyft rider, as the driver complained that he was only getting paid 3 dollars for providing Mr. Brunt's ride.

B. Dixon Read-Ride

Not Present.

C. Fairfield FAST

Tiffany Plater reported no update.

D. Rio Vista Delta Breeze

Brandon Thomson indicated that Delta Breeze will launch a dial-a-ride pilot program for night service on fixed routes.

E. Suisun Microtransit

Brandon Thomson announced approval to begin procurement of its first electric vehicle.

F. Vacaville City Coach

Tateyana Hendricks indicated nothing new to report.

1:20 Dwayne Hankerson joined the meeting

7. ACTION ITEMS – FINANCIAL

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

Ron Grassi highlighted the allocated funds in the TDA Matrix for the City of Dixon and the Benicia Lyft Program.

Recommendation

Forward a Recommendation to MTC on the STA Board-approved February 2026 TDA Matrix for FY 2025-26, which includes the TDA claims for the City of Dixon and the Benicia Lyft Program as shown in Attachment B.

Summary of PCC Comments:

Chair Brunt was skeptical about Benicia Lyft after his encounter that morning, with drivers denying rides based on the driver's payment. Mr. Grassi concluded that the usage of the program has been rising and no surcharges have been reported, but reassured the Chair that if needed, the program can be transferred to Uber if issues persist.

On a motion by Teri Ruggiero and a second by Cynthia Tanksley, the PCC committee approved the recommendation. (6 Ayes, 1 abstention- Dwayne Hankerson)

8. ACTION ITEMS – FINANCIAL

A. Paratransit Coordinating Council (PCC) Membership Update

On behalf of Ms. McQuilkin, Laina Tekelidis indicated Heather Barlow's interest in her continued PCC membership renewal and requested extending Ms. Barlow's membership for another three years.

Recommendation

Forward a recommendation to the STA Board to approve the appointment of Heather Barlow, Social Service Provider, to another 3-year term to expire on December 31, 2029.

On a motion by Teri Ruggiero and a second by Cynthia Tanksley, the PCC committee approved the recommendation to renew Heather Barlow's membership for another 3-year term. (7 Ayes)

9. INFORMATIONAL ITEMS – DISCUSSION

A. STA Staff Update

- **CBTP Dixon**
Ms. Tekelidis provided an update on the CBTP for Dixon, being adopted on February 17th by the City of Dixon.
- **Adhoc Committee Update**
Chair Brunt mentioned the discussion on streamlining the website to be more user-friendly. Ms. Lovelace-White added further discussion on more outreach to promote the PCC forum for more public participation.

B. OBAG 4 / CARE Update

Jasper Alve and Katrina Gregana presented updates on the One Bay Area Grant Cycle 4 (OBAG4) program and the CARE program, including funding details, eligibility criteria, draft schedule, and the role of the PCC in endorsing projects.

Summary of PCC Comments:

Dwayne Hankerson inquired if the funding for this program would be affected or obtainable after October 26th, with the fiscal changes underway, and requested maps of the Equity Priority Communities (EPC). Mr. Alve indicated that the OBAG 4 funding is based on fuel tax, which is an appropriate funding source that's pretty stable. Ms. Gregana would forward the maps listed for the cities of Dixon, Fairfield, Suisun City, and Vallejo.

9. COMMENTS FROM PCC MEMBERS, STAFF, AND REPRESENTATIVES FROM ADVISORY COMMITTEES

Dulce Jimenez presented the draft elements project list for the Comprehensive Transportation Plan (CTP), which is available for public comment until April 20th. She concluded with where the CTP can be found on our website at https://sta.ca.gov/active_plans/solano-comprehensive-transportation-plan/

10. FUTURE AGENDA ITEMS PCC COMMENTS

- ✓ MTC's Standardized Wayfinding Map for all Transit
- ✓ LightHouse for the Blind Presentation
- ✓ Veteran Service Office (VSO)
- ✓ Community-Based Transportation Plan (CBTP)
- ✓ New Clipper Bay Pass
- ✓ WAYMO

11. ADJOURNMENT

The next meeting for the PCC is at **1:00 p.m., May 19, 2026**, virtually via Zoom, and there is an optional in-person meeting at **423 Main Street, Suisun City, CA 94585**.

DRAFT

**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM
DRAFT Meeting Minutes of March 24, 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. This meeting was conducted via Zoom.

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

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

Members

Absent: None.

Also Present (In Alphabetical Order by Last Name):

Kristina Botsford	STA
Lorene Garrett	STA
Ron Grassi	STA
Kathrina Gregana	STA
Gordon Hansen	MTC
Steven Lowe	STA
Johanna Masiclat	STA
Sanjay Mishra	FAST
Natalie Quezada	STA
Brandon Thomson	STA

2. APPROVAL OF AGENDA

On a motion by Debbie McQuilkin, and a second by Bruce Barrett, the Solano County Intercity Transit Consortium approved the agenda. (9 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

None reported.

5. CONSENT CALENDAR

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

A. Minutes of the Consortium Meeting of February 24, 2026Recommendation:

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

6. ACTION FINANCIAL ITEMS

A. None.

7. INFORMATIONAL – DISCUSSION

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

Kathrina Gregana presented on the MTC Community Action Resource and Empowerment Program (CARE), focusing on the Community-Based Transportation Plan Technical Assistance (CBTP TA) component. She outlined the evaluation criteria, including equity, community support, project scope and benefits, consistency with regional plans, and project deliverability, with a maximum score of 100 points. Robert Guerrero added that the county plans to move forward with a CBTP, and MTC agreed that Benicia could benefit from the process despite not having an equity priority community.

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

Gordon Hansen, MTC, presented an update on the regional mapping and wayfinding pilot program, highlighting the project's goal to unify transit signage across the Bay Area. The program has completed prototype evaluations with positive results, and is now preparing for pilot projects at nine multimodal hubs in Solano and Sonoma counties.

Kathrina Gregana announced that STA will provide additional funding to expand implementation of the MTC design guidelines beyond the pilot hubs, including installation of wayfinding signage at stops along regional transit services in Solano County.

Beth Kranda from SolTrans strongly encouraged the STA to consider including the replacement of signage along local transit routes into a broader wayfinding effort, in addition to regional routes. She emphasized that this approach would help avoid a piecemeal implementation and aligns with the planned signage replacement under SolTrans' Systemwide Comprehensive Operational Analysis (COA) effort. She also expressed confidence that the STA's \$500K contribution would be sufficient to fully fund the wayfinding needs across the County, encompassing both local and regional services, and offered for SolTrans to take the lead with procurement and installation of the signage. STA responded that additional analysis is needed to better understand the overall scope of wayfinding needs and associated cost estimates and offered a follow up meeting to discuss this further.

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

Steven Lowe provided an update on the Local Access Fund Administrator (LAFA) role for the Access for All program, explaining how TNC fees fund wheelchair-accessible vehicle services. He outlined the timeline since 2018, including STA's approval as LAFA in 2021 and the recent implementation of on-demand services via the Pingo app. The group discussed future plans, including an upcoming RFP for on-demand mobility technology and potential expansion to include Dixon Read-Ride, with Beth Kranda raising questions about future funding discussions and potential expanded ADA services.

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

Jasper Alve presented an update on the One Bay Area Grant (OBAG) program, including the draft schedule for the call for projects, eligibility screening criteria, and evaluation criteria. He emphasized the importance of the Transit Priority Policy for local roadways (TPPR) and the need for coordination with transit agencies when projects affect fixed route services.

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

Lorene Garrett provided an overview of the Solano Mobility Program's second quarter report , highlighting the growth of the Solano Community College Falcon Flyer program and the phasing out of the Guaranteed Ride Home program. She commented that letters will be sent out next month to Guaranteed Ride Program riders notifying them of the program's end on June 30, 2026.

F. Solano Express Fares

Kristina Botsford commented that she will report on this item at the next scheduled Consortium meeting in April.

G. Solano Express FY 2026-27 Draft Proposed Cost Per Hour

Kristina Botsford noted that she needs to complete budget for Solano Express, including a projection for the following year, and bring updated cost per hour numbers to the funding partners meeting in April.

H. Solano Express Intercity Transit Funding and Cost-Sharing Agreement

At the request of Beth Kranda, this item will be added for discussion at the next Intercity Transit Funding Working Group scheduled to meet on April 23, 2026.

NO DISCUSSION

I. Legislative Update

J. Summary of Funding Opportunities

8. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

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

**9. 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

10. ADJOURNMENT

The meeting adjourned at 2:30 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, April 28, 2026.**



DATE: March 27, 2025
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: Bicycle Advisory Committee (BAC) Member Appointment

Background:

The STA's Bicycle Advisory Committee (BAC) is responsible for providing funding and policy recommendations to the STA Board on bicycle-related issues for monitoring, implementing, and updating the Countywide Active Transportation Plan. The BAC representatives are nominated either by their respective city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Appointments are for a 3-year term and are voluntary. Non-elected citizens are encouraged to participate in these citizen advisory committees.

Attachment A provides additional details on the current BAC membership status.

Discussion:

Dr. Brett Nelson is seeking to be appointed as the BAC representative for the City of Benicia. Dr. Nelson is passionate about biking and, as a member of the Benicia Bicycle Club has led coordinated bike rides for the past seven years. Dr. Nelson is an active community member who serves on the Benicia Safety Commission and looks forward to supporting the enhancement of active transportation infrastructure in the City of Benicia. Dr. Nelson's letter of appointment is provided in Attachment B.

STA staff recommends appointing Dr. Brett Nelson as the BAC representative for the City of Benicia for a three-year term set to expire on December 31, 2028.

Fiscal Impact:

None.

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.

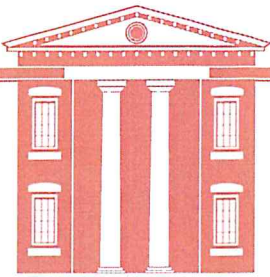
Attachments:

- A. BAC Committee Membership April 2026
- B. City of Benicia Appointment Letter for Dr. Brett Nelson



**STA Bicycle Advisory Committee (BAC)
Membership Status
April 2026**

Member	Jurisdiction	Appointed	Term Expires	Chair/Vice-Chair Appointment
Nancy Lund <i>Brett Nelson</i>	Benicia	December 2010 <i>Pending: April 2026</i>	<i>Pending: December 31, 2028</i>	
Terry Stenz	Dixon	September 2025	December 31, 2027	
Jacob Francisco	Fairfield	December 2023	December 31, 2026	Chair '26
VACANT	Rio Vista			
Tyler Meirose	Suisun City	February 2023	December 31, 2028	
Neal Iverson	Vacaville	January 2018	December 31, 2026	Chair '20, '21
David Belef	Vallejo	January 2018	December 31, 2026	Chair '24, '25 Vice Chair '22, '23
Jason Gray	Solano County	December 2024	December 31, 2027	
Joshua Blissett	Member-At-Large	February 2025	December 31, 2027	Vice Chair '26



THE CITY OF
BENICIA
CALIFORNIA

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STEVE YOUNG
Mayor

March 9, 2026

Ms. Johanna Masiclat
Clerk of the Board
Solano Transportation Authority
Suisun City, CA 94585

RE: City of Benicia's Appointment for Dr. Brett Nelson

Dear Ms. Masiclat:

This letter will serve as notice of my appointment of Dr. Brett Nelson to serve on the STA's Bicycle Advisory Committee (BAC) representing the City of Benicia for a 3-year term. Dr. Nelson's contact information is:

Brett Nelson
1058 West K Street
Benicia, CA 94510
Tel. (707) 590-0842
Bsn160@gmail.com

Dr. Nelson serves on the Industrial Safety Commission in Benicia, where the Commission works to improve air quality in this county despite the presence of a nearby refinery.

Please let me know if you need additional information.


Steve Young
Mayor, City of Benicia



DATE: March 23, 2026
TO: STA Board
FROM: Debbie McQuilkin, Program Manager
RE: Paratransit Coordinating Council (PCC) Membership Update

Background:

Paratransit Coordinating Council (PCC) is a citizen’s advisory committee to the Solano Transportation Authority (STA) that represents the older adults, people with disabilities and low-income residents of Solano County. The members of the PCC are volunteers from the local community and local social service agencies. The term of service on the Council shall be three years. A member may continue to serve through reappointment by the STA Board.

The Solano Transportation Authority’s (STA) Paratransit Coordination Council (PCC) By-Laws stipulate that there are eleven (11) members of the PCC. Members of the PCC include up to three (3) transit users, two (2) members-at-large, two (2) public agency representatives, three (3) social service providers and one (1) representative from MTC Policy Advisory Council (PAC) representing the Disabled Community of Solano County. The MTC PAC member advises the MTC on transportation policies in the Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity.

The Paratransit Coordinating Council’s (PCC) By-laws state that the PCC must nominate and elect a Chair and Vice-Chair. The Chair and Vice Chair are allowed to serve a term of two (2) consecutive years. After holding an officer’s position for two (2) consecutive years, a minimum of one (1) year must elapse before either of the officers can serve again.

Discussion:

The term for Heather Barlow, Social Service Provider since 2020, will have expired in February 2026. STA staff received email confirmation that Ms. Barlow has interest in continuing to serve for another three-year term.

The Solano County PCC currently has one vacancy for the *Public Agency – Education* member category. STA staff will continue outreach and recruitment efforts to fill this position.

STA staff presented this item with the attached PCC Membership Status Report for review. The PCC approved a recommendation to the STA Board to reappoint Heather Barlow, Social Service Provider, to an additional three-year term, expiring December 31, 2029.

Fiscal Impact:

None.

Recommendation:

Approve the appointment of Heather Barlow, Social Service Provider, to another 3-year term to expire on December 31, 2029.

Attachment:

- A. PCC Membership Status for March 2026.

**PCC Members and Alternates
March 2026**

Member	Alternate	Jurisdiction	Agency	Appointed	Term Expires	Chair/Vice Chair Appt
Teri Ruggiero		Member at Large		June 2025	June 2028	
Brian McLaughlin		Member at Large		December 2019	December 2025	
Dwayne Hankerson		MTC PAC Representative	MTC	January 2022	January 2028	
VACANT		Public Agency - Education				
Jamal Waters		Public Agency – Health and Social Services	ODAS	January 2024	January 2027	
Shannon Lovelace-White		Social Service Provider	Molly’s Angels	June 2025	June 2028	
Heather Barlow		Social Service Provider	Kaiser Permanente	February 2020	February 2026	
Lisa Hooks	Kenya Martinez	Social Service Provider	State Council on Developmental Disabilities	December 2016	December 2026	
Cynthia Tanksley		Transit User		September 2012	September 2027	
Ruben Brunt Chair		Transit User		June 2023	June 2026	Start: Jan 2024 Ends: Dec 2026
Chandra Daniels		Transit User		February 2025	December 2027	Start: Mar 2025 End: Mar 2027



DATE: March 27, 2026
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: Contract Amendment for Traffic Modeling Consultant for the Solano Napa Activity Based Model (SNABM) Base Year Update Effort

Background:

The Solano Transportation Authority (STA), in partnership with the Napa Valley Transportation Authority (NVTA), has maintained the Solano-Napa Activity Based Model (SNABM). The primary purpose of the SNABM is to analyze the Congestion Management Program (CMP) and serves as the primary regional tool for projecting changes in motor vehicle traffic volumes based on changes in land use or transportation infrastructure in Solano and Napa Counties.

In coordination with NVTA staff, there was a shared understanding that a comprehensive update of the SNABM was required. This effort included advancing the model base year from 2015 to 2023 and necessitated the procurement of a traffic modeling consultant. At the October 15, 2025 meeting, the STA Board approved STA staff's recommendation to award TJKM as the qualified firm to lead the SNABM update effort, with an initial contract amount of \$345,000.

The SNABM Base Year Update effort commenced in late fall 2025. Since project initiation, the SNABM Project Team has made substantial progress by engaging with Metropolitan Transportation Commission (MTC) and Caltrans modeling experts and establishing an open line of communication to update them on key deliverables and solicit feedback at appropriate project phases.

Additionally, a Peer Review Panel has been established, consisting of modeling experts from the Contra Costa Transportation Authority, the Santa Clara Valley Transportation Authority, and San Diego Association of Governments. The Peer Review Panel provides the SNABM Project Team with expert technical feedback and guidance on methodologies and processes, allowing the team to evaluate and refine its approach as needed to optimize the model update. The establishment of a Peer Review Panel represents a new practice for this effort and is expected to serve as a model for other Countywide Transportation Authorities undertaking similar model updates.

Discussion:

As part of the model update effort, a Model Technical Advisory Committee (TAC) was established as a working group comprised of public works and planning staff from jurisdictions within Solano and Napa counties. The Model TAC has played a key role in reviewing land use data, including the 2023 and 2050 employment and population datasets. During the initial data review phase, TAC members also provided the project team with recent traffic count data for their respective local roadways.

Following a review of the initial traffic count data submitted by both counties, the SNABM Project Team identified significant gaps in available data within Solano County. Under the current contract, traffic counts in Solano were scoped for only 10 locations. Given the extent of the data gaps across Solano jurisdictions, STA staff recommend increasing the number of traffic count locations to 20. Accordingly, the existing contract with TJKM would be amended to include funding for an additional 10-count locations.

In parallel, TJKM has been focused on updating the model's base year, with the understanding that, upon completion of the update, the firm would transition to providing on-call modeling support services. These services include coordinating the distribution of model files to requesting agencies, providing technical assistance as needed, and supporting STA and NVTA staff with model runs and analysis for agency-related projects.

To ensure TJKM remains available to support member agencies and STA-led planning efforts, such as the Comprehensive Transportation Plan and the State Route 12 and 113 corridor studies, STA staff recommend amending the current contract to formally include on-call modeling services.

To support both the expanded traffic locations in Solano and the provision of on-call services, STA staff recommend augmenting the existing contract with TJKM by \$30,298, increasing the total contract amount to a not-to-exceed value of \$375,000.

Fiscal Impact:

None to the STA Budget. \$30,298 is accounted for in the current Fiscal Year (FY) 2025-26 STA Budget.

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.



DATE: March 27, 2025
TO: STA Board
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Transit Mobility Coordinator I
Deborah McQuilkin, Program Manager
RE: Contract Extension for Equitable Access to Justice Pilot Program for FY 2026-27

Background:

The Solano Superior Court contacted former Solano County Supervisor Jim Spring and STA to assist with eliminating barriers for access to justice due to transportation challenges and affordability in 2022. Limited data from January 1, 2021, through August 12, 2022, which included the time when jury trials were suspended, indicated approximately 1% were moved from one court site to another in the county due to transportation issues. In addition, approximately 2% of the jurors who appeared were excused due to lack of transportation. The Superior Court cautioned that these percentages were low because jurors who could not afford transportation were most likely categorized as having financial hardship. An estimated 20% of potential jurors were lost from each panel due to the inability to afford transportation.

The Superior Court also requested assistance with transportation for individuals assigned to specialty programs such as Mental Health Diversion, Drug Court, Parole Reentry and Veterans Treatment Court. In addition to transportation to court, the participants in these programs need assistance with transportation to appointments for probation, mental health, substance abuse counseling and testing.

STA expanded existing Solano Mobility programs to provide transportation to court as well as appointments for probation, mental health, substance abuse counseling and testing. STA staff also developed a web page with trip plan information to assist court participants with traveling to the courthouse on public transportation and to provide details of the program. STA staff developed a pamphlet with program information for distribution.

The program launched on July 1, 2023. At the request of the Solano Superior Courts, the pilot program was extended by the STA Board to June 30, 2026.

Solano County Transportation Development Acts (TDA) funds previously dedicated to the Solano County Intercity Taxi Program in addition to grant funding provided by the Solano County Superior Court were used to fund the Equitable Access to Justice Pilot Program.

Discussion:

Attachments A and B present program cost and rides/quarter. The average cost/ride at mid-year for FY 2025-26 was \$28.18. On February 4, 2026, the Solano Superior Courts requested a program extension of one year to June 30, 2027. See attachment C.

Fiscal Impact:

\$40,000 of County TDA funds was budgeted for the Equitable Access to Justice Pilot Program per fiscal year with an additional \$10,000 provided by the Solano Superior Court each fiscal year. The \$50,000 for FY 2026-27 is included in STA's approved 2-year budget.

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.

Attachments:

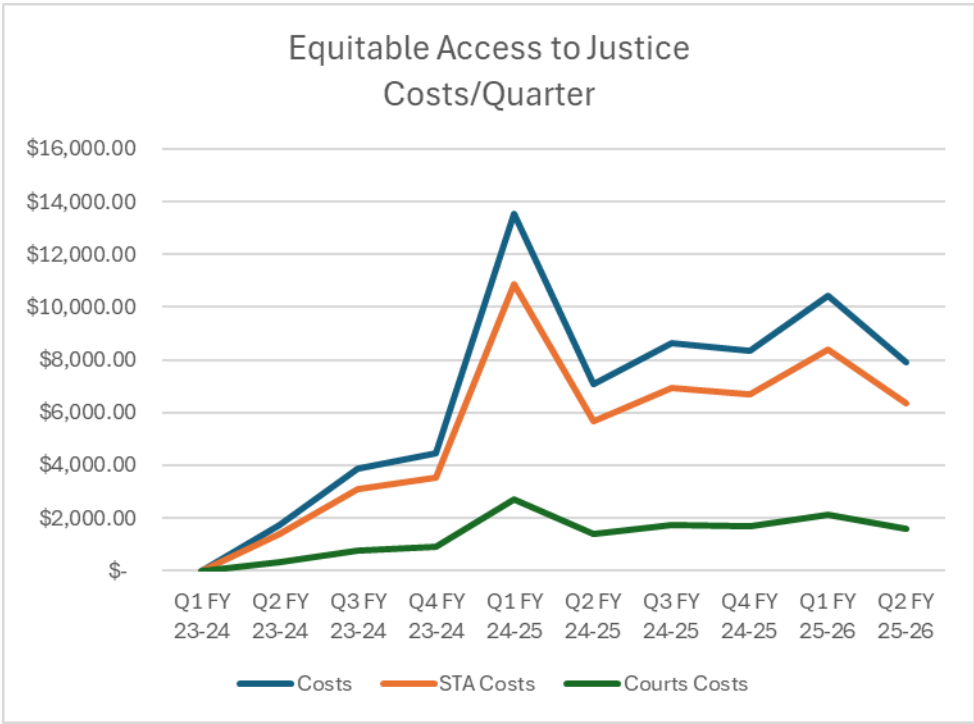
- A. Equitable Access to Justice Costs and Rides/Quarter Table
- B. Equitable Access to Justice Pilot Program Costs and Rides/Quarter Charts
- C. Equitable Access to Justice Pilot Program Continuation Request for FY 2026-27

Equitable Access to Justice Pilot Program

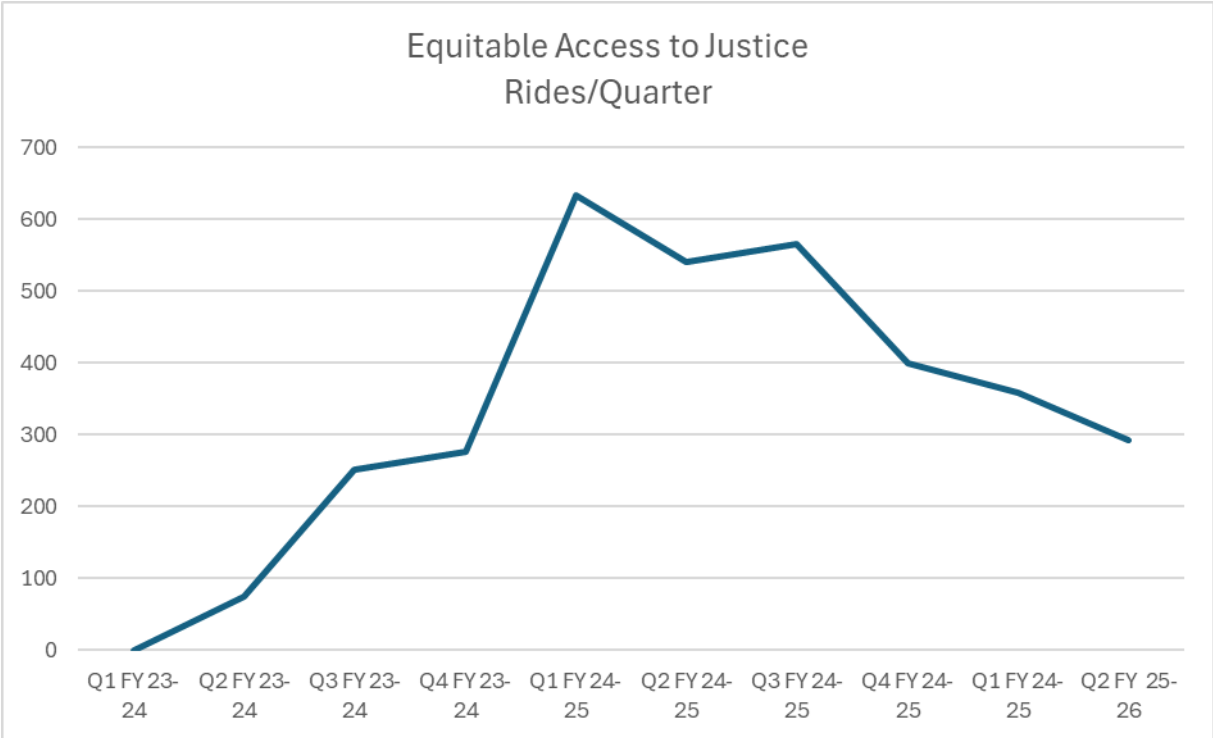
Costs and Rides/Quarter

Quarter	Costs	STA Costs	Courts Costs	Quarter	Rides
Q1 FY 23-24	\$ -	\$ -	\$ -	Q1 FY 23-24	0
Q2 FY 23-24	\$ 1,727.25	\$ 1,381.80	\$ 345.45	Q2 FY 23-24	74
Q3 FY 23-24	\$ 3,867.96	\$ 3,094.37	\$ 773.59	Q3 FY 23-24	251
Q4 FY 23-24	\$ 4,441.47	\$ 3,553.18	\$ 888.29	Q4 FY 23-24	277
Q1 FY 24-25	\$ 13,557.23	\$ 10,845.78	\$ 2,711.45	Q1 FY 24-25	634
Q2 FY 24-25	\$ 7,081.69	\$ 5,665.35	\$ 1,416.34	Q2 FY 24-25	541
Q3 FY 24-25	\$ 8,635.67	\$ 6,908.54	\$ 1,727.13	Q3 FY 24-25	566
Q4 FY 24-25	\$ 8,354.81	\$ 6,683.85	\$ 1,670.96	Q4 FY 24-25	400
Q1 FY 25-26	\$ 10,435.64	\$ 8,396.51	\$ 2,099.13	Q1 FY 24-25	359
Q2 FY 25-26	\$ 7,912.32	\$ 6,329.86	\$ 1,582.46	Q2 FY 25-26	292
TOTAL	\$ 66,014.04	\$ 52,859.24	\$ 13,214.80	TOTAL	3394

Equitable Access to Justice Pilot Program Costs/Quarter



Equitable Access to Justice Rides/Quarter





BRIAN K. TAYLOR
Court Executive Officer
Clerk of the Court

Superior Court of California
County of Solano

Hall of Justice
600 Union Avenue
Fairfield, CA 94533
(707) 207-7475
FAX (707) 426-1631

February 4, 2026

Daryl K. Halls
Executive Director
Solano Transportation Authority
423 Main Street
Suisun City, CA 94585

Re: Equitable Access to Justice Pilot Program

Dear Mr. Halls:

The Solano Superior Court appreciates the partnership between the Solano Transportation Authority (STA) and the Court, which provides transportation access to participants in our collaborative court programs and for jurors who lack transportation.

This is an invaluable program which provides greatly needed access to these important court programs. This program has garnered interest across the state and we greatly appreciated receiving the STA Partner of the Year award for 2024.

The Court requests continuation of the program for fiscal year 2026/2027. Please let me know if you need any additional information or assistance from the Courts for this request.

Sincerely,

A handwritten signature in blue ink that reads "Brian K. Taylor".

Brian K. Taylor
Court Executive Officer



DATE: April 8, 2026
TO: STA Board
FROM: Amy Antunano, Safe Routes to School- Program Manager
RE: Bay Area Air District Local Community Benefits Fund Grant

Background:

The Bay Area Air District (BAAD) recently announced the Local Community Benefits Fund (LCBF) grant program through its Community Investments Office. This program reinvests penalty funds collected from air quality violations into projects that reduce air pollution, improve public health, and support community-driven solutions in impacted communities.

The Opportunity Grant category provides funding between \$500,000 and \$5,000,000 for collaborative, multi-agency projects that address air quality impacts through strategies such as clean transportation, public health programs, urban greening, and community engagement. STA staff have identified an opportunity to build upon the agency's Safe Routes to School (SR2S) program to implement targeted improvements around school corridors in Benicia and Vallejo, where traffic congestion and idling during arrival and dismissal contribute to localized air pollution exposure for students.

Discussion:

STA proposes to work collaboratively with local partners to develop the Clean School Air initiative, which would focus on reducing traffic-related emissions around schools while improving safety and encouraging healthier travel behaviors. The project would include a combination of education, infrastructure improvements, and community engagement strategies.

STA would serve as the lead applicant and program coordinator. Partner agencies would assist with project implementation, school coordination, and public health outreach. The proposed project would focus initially on schools in Benicia and Vallejo, with final school selections determined during project development and in coordination with partner agencies. If awarded, grant funding would support program implementation over an estimated three-year period. No local match is required for this funding opportunity.

Fiscal Impact:

No matching funds are required for BAAD Local Community Benefits Fund Opportunity Grant.

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.

DATE: March 26, 2026
TO: STA Board
FROM: Lorene Garrett, Transit Mobility Coordinator I
RE: Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Grant Submittal

Background:

The Yolo Solano Air Quality Management District (YSAQMD) Clean Air Program provides funding for motor vehicle air pollution reduction projects in the Yolo Solano Air Basin through the annual YSAQMD Clean Air Funds (CAF). Funding for this program is provided by a \$4 Department of Motor Vehicle (DMV) registration fee established under Assembly Bill (AB) 2766, and a special property tax (AB 8) generated from Solano County properties located in the YSAQMD. The cities of Dixon, Rio Vista, Vacaville, and eastern Solano County are located in the Yolo Solano Air Basin.

The YSAQMD Program provides grants for initiatives aimed at lowering emissions from mobile sources. Private businesses, non-profit organizations, and public agencies qualify for Clean Air Funds. In prior years, STA has applied for and received Clean Air funding to support Solano Mobility Employer Commuter Programs and Safe Routes to School (SR2S) Program activities.

Last year, STA requested \$75,000 and received \$50,000 for the Solano Mobility Express Vanpool providing service for riders traveling between Vacaville, Dixon and Sacramento during commute hours.

Discussion:

The 2026-2027 Clean Air Funds Program Cycle application period opened on February 2nd, 2026, with \$350,000 available for projects in Solano County. The deadline for submittals is April 10, 2025.

This year, Solano Mobility recommends requesting \$100,000 to support The Solano Mobility Express Vanpool Pilot Expansion providing 7,922 revenue hours of service to the cities of Vacaville, Dixon, UC Davis's Memorial Union and Sacramento as approved by the STA Board on March 11, 2026.

Fiscal Impact:

STA staff recommends applying for a total of \$100,000 in YSAQMD Clean Air Funds.

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.



DATE: March 23rd, 2026
TO: STA Board
FROM: Amy Antunano, Program Manager-SR2S
RE: Public Safety Education and Enforcement Grant-Reissue 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.

Since that time, changing staffing capacity and program priorities have limited the department's ability to continue implementation at a level necessary to fully expend the remaining grant funds within the required timeline. STA staff have coordinated with the department to review the status of the program and remaining funds.

Based on these discussions, it has been determined that the remaining funds will not be fully expended prior to the grant deadline. To ensure these funds continue to support school safety efforts throughout Solano County, staff recommends releasing a new call for applications to eligible law enforcement agencies to reissue the remaining funds. This approach will allow STA to maximize the use of available funding while continuing to support local partners in delivering safety education and enforcement activities.

Fiscal Impact:

No additional funding is requested.

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.



DATE: March 6, 2026
TO: STA Board
FROM: Jasper Alve, Senior Project Manager
RE: One Bay Area Grant Cycle 4 Supplemental Funding for Planning and Project Programming, Monitoring, and Delivery Efforts

Background:

The Solano Transportation Authority (STA) has coordinated with the region's Metropolitan Planning Organization (MPO) since 1996 to program federal transportation funds. These funds are leveraged to deliver projects, develop countywide transportation and land use plans, as well as implement programs that align and support the goals established by the Regional Transportation Plan (RTP). This coordination was formally part of the federal cycle process until the Bay Area's MPO, the Metropolitan Transportation Commission (MTC) renamed it the One Bay Area Grant (OBAG) Program with its first cycle beginning in 2013. This program combines Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funding into a four- or five-year grant cycle. The latest cycle, Cycle 3, covered the period between fiscal years (FY) 2022-23 through 2025-26.

The STA starting in the first cycle of OBAG, based on the direction of the STA Board and consistent with MTC's OBAG Program guidelines, began programming funds for project monitoring, programming, and delivery, as well as planning efforts. These funds are utilized by the STA to support and implement MTC's most recent adopted RTP, now the *Plan Bay Area 2050+*, and associated regional policies, as well as development of Solano countywide transportation and land use plans such as the Comprehensive Transportation Plan and Congestion Management Plan, various public outreach and stakeholder activities, and the advancement of locally and regionally significant projects. Additionally, programming activities by the STA include continuing efforts to identify, compete for, obtain, and monitor regional, state and federal grant program opportunities. The funding of STA's planning and project programming, monitoring, and delivery efforts was continued as part of OBAG Cycles 2 and 3.

The MTC has also delegated to the STA administering the Call for Projects (CFP) associated with the OBAG Program. This CFP process provides each of the seven cities and the County with the opportunity to submit eligible projects for either STP or CMAQ funding. The evaluation criteria that will be utilized to score these projects are based on the regional criteria established by the MTC and additional criteria approved by the STA Board. Overall, the CFP process for OBAG Cycles 1, 2, and 3 have led to the STA Board allocating funding to two of its priority countywide programs – the Safe Routes to School and Solano Mobility Programs. This funding provides both programs with reliable annual funding over a four-year period to operate well established, community supported, and successful programs. Funding from the OBAG Program will be needed in future years if the programs are to be sustained.

The MTC Commission in February 2026 adopted the framework for OBAG Cycle 4 (OBAG 4). This cycle covers the period from FYs 2026-27 through 2029-30. The framework adopted identifies the funding capacity for OBAG 4, which is approximately \$820 million. However, \$100 million of the funding capacity is set aside for the region's transit operations commitment as part of Senate Bill 125. This leaves a total of \$720 million available split evenly between the OBAG Regional and County Programs.

The OBAG 4 County Program has a funding capacity of \$360 million. The MTC set aside \$41 million of this funding to the nine County Transportation Agencies (CTA) for base planning and project programming efforts. Given this set aside funding, the remaining funding available is \$319 million. Attachment A shows the funding amount target for each of the nine CTAs. This attachment shows that the target for Solano County, which includes the North Bay Augmentation funding, is between \$16.525 million to \$19.830 million. This target for the County does not take into account any supplemental base planning and programming funds request by the STA

Discussion:

Similar to previous OBAG cycles, STA staff are recommending for the STA Board to program as a set aside OBAG 4 funding for countywide planning, as well as project programming, monitoring, and delivery efforts in partnership with STA’s member agencies. This set aside will provide a stable source of funding for the STA to accomplish its work, continue previous efforts completed as part of OBAG 3, as well as support MTC’s *Plan Bay Area 2050+* Implementation Strategies as shown in Attachment B and associated regional policies over the next four years. Staff are recommending maintaining the same amount of funding set aside approved by the STA Board as part of OBAG 3.

The total amount of set aside funding that STA staff are recommending as part of OBAG 4 is \$7.490 million. This amount includes the \$3.850 million that MTC initially set aside to the STA as part of the base planning and programming funds. Based on this initial set aside, staff are recommending for the STA Board to program an additional \$3.640 million of funding from the County target shown in Attachment A. This supplemental funding request, which is lower than the amount approved by the STA Board in OBAG 3 by \$404,000, will ensure that the funding set aside from OBAG 3 to 4 is maintained. The supplemental funding request will mean that the remaining OBAG 4 County funding target balance, which will be available for eligible transportation priority programs and projects in Solano County, will be between \$12.885 million to \$16.190 million. This funding target is still higher than what was available in OBAG 3, which was between \$11.956 million to \$15.156 million, by approximately \$900,000. A CFP for programming the remaining OBAG 4 balance to eligible projects and programs will be released in May 2026.

STA Planning and Projects Departments staff have prepared an overview of STA’s Planning, Programming, Monitoring, and Project Delivery accomplishments funded with OBAG 3 in two separate reports attached to this staff report. Attached D covers the Projects Department’s OBAG 3 Efforts and Accomplishments (2023-2026). This provides some context as to STA’s activities within the OBAG program framework and opportunities over the next four (4) years.

The STA TAC, at its meeting on March 25, 2026, approved to forward to the STA Board for approval the recommendations specified in this staff report including providing the TAC at its next meeting with an update on funding available for projects and on the OBAG 3 planning and programming funds allocation.

Fiscal Impact:

The four-year funding set aside for countywide planning, as well as project programming, monitoring, and delivery efforts in partnership with STA’s member agencies will be funded by OBAG 4. STA staff are recommending maintaining the funding set aside in OBAG 3 into OBAG 4 totaling \$7.49 million. The remaining OBAG 4 balance that will be available as part of the Call for Projects that will be released in May 2026 will be between \$12.885 million to \$16.190 million.

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.

Attachments:

- A. OBAG 4 County Program Funding Targets
- B. *Plan Bay Area 2050+* Implementation Strategies
- C. MTC's Adopted OBAG 4 Program Framework
- D. Projects Department OBAG 3 Efforts and Accomplishments

Attachment A: OBAG 4 County Program Funding 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

How Is the Plan Organized?

The plan includes 35 strategies, organized into 11 themes, under four elements: transportation, housing, economy and environment.

What is a Strategy?

In Plan Bay Area 2050+, a **strategy** is a public policy or set of investments that can be implemented in the Bay Area at the city, county, regional or state level over the next 25 years. Strategies are how the plan aims to move from vision to reality.

Implementing these strategies will require significant funding. For transportation, federal law requires that projected investments (expenditures) match expected revenues through 2050, an approach that is referred to as “fiscally constrained.” In contrast, the Housing, Economy, and Environment Elements use unconstrained forecasts.

Elements, Themes, Strategies

HOW DO WE GET THERE?

Plan strategies guide growth and deliver on shared regional and local priorities through 2050.

TRANSPORTATION

Operate and maintain the existing system (“Fix It First”), create healthy and safe streets, and expand and enhance transit.

HOUSING

Produce, preserve and protect housing at all price points, especially affordable housing.

ECONOMY

Create economic mobility for all residents and improve job locations.

ENVIRONMENT

Mitigate hazards, create more parks and open spaces, and reduce climate emissions.

Theme	Transportation Strategies
Maintain and Optimize the Existing System	T1 - Operate and Maintain the Existing System.
	T2 - Improve the Rider Experience through Transit Network Integration.
	T3 - Improve the Rider Experience through Refined Transfer Timing at Key Regional Hubs.
	T4 - Enhance Security Measures and Improve Safety and Cleanliness on Transit.
	T5 - Implement Pricing Strategies to Manage Demand.
	T6 - Modernize Freeways and Interchanges.
	T7 - Expand Freeways and Mitigate Impacts.
	T8 - Advance Other Regional Programs and Local Priorities.
Create Healthy and Safe Streets	T9 - Build a Complete Streets Network.
	T10 - Advance Regional Vision Zero Policy through Street Design and Reduced Speeds.
Build a Next-Generation Transit Network	T11 - Enhance Transit Frequency, Capacity and Reliability.
	T12 - Expand Transit Services throughout the Region.

Theme	Housing Strategies
Protect and Preserve Affordable Housing	H1 - Strengthen Renter Protections.
	H2 - Preserve Existing Affordable Housing.
Spur Housing Production for Residents of All Income Levels	H3 - Allow a Greater Mix of Housing Densities and Types in Growth Geographies.
	H4 - Build Adequate Affordable Housing to Ensure Homes for All.
	H5 - Integrate Affordable Housing into All Major Housing Projects.
	H6 - Transform Aging Malls and Office Parks into Neighborhoods.
Create Inclusive Communities	H7 - Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities.
	H8 - Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services.

Theme	Economy Strategies
Improve Economic Mobility	EC1 - Implement a Statewide Guaranteed Income.
	EC2 - Expand Job Training and Incubator Programs.
	EC3 - Invest in High-Speed Internet in Underserved Low-Income Communities.
Shift the Location of Jobs	EC4 - Allow a Greater Mix of Land Uses and Densities in Growth Geographies.
	EC5 - Provide Incentives to Employers to Locate in Low-VMT Areas.
	EC6 - Retain and Invest in Key Industrial Lands.

Theme	Environment Strategies
Reduce Risks from Hazards	EN1 - Adapt to Sea Level Rise.
	EN2 - Provide Means-Based Financial Support for Seismic, Wildfire, and Accessibility Home Retrofits.
	EN3 - Provide Means-Based Financial Support for Energy Decarbonization and Water Efficiency Upgrades in All Buildings.
Expand Access to Parks and Open Space	EN4 - Maintain Urban Growth Boundaries.
	EN5 - Protect and Manage High-Value Conservation Lands.
	EN6 - Expand Urban Greening in Communities.
Reduce Climate Emissions	EN7 - Expand Commute Trip Reduction Programs at Major Employers.
	EN8 - Expand Clean Vehicle Initiatives.
	EN9 - Expand Transportation Demand Management Initiatives.

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

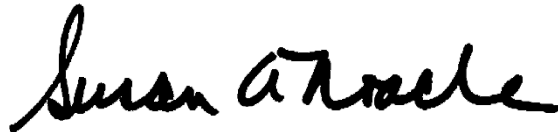
RESOLVED that the Executive Director or designee is authorized to execute Advance Construction (AC) Authorizations with Caltrans and/or the Federal Highway Administration (FHWA) for federal projects sponsored or implemented by the Metropolitan Transportation Commission; and be it further

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	

Attachment A: STA Projects Department One Bay Area Grant Cycle 3 Efforts and Accomplishments (2023 – 2026)

Projects Department Staff

Nick Burton, Director of Projects

Brenda McNichols, Accountant II

Ishpreet Kaur, Accounting Technician

Jasper Alve, Senior Project Manager

Leslie Gould, Project Manager

Brandon Thomson, Senior Transit Mobility Coordinator

Background/Discussion:

The Solano Transportation Authority (STA) Projects Department performs a number of functions that play an integral part in the success of the STA and Solano County. These functions include the following:

- Acts as **intermediary** between local agencies and Air Resource Boards, California Department of Transportation (Caltrans), California Public Utilities Commission (CPUC), California Transportation Commission (CTC), Federal Highway Administration (FHWA), and Metropolitan Transportation Commission (MTC).
 - Examples include Regional Air Quality Conformity revision for the Parkway Boulevard Overcrossing and scope/funding Transportation Improvement Program revisions.
- Assists member agencies in delivering local and regional projects.
 - Examples include the Bay Trail/Vine Trail Project (City of Vallejo) and Jepson Parkway Phase 1B (City of Vacaville).
- Assists member agencies in **identifying funding opportunities** and applying for grants.
 - Examples include Active Transportation Program, Consolidated Rail Infrastructure and Safety Improvements (CRISI), Highway Safety Improvement Program, Low and No Emissions Grant Program, Rail Crossing Elimination Program, and Sustainable Communities Planning Grant.
- Completes **Right-of-Way (ROW) acquisition** and project management.
 - ROW acquisition for the I-80 Westbound Truck Scales Project.
- **Coordinates, Cooperates, and Collaborates** with Solano Member Agencies on Federally, Stately, Regionally, or Locally funded transportation projects.
 - Coordinates and attends federal, state, regional, and local meetings.
 - Coordinates grant funding opportunities, encouraging multiple agency inclusion.
 - Problem solving for project delivery issues.
- **Handles Finances, Billing, & Purchasing** for the entire STA, including Solano Mobility and Safe Routes to School Program.
- **Manages programs** on a countywide-level to office-level support.
 - Regional Transportation Impact Fee (RTIF), Disadvantaged Business Enterprise (DBE), Local Preference Policy (LPP), IT Support, and Vehicle Abatement.
- **Sponsors and delivers regionally significant projects** such as the I-80 Express Lanes Project, I-80 Westbound Truck Scales, I-80/I-680/SR 12 Interchange Package 5, Solano Rail Hub Station Area and Pedestrian Crossing Improvements, and State Route 37/Fairgrounds Drive Interchange Project.

Projects Department Efforts:

The STA Projects Department is involved in a number of regional, countywide, and local planning and project delivery, monitoring, and programming efforts. These efforts have assisted in obtaining more than \$200 million in funding, programming and monitoring projects with regional and state funding totaling close to \$140 million, as well as delivering regionally significant projects in the County. A summary of these efforts is outlined below.

Grant Applications Coordinated by Projects Department:

- I-80 Westbound Truck Scales Project – \$129M Senate Bill (SB) 1 Trade Corridor Enhancement Program (TCEP).
- Priority Conservation Area Grant (County of Solano) – \$1M.
- Rail Crossing Elimination Grant Program (City of Dixon) – \$25M.
- Safe Streets and Roads for All Planning and Demonstration Grant – \$440K.
- State Route 37 (Sears Point to Mare Island Improvements Project) – \$73M SB1 TCEP.

Plans/Studies Lead by Projects Department:

- Comprehensive Transportation Plan Update – Arterials, Freeways, and Highways Element.
- Connection Protection Pilot Study.
- I-80 Comprehensive Multimodal Corridor Plan.
- Routes of Regional Significance Plan Update.
- 2024 SolanoExpress Ridership Survey and Analysis.

Project Programming and Monitoring

- \$11.911M in OBAG 3 to 7 projects.
- \$105.943M in Regional Measure 3 to 6 projects.
- \$20.710M in RTIF to 17 eligible projects.
- \$11.2M in State Transportation Improvement Program to 2 projects.

Regionally Significant Projects Delivered by Projects Department during OBAG 3 Cycle:

- Interstate 80 Express Lanes – completed CON in 2025.
- Interstate 80 Westbound Truck Scales – completed PS&E 2024.
- State Route 12 Clean California Projects in Cities of Fairfield and Suisun City – completed CON 2025.
- State Route 37/Fairgrounds Drive Interchange Project – awarded CON contract in 2024
- Suisun City Mobility Hub Project – completed CON in 2025.

Fiscal Impact:

None at this time. This item is an informational item that provides details as to the efforts staff completed with funding from OBAG 3.

Recommendation:

Informational.

Attachment A: STA Planning Department One Bay Area Grant Cycle 3 Efforts and Accomplishments (2023 – 2026)

Planning Department Staff

Robert Guerrero, Deputy Executive Director/Director of Planning
Kathrina Gregana, Associate Planner
Dulce Jimenez, Assistant Planner
Amy Antunano, Program Manager
Janelle Gregorio, Program Coordinator
Crystal Peacher, Program Coordinator
Leigh Moilanen, Program Coordinator
Jayme Ziadeh, Program Coordinator
Neil Quintanilla, Marketing Assistant

Background/Discussion:

STA Planning Department is involved in a number of regional, countywide, and local planning activities. The Planning staff are providing a status update on efforts and accomplishments over the last five years.

The primary responsibility of the STA’s Strategic Planning Department is to plan and implement the Solano Countywide Transportation Plan (CTP). The CTP was last updated in 2019 and is currently being updated estimated for completion in 2026. The plan includes a range of transportation activities focused in three elements:

- 1) Arterials, Highways and Freeways Elements
- 2) Transit Element
- 3) Active Transportation Element

In addition, the CTP includes a Land Use Chapter and an Equity Chapter which applies to each CTP element. A summary of each element and the supporting chapters are included in the discussion section of the staff report below.

The Department also includes legislative and marketing staff who support the entire agency in legislative advocacy and public outreach on STA’s various community meetings, events and surveys.

Overall, STA Planning Department continues to be involved with regional, countywide, and local planning and project delivery programming and monitoring activities. The Department typically partners with the city staff, Capitol Corridor Joint Powers Authority (CCJPA), San Francisco Bay Ferry, Metropolitan Transportation Commission, Caltrans and other CTAs to accomplish its work plan. Planning Department staff are also responsible for facilitating the Solano County Planning Director’s Group, STA Bicycle and Pedestrian Advisory Committees, STA Model TAC and Equity Working Group in addition to individual project leadership teams for the active plans that are being developed such as the Project Leadership Team (PLT) for the Solano Transportation Resiliency Plan.

1) **Solano Comprehensive Transportation Plan**

The STA Planning Department has been working on an update of the CTP, with completion anticipated in September 2026. This effort has included reconvening CTP Policy Subcommittees for each CTP Element and coordinating closely with Solano member agencies throughout plan development.

In addition to this plan update, the following activities were undertaken during the OBAG 3 period to support CTP implementation.

a. Arterials, Highways and Freeways Element

i. Model Maintenance was conducted to the Solano Napa Activity Based Model

- In 2023 the land use update of the SNABM commenced, which included updating the model from a 2040 to a 2050 forecast, to be compliant with MTC's regional model used for Plan Bay Area (PBA) 2050. This effort was successfully completed by December 2024.
- In Fall 2025 a comprehensive update to the SNABM commenced, which included updating the base year of the model from 2015 to 2023. This update will require the collection of traffic counts across the eight Solano jurisdictions. The model will also incorporate the latest regional model version utilized for PBA 2050+. This effort is anticipated to be completed by Fall 2026.
- Work for the completed land use update and the current base year update included the convening of the Model TAC, which is includes public works and planning staff from both Napa and Solano jurisdictions. Additionally, a Peer Review Panel was formed.
- Supported traffic model consultations and requests by STA member agencies

ii. Congestion Management Program Updated in 2023 and 2025

- 2023 CMP update, which included I-80 High Occupancy Vehicle Lane Travel Times and Travel Time Reliability for major freeways (I-80/680/780) and highways (SR-12/37) within the CMP Network, which provides a snapshot of congestion during peak commute hours, in addition to the monitoring and reporting back on the congestion levels on the CMP network.
- 2025 CMP update included additional transit, active, and arterials transportation activities that have occurred since 2023.

iii. Worked with the STA Equity Working Group to develop the STA SR 37 Corridor Project Equity Proposals that were adopted by the STA Board in March 2025

iv. Countywide Big Data studies to analyze corridor trips in State Route 37, and most recently leveraged to analyze travel patterns between Solano County and Davis as well as between Solano County and the Six Flags/County Fairgrounds.

- b. Transit Element
 - i. Building upon the 2021 SMART Rail Station Feasibility Study which resulted in designating the Suisun City Capitol Corridor Station as the Solano Rail Hub, a Rail Station PSR was completed to address access improvements and future station design. This project has since been transitioned to the Project Department to serve as the lead in advancing project delivery.

- c. Active Transportation Element
 - i. Worked with members of the BAC and PAC to identify an additional 20 walking and biking routes for inclusion in Volume II of the Biking and Walking Brochures – Work occurred throughout calendar year 2024.
 - ii. Solano County Top 10 Bike Rides: North Eastern Solano County, was completed in 2025. Professional brochures will be printed as part of the May 2026 Bike Month marketing materials.
 - iii. On-going effort is the development of Volume II of the Top Ten Walks brochures, which is expected to be completed by December 2026.
 - iv. Conducted a three-year bike and pedestrian Wayfinding Sign Program from 2021-2023 in which \$75,000 were programmed to four projects. At this point, three projects have been completed, which includes the installation of new wayfinding signs at the newly built Bay/Vine Trail project in Vallejo, downtown wayfinding signs were upgraded in Benicia and new wayfinding signs were installed at the Solano section of the Carquinez Strait Scenic Loop Trail. The last project in progress includes upgrading wayfinding signs around the Promenade Park Trail in Rio Vista

- d. CTP Land Use Chapter
 - i. Building on the work of the Solano County Collaborative in coordinating Regional Early Action Planning (REAP) 1.0 funds to support STA member agency housing element updates in 2021, successfully obtained subsequent REAP 2.0 funds to assist with housing element implementation. The effort was successfully completed in December 2026.
 - ii. Assisted in the update of MTC/ABAG’s designation of Priority Conservation Areas in 2025 working with Solano member agencies

- e. Equity Chapter
 - i. Reconstituted the Equity Working Group to craft the Solano Equity Framework, a locally tailored equity criteria to identify equity communities in Solano County. This framework will be used to prioritize projects and programs in the CTP, the allocation of STA discretionary funding sources, and other STA efforts, representing the STA’s initial steps to implementing the 2020 Equity Chapter to advance equity in the planning, programming, and delivery of transportation projects and programs in Solano County.

Other Plans/Studies Lead by Planning Department:

- Solano Transportation Resiliency Plan – successfully secured a \$500,000 Caltrans Climate Adaptation Planning Grant using a combination of OBAG 3 funds and funding contributions from all eight Solano member agencies as the local match for the application. The plan is underway and is anticipated to be completed in August 2026.
- Solano Safe Routes to School Plan – Completed in 2025

Zero-Emission Planning Efforts and Implementation

- 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
 - 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.

Legislative and Marketing Accomplishments

- Updated STA Legislative Platforms each year
- Continued to work with STA’s lobbyists and legislative delegates to advance STA’s priority transportation projects
- Coordinated with Solano Transit Operators to market the Solano Express Bus Service
- Assisted in developing fact sheets and other marketing products for the agency
- Coordinated on ribbon cutting and ground breaking ceremonies
- Utilizing print advertising, digital advertising, social media, and videos to promote Solano Mobility Programs, such as First/Last Mile, Travel Training, and the Solano Mobility Call Center
- Published monthly agency newsletter and annual report to raise awareness with regional stakeholder and share the agency’s achievements and accomplishments

Funding Administration/Responsibilities

- TDA Article 3
- TFCA Program Manager Funds and Regional Funding
- Coordination with YSAQMD Funding Allocation
- MTC Community Action Resource and Empowerment (CARE) Program

Fiscal Impact:

None at this time. This item is an informational item that provides details as to the efforts staff completed with funding from OBAG 3.

Recommendation:

Informational.



DATE: March 26, 2026
TO: STA Board
FROM: Kathrina Gregana, Associate Planner
RE: Update on MTC Regional Mapping & Wayfinding Pilot Program 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.

With these standards now in place, MTC is moving forward with implementation through the design and installation of signage and wayfinding improvements at nine pilot sites located at major transit hubs around the region, including two in Solano County:

1. Larkspur SMART & Ferry Terminal (Marin County)
2. Santa Rosa Transit Mall & Downtown SMART station (Sonoma County)
3. **Vallejo Transit Center & Ferry Terminal (Solano County)**
4. **Solano Rail Hub at the Suisun-Fairfield Station (Napa County selection, located in Solano County)**
5. El Cerrito del Norte (Contra Costa County)
6. Dublin/Pleasanton (Alameda County)
7. Palo Alto Transit Center (Santa Clara County)
8. Millbrae (San Mateo County)
9. Powell St (San Francisco County)

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 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.

Lastly, 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.

In conjunction with these efforts, the STA contributed \$500,000 to support the expanded implementation of MTC's Regional Wayfinding and Mapping projects beyond the initial two pilot hubs. This funding will be used to 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.

STA staff will work with the relevant cities and transit operators to initiate this effort by identifying wayfinding needs and developing an implementation plan.

This informational item was presented to the STA Consortium and STA TAC at their meetings on March 24 and March 25, 2026, respectively.

At the STA Consortium Meeting, Beth Kranda from SolTrans strongly encouraged the STA to consider including the replacement of signage along local transit routes into a broader wayfinding effort, in addition to regional routes. She emphasized that this approach would help avoid a piecemeal implementation and aligns with the planned signage replacement under SolTrans' Systemwide Comprehensive Operational Analysis (COA) effort. She also expressed confidence that the STA's \$500K contribution would be sufficient to fully fund the wayfinding needs across the County, encompassing both local and regional services, and offered for SolTrans to take the lead with procurement and installation of the signage. STA responded that additional analysis is needed to better understand the overall scope of wayfinding needs and associated cost estimates and offered a follow up meeting to discuss this further.

At the STA TAC meeting, several TAC members expressed a preference to prioritize replacement of transit and bus stop signs along regional services before considering expansion to local routes. They also emphasized the importance of first assessing the overall scope of need prior to committing funding for local route signage. STA similarly offered a follow-up meeting to continue this discussion.

STA staff will provide updates to the STA Board on this effort as discussions progresses.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: March 27, 2026
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: Solano Express Intercity Transit Funding and Cost Sharing Agreement
1. Solano Express Cost Per Revenue Hour (Due by March 15th)
2. Solano Express Service Hours by Route

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 the incorporated amendments 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.

On May 27, 2025, the Solano County Intercity Transit Consortium unanimously approved forwarding a recommendation to the STA TAC and Board to approve the updated Solano Express Intercity Funding and Cost-Sharing Agreement. On May 28, 2025, the STA TAC voted unanimously 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. 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:

On March 19, 2026, the FY 2026-27 Solano Express Intercity Transit Funding and Cost-Sharing Draft 1st Amendment to the Agreement (Attachment B) was presented as an informational item to the Intercity Funding Working Group. On March 24, 2026, the draft 1st Amendment was presented to the Solano County Intercity Transit Consortium. The following information is required to finalize the FY 2026-27 1st amendment to the Intercity Funding and Cost Sharing Agreement.

1. Solano Express Cost Per Revenue Hour (Due by March 15th)
2. Solano Express Service Hours by Route

This item is being brought forward as an informational item because SolTrans is still working on finalizing the Cost Per Revenue Hour for FY 2026-27. The current draft estimated Cost Per Revenue Hour is 247.97. However, this rate requires \$792,000 in additional funding and moves up the fiscal cliff from FY 2028-29 (Attachment C) to FY 2027-28 (Attachment D). The Intercity Funding Working Group has its next meeting scheduled for April 23rd to discuss the cost per revenue hour and any requested changes to the agreement.

The plan is to present the Solano Express cost per revenue hour and budget to the Solano County Intercity Transit Consortium on April 28th, to the TAC on April 29th, and to return to the STA Board on May 13, 2026. This will provide the months of May and June for all funding partners to approve the 1st amendment to the agreement before the current funding agreement expires on June 30, 2026.

Fiscal Impact:

The Solano Express budget of \$10.3 million for FY 2025-26 was approved by the STA Board on June 11, 2025, based on 45,000 annual service hours at \$230.37 per revenue hour. Funding is provided through TDA contributions from partner agencies, Regional Measure 2, Regional Measure 3, and State Transit Assistance funds (STAF) of \$3.1 million. The funding, including the variable elements of the agreement for FY 2025-26, such as the results of the cost-sharing formula, is included in Attachment C.

Recommendation:

Informational.

Attachments:

- A. The FY 2025-26 Solano Express Intercity Funding and Cost Sharing Agreement
- B. The FY 2026-27 1st Amendment to the Solano Express Intercity Funding and Cost Sharing Agreement
- C. The FY 2022-23 through FY 2030-31 Budget Forecast at \$230.37 per revenue hour and a 3.5% projected increase.
- D. The FY 2022-23 through FY 2030-31 Budget Forecast at \$247.97 per revenue hour for FY 2026-27.

**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

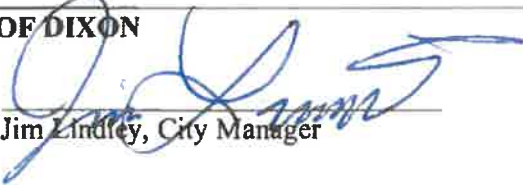
The Parties hereby covenant that they presently have no interest not disclosed, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its obligations hereunder, except for such conflicts that the Parties may consent to in writing 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:  _____ <small>Bret Prebula (Jun 18, 2025 11:16 PDT)</small> 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, 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 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>
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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 & Alameda
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



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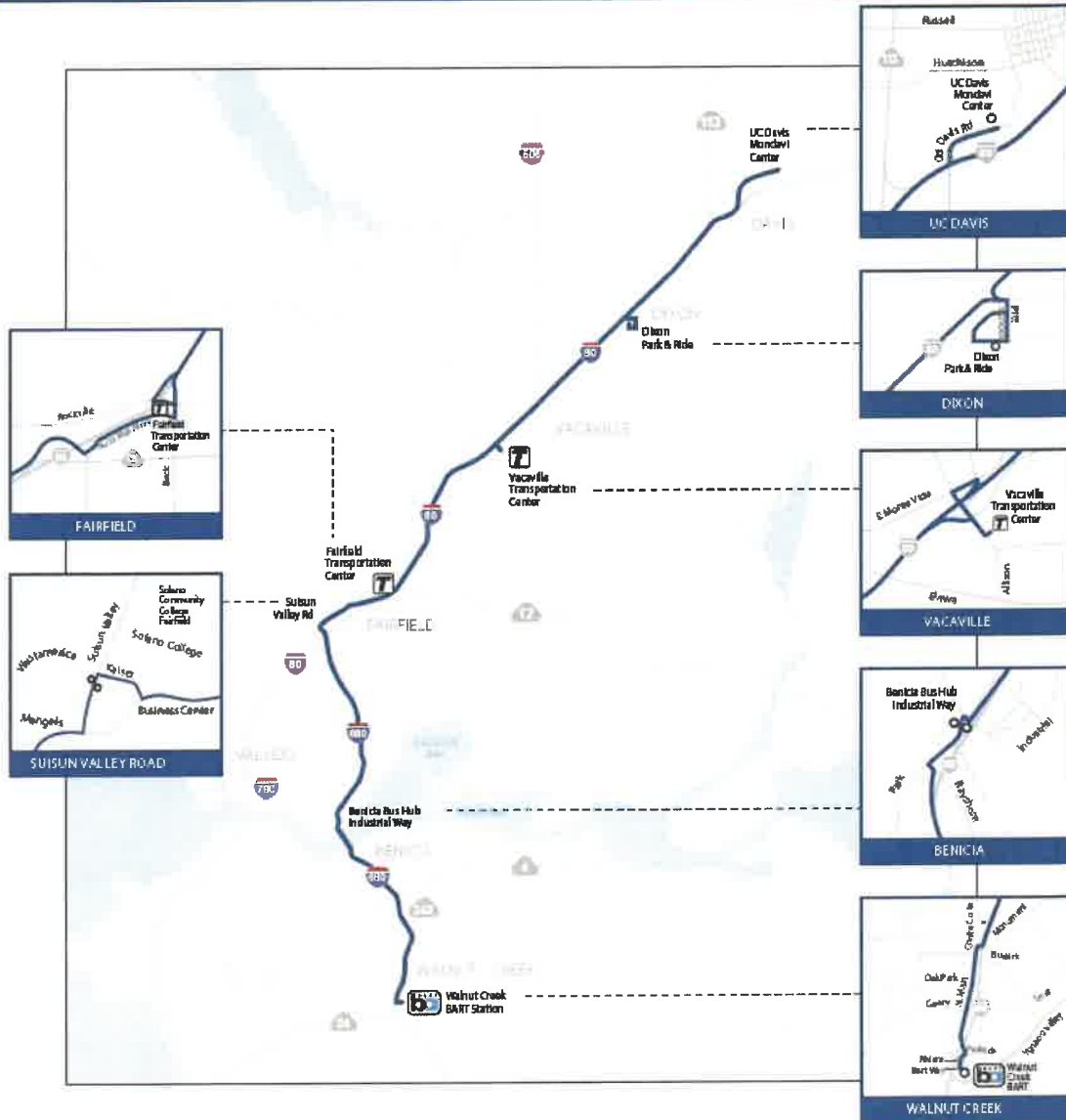


Token Transit

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 | सलूक भाव
सपर्यर्ण | безплатнај речник на јазик

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 языковая помощь

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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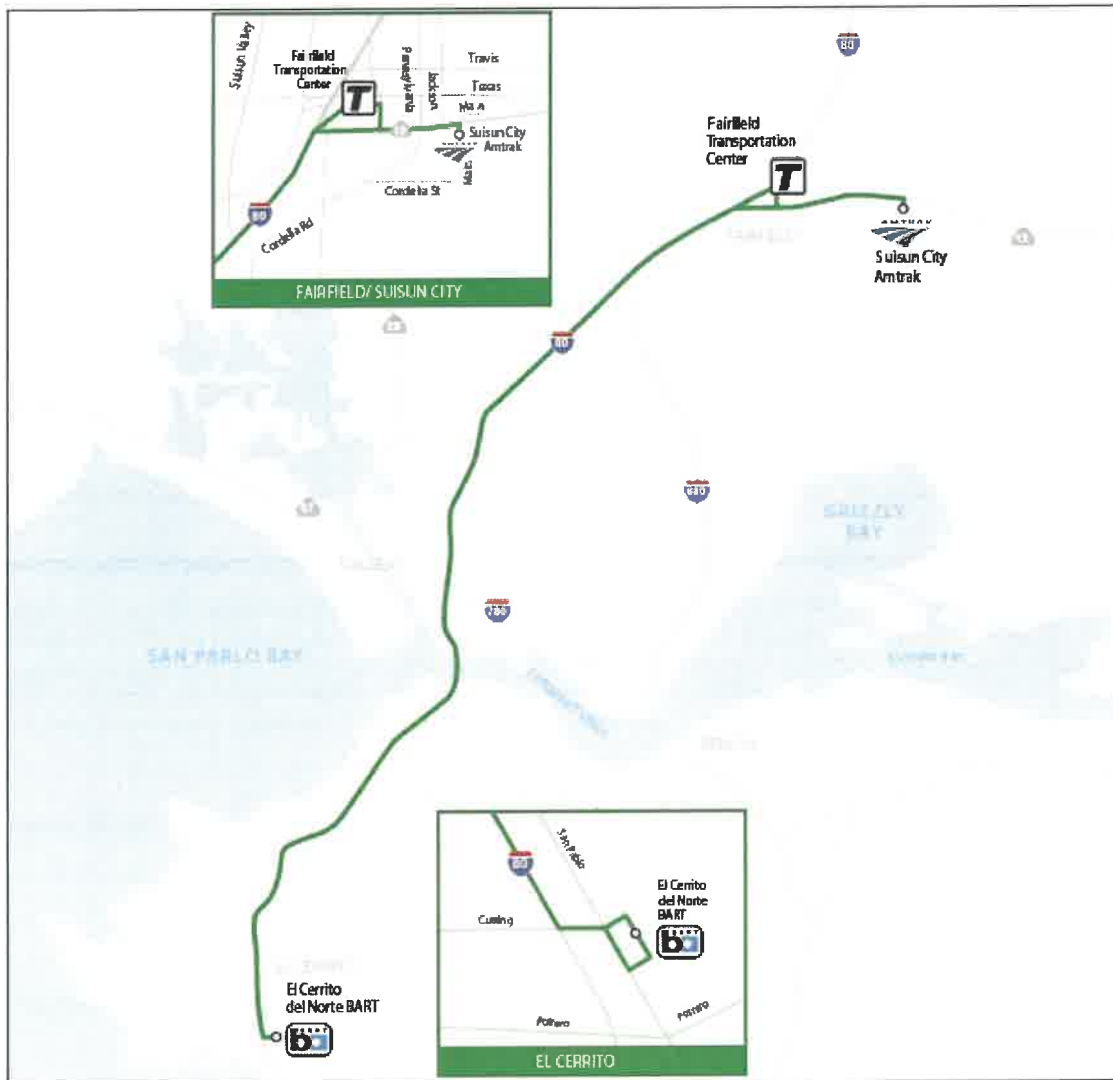
Free language assistance | Asistencia gratis en su idioma | Libreng tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସମୂହ ସାହାଯ୍ୟ
समर्थन | Бесплатная языковая помощь

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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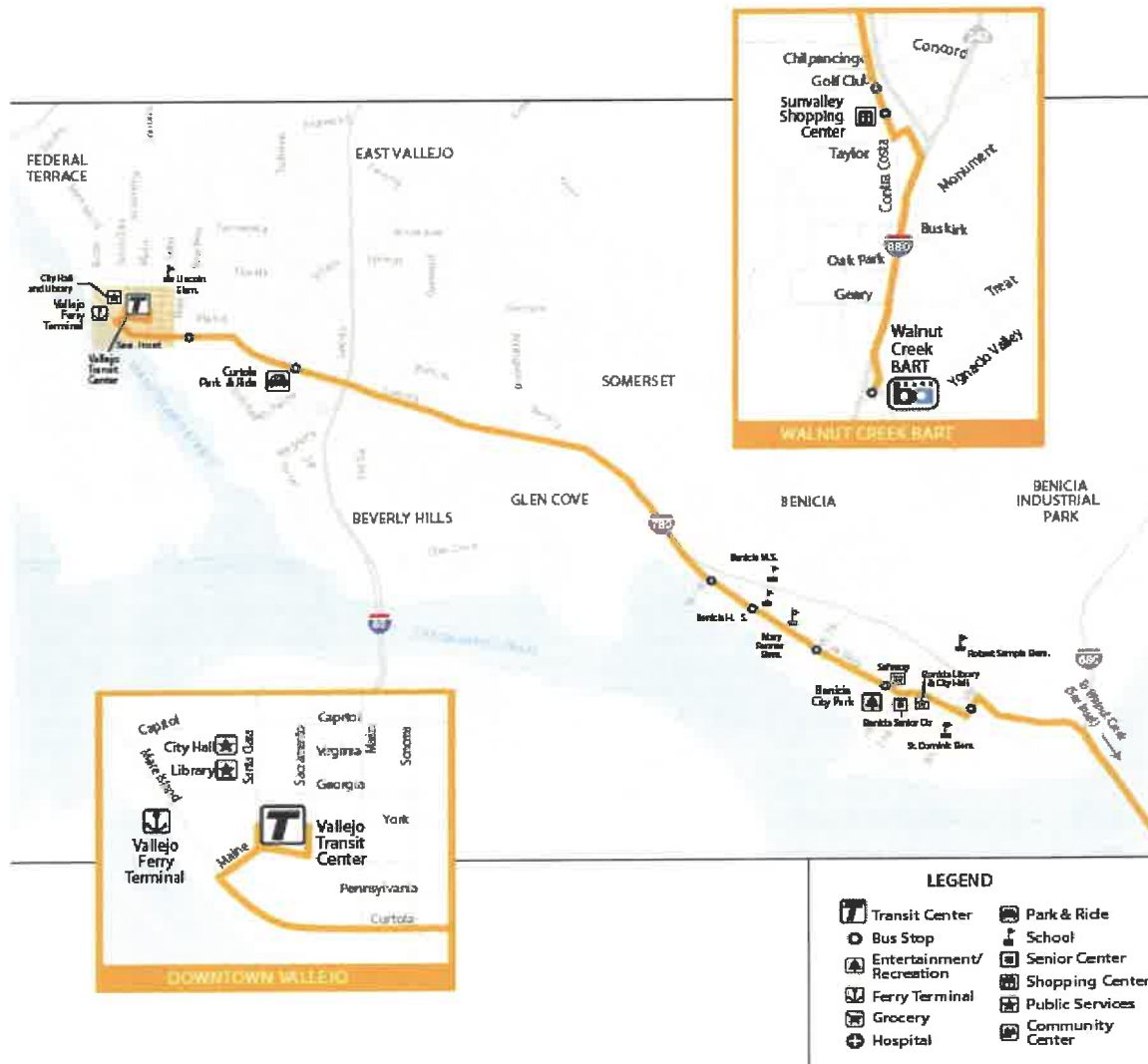


Free language assistance / Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | सहायक भाषा समर्थन | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

Y YELLOW LINE

Vallejo - Benicia - Walnut Creek



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transit



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 | ସମୃଦ୍ଧ | бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

R 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	Curcio Park & Ride	El Cerrito Old North BART	El Cerrito Old North BART	Curcio 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					

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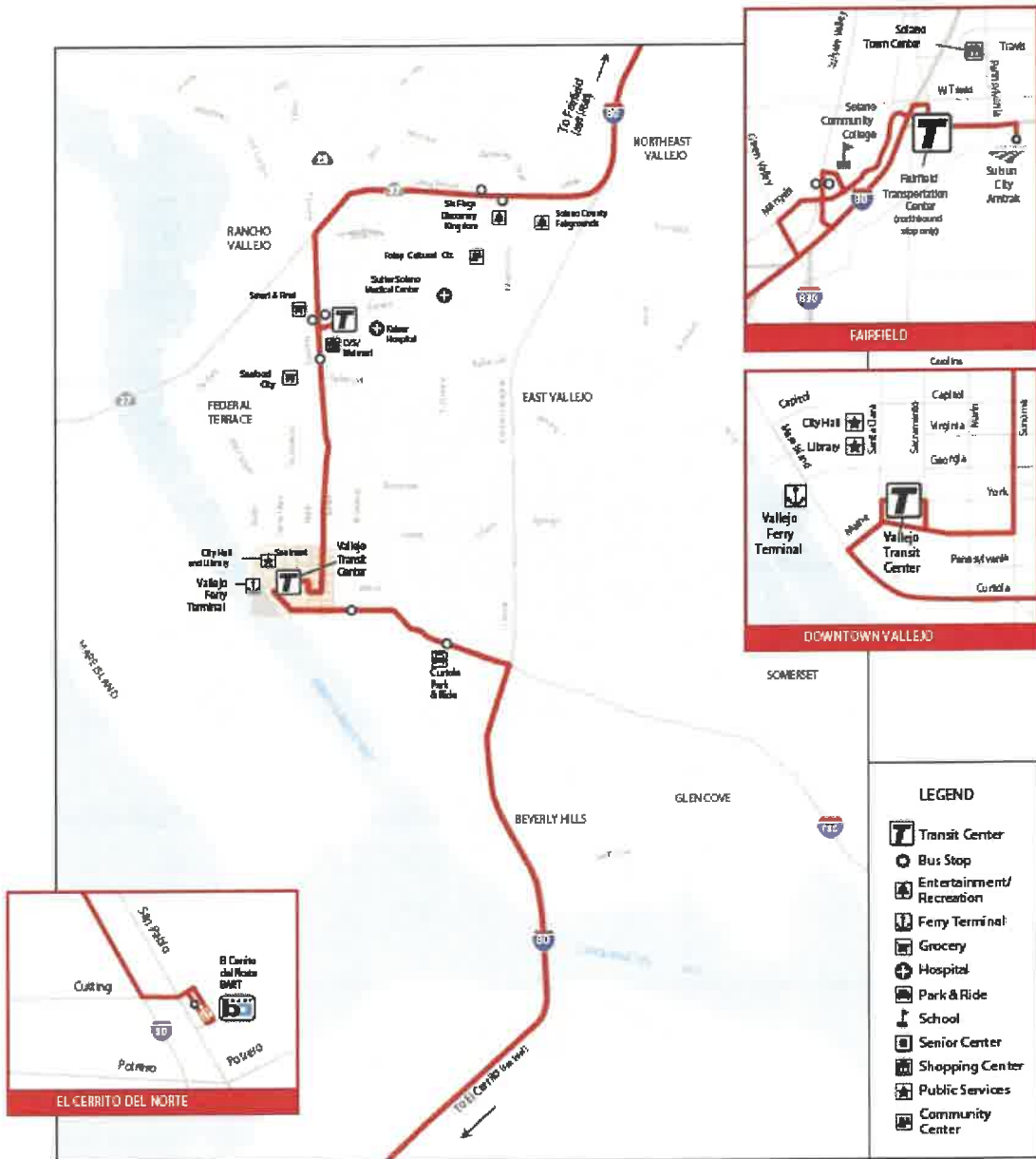
Token Transit

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



SolTrans.org
707-648-4666



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



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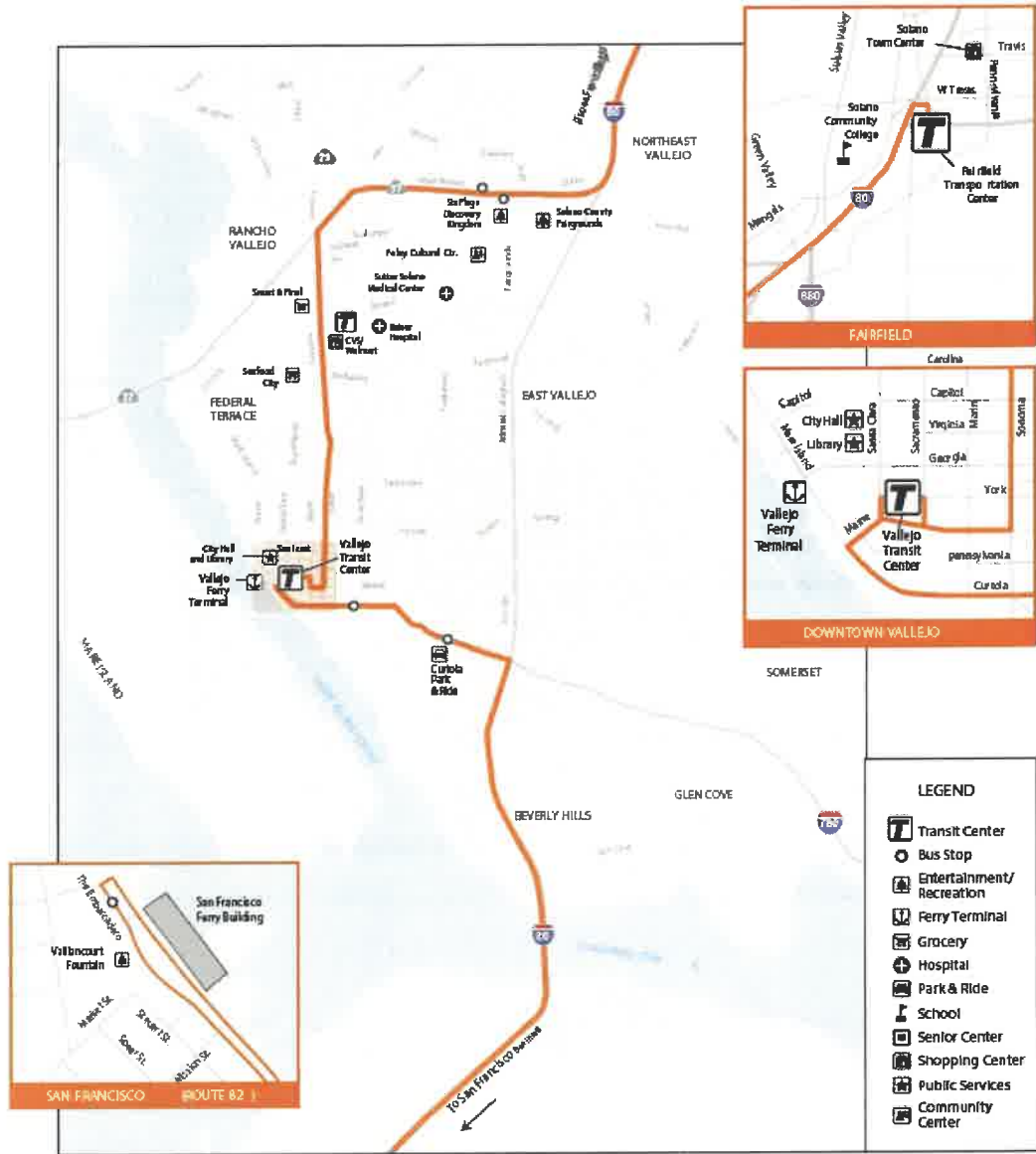


Free language assistance | Asistencia gratis en su idioma | Libreng tulung para sa wika | 免費語言幫助 | Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | ସାହାଯ୍ୟ
 सहायता | Бесплатная языковая помощь

EFFECTIVE APRIL 6, 2025 / A PARTIR DE 06 A ABRIL 2025

82 ROUTE 82

Fairfield - San Francisco



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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 | यल्लुक् भाषा समर्थन | Бесплатная языковая помощь

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%

**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 _____ 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 an 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 cost per revenue hour and service hours by route for fiscal year (FY) 2026-27.

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, Section E of the Agreement is amended, in part, as follows:
 Cost Per Revenue Hour: _____

Exhibit B of the Agreement is amended, in part, as follows:

Service Hours by Route:

Red Line _____

Yellow Line _____

Blue Line _____

Green line _____

Total Service Hours _____

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: _____ Savita Chaudhary, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>COUNTY OF SOLANO</p> <p>By: _____ Ian Goldberg, 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>

SOLANO TRANSPORTATION AUTHORITY (STA)	APPROVED AS TO FORM
By: _____ Daryl K. Halls, Executive Director	By: _____ STA Legal Counsel

Scenario 1: No Service Changes

Solano Express Service	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Est. 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
IFA Cost/Hr	\$ 207.80	\$ 204.96	\$ 220.26	\$ 230.37	\$ 238.43	\$ 246.78	\$ 255.42	\$ 264.35	\$ 273.61
Total Estimated Cost	\$ 9,974,831	\$ 9,128,532	\$ 9,883,465	\$ 10,366,650	\$ 10,729,483	\$ 11,105,015	\$ 11,493,690	\$ 11,895,969	\$ 12,312,328
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	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 3,230,304	\$ 3,871,846	\$ 2,670,000	\$ 2,670,000	\$ 2,670,000
STAF Carryover				\$ 145,889	\$ 348,136				
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	\$ 10,729,483	\$ 11,105,015	\$ 9,987,046	\$ 10,072,713	\$ 10,160,210
Balance	\$0	\$267,044	\$226,981	\$0	\$0	\$0	(\$1,506,644)	(\$1,823,256)	(\$2,152,119)

Cut in Service to Balance Revenues				0	0	0	(5,899)	(6,897)	(7,866)
Revised Service Hours				45,000	45,000	45,000	39,101	38,103	37,134
Percent Cut in Service				0%	0%	0%	-13%	-15%	-17%

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%	7.5%	4.6%	3.5%	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%	2.5%	19.9%	-31.0%	0.0%	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	\$ 1,778,901	\$ (2,092,946)		
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Scenario: 45,000 Hours @ SolTrans 10-Yr Plan 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	\$ 247.97	\$ 256.65	\$ 265.63	\$ 274.93	\$ 284.55
Total Estimated Cost	\$ 9,974,831	\$ 9,128,532	\$ 9,729,596	\$ 10,366,650	\$ 11,158,650	\$ 11,549,203	\$ 11,953,425	\$ 12,371,795	\$ 12,804,808
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	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131	\$ 3,505,602	\$ 2,670,000	\$ 2,670,000	\$ 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	\$ 11,158,650	\$ 9,903,169	\$ 9,987,046	\$ 10,072,713	\$ 10,160,210
Balance	\$0	\$267,044	\$380,850	\$0	\$0	(\$1,646,034)	(\$1,966,379)	(\$2,299,082)	(\$2,644,598)

Cut in Service to Balance Revenues				0	0	(6,414)	(7,403)	(8,362)	(9,294)
Revised Service Hours				45,000	45,000	38,586	37,597	36,638	35,706
Percent Cut in Service				0%	0%	-14%	-16%	-19%	-21%

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%	7.6%	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%	11.3%	-23.8%	0.0%	0.0%	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	\$ 1,503,603	\$ -		
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DATE: March 26, 2026
TO: STA Board
FROM: Kathrina Gregana, Associate Planner
RE: MTC Community Action Resource and Empowerment (CARE) Program – Draft Evaluation Criteria

Background:

Over the past several years, STA has partnered with Solano jurisdictions to develop and update their CBTPs. STA completed CBTPs for the City of Dixon in 2004, Cordelia, Fairfield, and Suisun Cities in 2008, and East Fairfield, and Vacaville in 2012. In partnership with the City of Vallejo, STA completed an updated 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 created the Community Action Resource and Empowerment (CARE) Program with the goal of supporting 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.

The CARE Program includes two funding categories: (1) CBTP Project Development Technical Assistance (CBTP TA), which will be administered in Spring 2026 and (2) Participatory Budgeting and Project Delivery (PB-PD), which will be administered in Summary 2026. Both programs will be administered by the STA in partnership with MTC.

Discussion:

MTC recently released the grant guidelines for CBTP TA Component of the CARE Program. The Call for Projects for this funding program is anticipated to be released in May 2026 and will occur in coordination with the OBAG 4 Cycle.

In anticipation of the Call for Projects, STA staff developed the draft Evaluation Criteria (included as Attachment A) for the Solano CBTP TA Program in accordance with the grant guidelines.

Solano County has a total funding target of approximately \$1,044,000 for the CBTP-TA Program and can nominate projects up to this amount. The STA has the ability to adjust the CBTP TA funding amount by up to +/-30% with an adjustment reflected as an equal and opposite change to their PB-PD funding target. This represents approximately +/-313,200 in flexible funding between the two funding categories.

Regarding the process, in coordination with OBAG 4, STA will work with Solano member agencies and applicable transit operators to develop a project nomination list for submission to MTC. MTC will then review, screen and select projects for funding.

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, the community engagement process through which the project was identified must be recent, ensuring that the project reflects current community priorities. 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 also 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.

The Call for Projects for the second CARE Program funding category, PB-PD, is anticipated to occur in late 2026. This component will fund the construction and delivery of smaller-scale neighborhood transportation projects identified through CBTPs and/or participatory budgeting processes or similar community-driven planning efforts. The estimated funding target for this program is approximately \$850,000.

The sequencing of these funding opportunities is intended to support projects through early development and eventual implementation. Specifically, the CBTP-TA component will fund planning and project development, enabling projects to become eligible for construction funding through the PB-PD program, ultimately advancing them toward full implementation.

This informational item was presented to the STA Consortium and STA TAC at their meetings on March 24 and March 25, 2026, respectively.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. MTC Presentation on the CARE Program
- B. Solano CARE CBTP TA Program – Draft Evaluation Criteria
- C. Solano CARE CBTP TA Program – Documentation Requirements

MTC CARE PROGRAM
CBTP TA PROGRAM FOR PROJECT DEVELOPMENT ACTIVITIES
DRAFT EVALUATION CRITERIA - SCORING RUBRIC 3/15/2026

Solano Funding Target: \$1,044,000; (Flexible Funding: +/- \$313,000)

Eligible Applicants

- Solano cities, counties, transit agencies, federally recognized Tribal governments, and STA
- Non-profit organizations are only eligible if they partner with an eligible OBAG recipient (e.g., CTA, transit operator) that is willing to serve as the recipient of the funds.

Project Eligibility Requirements

- Consist of capital transportation improvements. Operational studies may be eligible for funding, subject to MTC review
- Located within or clearly serves a Solano Equity Community or MTC 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 communities of color, the project sponsor must clearly demonstrate a nexus between the project location and the community served
- Originate from a CBTP, MTC-funded PB4, a locally led PB process, or a comparable community-driven planning effort that includes community voting or project prioritization.
- Provide clear and verifiable evidence of current community support, particularly from historically underserved populations and organizations representing these communities

Eligible Activities

- Early- to final-stage project development activities, including project initiation and scoping, environmental review and approval, and preliminary engineering needed to advance a project toward final design and implementation.
- Outreach activities to gather input for the design and/or to show the updated design to the public and stakeholders.

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 •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 5. Complete Streets Policy <p>Which plans and policies is this project consistent with? Please list.</p>	15

<p>3. Level of Community Support</p> <p>Is this project included in a recent CBTP or Participatory Budgeting Process? If not, does the project sponsor provide the necessary documentation to demonstrate current community support?</p> <p>Does the application demonstrate a strong 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>	25
<p>4. Project Scope</p> <p>CTAs to assess projects based on scope, prioritizing projects that aim to advance project concepts to 100% PS&E</p> <p>Does the project demonstrate consistency with the STA CTP or other local plans?</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: March 24, 2026
TO: STA Board
FROM: Steven Lowe, Program Coordinator I
RE: California Public Utility Commission (CPUC) Access for All Funding

Background:

In September 2018, Governor Newsom signed into state law [Senate Bill \(SB\) 1376: TNC Access for All Act \(Hill, 2018\)](#). The California Public Utilities Commission (CPUC) created the Transportation Network Company (TNC) Access for All Program to implement Senate Bill (SB) 1376, which directed the Commission to establish a program relating to the accessibility of TNC services for people with disabilities, including wheelchair users who need a Wheelchair-Accessible Vehicle (WAV). The purpose of the TNC Access for All Program is to incentivize the expansion and availability of on-demand transportation service for people with disabilities statewide.

To create more transportation accessibility for people with disabilities, including wheelchair users who need a wheelchair-accessible vehicle, the CPUC made Decision 19-06-033 which requires TNCs to collect an “access fee” for distribution to “access providers” that establish on-demand transportation programs to meet the needs of persons with disabilities. The Commission also established procedures for selecting Local Access Fund Administrators (LAFAs); the operational, fiscal, and reporting requirements for entities serving as LAFAs; and the requirements for Access Providers chosen to provide on-demand transportation to meet the needs of people with disabilities.

As of July 1, 2019, TNCs have charged customers \$0.10 per completed trip. The funds collected are being deposited in a Public Utilities Commission Access Fund (attributed to the county where the trip originated), eventually to be spent on WAV service. The fee is distributed to eligible LAFAs to create local programs that increase availability of wheelchair accessible vehicles. Funds collected from the fee are redistributed to the county they were collected in.

On May 12, 2021, the STA Board approved a Board Resolution for STA to serve as the Lafa for Solano County.

Solano Transportation Authority partnered with Rio Vista Delta Breeze and Suisun Microtransit to release a Request for Quotations (RFQ) for On-Demand Mobility Technology on May 19, 2023. Staff received 32 questions regarding this project from potential bidders and the questions as well as STA’s responses were posted online on June 7, 2023. STA received four proposals on June 16, 2023, and scheduled all four for interviews during the week of June 2026. The interview panel consisted of Beth Roberts, who represented the City of Rio Vista, Jim MacElroy who is a transit consultant, and Brandon Thomson, who represented STA/Suisun City. The Routing Company was selected and awarded the three-year contract to provide the Pingo App and data collection.

The Routing Company agreement was signed on September 27, 2023 and the service for Rio Vista with the Pingo App began early December 2023. On-site training for STA Coordinators and Delta Breeze administration and drivers was also provided by The Routing Company. The Routing Company also performed this training for Suisun Microtransit in March of 2024. The Pingo App not only allows transit agencies to offer on-demand wheelchair accessible service but also provides STA staff with the required data for reporting to the CPUC.

On September 5, 2023, Fairfield's FAST partnered with The Routing Company in providing the Ride Pingo App to Fairfield customers. On October 23, 2024, Vacaville's City Coach partnered with The Routing Company in providing the Ride Pingo App to Vacaville customers.

Discussion:

STA has notified the CPUC about its intent to continue serving as the LAFA for Solano County in FY 2026-27 (Annual Phase VI). STA, as the designated LAFA for Solano County, will continue to utilize Access For All Funds to further enable on-demand transportation programs and partnerships to meet the needs of people with disabilities, including wheelchair users who need a WAV, within Solano County.

STA will issue a Request for Proposals (RFP) for On-Demand Mobility Technology for FY 2026-27.

Dixon's Redit-Ride is interested in partnering with The Routing Company to provide the Ride Pingo App to Dixon riders.

This report was presented to the Solano County Intercity Transit Consortium and STA TAC at their meeting on March 24th, 2026 and March 25th, 2026, respectively.

Fiscal Impact:

The estimated available funds are as follows:

FY 2024-25 - \$94,210; FY 2025-26 - \$131,179; FY 2026-27 - \$151,783.60.

Recommendation:

Informational.



DATE: March 10, 2026
TO: STA Board
FROM: Jasper Alve, Senior Project Manager
RE: One Bay Area Grant Cycle 4 Draft Screening and Evaluation Criteria and Transit Priority Policy for Roadways Compliance

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 recently approved the program framework for OBAG Cycle 4 (OBAG 4). This framework as shown in Attachment A, which covers fiscal years 2026-27 through 2029-30, 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 Call for Projects (CFP). The process for this CFP involves screening applicants and projects/programs for eligibility, evaluation of applications, and submittal of project/program nominations to the MTC. Prior to releasing the CFP, consistent with past OBAG cycles, STA will need to develop the evaluation criteria for scoring and prioritizing applications in compliance with OBAG 4 guidelines, as well as coordination with relevant stakeholders and the MTC.

Consistent with previous OBAG cycles, the STA will screen proposed projects and programs for eligibility. This screening process will occur before grant applications are evaluated and scored. Essentially, the proposed projects and programs will need to be identified in the Solano Countywide Comprehensive Transportation Plan (CTP) project list in order to be considered for OBAG 4 funding. Currently, STA staff are accepting revisions to this project list as part of the CTP Update. To be eligible for OBAG funding, proposed projects are required to be included in the STA CTP. Additional points may be awarded for the proposed project being included in other planning documents.

Discussion:

The OBAG 4 framework guidelines adopted by the MTC Commission outline the process for developing the evaluation criteria associated with the County Program CFP. The MTC provides CTAs with the opportunity to evaluate projects and programs and assign them scores up to 75 points based on criteria identified by MTC and CTAs. The MTC requires, at a minimum, for the evaluation criteria to include Need and Benefits, Local Priorities, and Equity Impacts. CTAs can also consider other criteria beyond MTC's minimum that reflect other local priorities. Following the CTA scoring and prioritization process, projects and programs are nominated to the MTC for further evaluation and final approval.

The MTC, as part of its evaluation process, will assign additional scoring up to 25 points for STP eligible projects or 35 points for CMAQ eligible projects. These scoring points are based on the following criteria listed below. Altogether, the STA's and MTC's scoring add up to between 100 to 110 points.

- Regional Alignment (10 Points): Project supports *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 regional Transit Priority Policy for Roadways (TPPR).
- Federal Performance Goals (5 Points): Improvements to safety, infrastructure condition, system reliability, freight movement and economic vitality, congestion reduction, and environmental sustainability.
- Deliverability and Risk (10 Points): Sponsor capacity and expertise, recent delivery of regional funds, and risks to the project schedule and 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 guidelines.

Staff from the MTC recently shared the base grant application for the County Program CFP. This application, which is Attachment B, will need to be completed and submitted. The application lists the criteria needed for the evaluation consistent with those discussed in the previous sections. STA Staff, as part of the Need and Benefits section of the application, is proposing for applicants to complete/submit a supplemental application material. This supplemental material will delve deeper into the clear benefits of the proposed project with specific consideration for safety, multimodal accessibility, emissions reduction, resilience, stormwater management, and state of good repair, as applicable. These specific considerations, which are identified as part of the base grant application that MTC shared, will be scored as part of STA's evaluation process in addition to other criteria.

STA staff are proposing, consistent with the OBAG 4 framework guidelines, to score OBAG 4 grant applications up to 75 points as part of the County evaluation process. This scoring is based on the minimum requirements that MTC specified, as well as local priority. These proposed criteria are listed below. Please see Attachment C for more information related to each criterion.

- Statement of Project Need (10 Points)
- Specific Project Benefits
 - Environment (12 Points)
 - Multimodal Accessibility
 - Vehicle Miles Travel Reduction
 - Preservation of Natural/Working Lands
 - Safety (8 Points)
 - Asset Management for Infrastructure/Projects Only (10 Points)
 - State of Good Repair
 - Resilience to Climate Change
 - Stormwater Runoff Impact
 - Other Criteria for Non-infrastructure/Programs Only (10 Points) – Pick Two Criteria to Respond
 - State of Good Repair/Resilience
 - Transportation Options Affordability
 - Community Health Impacts
- Local Priority Project/Community Support (7 Points)
- Equity Impacts (10 Points)
- MTC Growth Geographies (15 Points)
- Schedule and Funding Plan (3 Points) 164

STA staff will not score those criteria that MTC will further evaluate following the County CFP and nomination process. These criteria, as outlined earlier, are the following: Regional Alignment, Federal Performance Goals, Deliverability and Risk, and Air Quality Benefits. Local agency applicants should complete the sections in the base grant application associated with these criteria to receive the maximum score from MTC. Lastly, to ensure risks to project schedule is minimized, the County OBAG 4 CFP will only consider OBAG 4 funding toward the construction phase of the proposed project.

MTC's OBAG 4 County Program base application, as part of the Regional Alignment criterion that it will be evaluating, includes a section on how the proposed project supports MTC's Complete Streets Policy. All applicants requesting more than \$250,000 in OBAG 4 funding will need to complete and submit the Complete Streets Checklist, the user guide of which is Attachment D of this staff report. Submission of this checklist will ensure that the proposed projects comply with MTC's TPPR guidelines noted in Attachment E. This policy applies to all public roadways that have existing scheduled, fixed-route, and publicly-accessible transit service. This means that a project located on a roadway with a fixed-route service must coordinate with all transit agencies affected 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.

Attachment F provides guidance to project sponsors for the needed coordination with affected transit agencies as part of the TPPR. The last page of this attachment illustrates the process for the transit agency review coordination. If the project is located on a roadway with fixed-route service, project sponsors will need to complete Attachment G (Transit Review Acknowledgement Form) and, if needed, Attachment H (Transit Review Exception Form) due to the following reasons: lack of response or infeasibility. Once these forms have been completed or if a project is not located on a roadway with a fixed-route transit service, project sponsors will then proceed with submission of the Complete Streets Checklist online with the either form attached. Additional information can be accessed online at <https://mtc.ca.gov/operations/transit-regional-network-management/transit-priority/transit-priority-policy-roadways>.

This item was presented as an informational item at the March 2026 meeting of the Solano County Intercity Transit Consortium and STA Technical Advisory Committee (TAC) meeting. STA staff provided further update to the TAC meeting following feedback from MTC staff that the draft evaluation criteria will refined further based on comments received related to alignment with the Americans with Disabilities Act and growth geography.

Fiscal Impact:

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

Recommendation:

Informational.

Attachments:

Click here for review and printing of Attachments A – H: https://sta.ca.gov/wp-content/uploads/2026/01/11.E_Att-A-H-OBAG-Cycle-4.pdf

- A. OBAG 4 Program Framework
- B. OBAG 4 County Program Call for Projects: MTC Base Grant Application
- C. OBAG 4 County Call for Projects Proposed Screening and Evaluation Criteria
- D. Complete Streets Checklist User Guide
- E. Transit Priority Policy for Roadways Resolution No. 4739
- F. Transit Priority Policy for Roadways Guidance for Implementing Agencies
- G. Transit Review Acknowledgement Form and Transit Review Exception Form



DATE: March 24, 2026
TO: STA Board
FROM: Janelle Gregorio, SR2S Program Coordinator
Amy Antunano, SR2S Program Manager
RE: Safe Streets and Roads for All Federal Grant Application for Fiscal Year 2025

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 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.

For Fiscal Year (FY) 2025, the SS4A program offered Implementation Grants and Supplemental Planning and Demonstration (P&D) Grants. STA submitted an Implementation Grant application seeking funding for priority safety projects identified through SR2S walk audits and the Local Road Safety Plan.

Discussion:

STA applied for an SS4A Implementation Grant requesting approximately \$5 million in capital improvements and programmatic activities across the Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo.

The proposed projects included crosswalk enhancements, traffic calming measures near schools, sidewalk improvements, signage upgrades, and programmatic elements such as walk/bike audits, bike rodeos, Walk or Wheel Days, and a pilot SR2S internship program.

The project list was developed through coordination with the STA TAC and the SR2S Advisory Committee. TAC reviewed the preliminary list on April 30, 2025, and the SR2S Advisory Committee provided input on May 21, 2025. Based on committee feedback, a refined list of high-priority projects was included in the final submission. The STA Board provided final approval of the submission at its June 11, 2025 meeting.

STA was notified that the application was not selected for funding. However, the project received an overall rating of "Highly Recommended," placing it among the strongest applications submitted nationally. FY 2025 was the most competitive year of the program to

date, with significantly more funding requested than was available and California remained one of the most competitive states in the country.

On February 5, 2026, STA staff participated in a debrief meeting with a U.S. Department of Transportation representative to better understand the strengths of application and areas for improvement. A summary of the federal feedback provided during that meeting is included as Attachment A.

Fiscal Impact:

None.

Recommendation:

Informational.

Federal Reviewer Feedback Summary

Following notification that the FY2025 SS4A Implementation Grant application was not selected for funding, Staff from Solano Transportation Authority (STA) participated in a debrief meeting with U.S. Department of Transportation (USDOT) representatives to better understand the strengths of the application and opportunities for improvement. The summary below reflects verbal feedback provided by USDOT staff.

Program Competitiveness Context

USDOT noted that FY2025 was the most competitive year of the SS4A program to date. For Implementation Grants, 515 applications were submitted nationwide, requesting approximately \$4.2 billion. Only 67 projects were awarded, totaling approximately \$687 million.

STA's application received an overall rating of "Highly Recommended," placing it among top-tier submissions. California was identified as one of the most competitive states in the country.

Merit Criteria Feedback

1. Safety Need

This section scored very highly. Reviewer acknowledged the documented crash history within and adjacent to the proposed project areas, including five fatalities and twelve serious injury crashes between 2018 and 2022. The application's use of High Injury Network mapping, heat maps, and field audit data was viewed positively and demonstrated a strong data-driven approach.

Reviewers recognized that the projects were clearly aligned with documented crash patterns, underserved communities, and school areas. They noted that the application effectively connected crash data, community input, and site-specific observations to the proposed improvements, reflecting a well-supported and thoughtful understanding of existing safety conditions. No substantive improvements were identified in this category.

2. Safety Impact

This section scored medium-high. Reviewers found the proposed countermeasures to be appropriate for addressing the identified crash types and reasonable in cost relative to the scope of work. The improvements were viewed as consistent with proven safety strategies and aligned with the safety needs identified in the application.

Feedback indicated that future applications would benefit from a clearer explanation of how crash reduction factors and percentage estimates were developed. Reviewers recommended more clearly explaining how the proposed improvements at each location would address the specific crash patterns identified. Providing additional clarity would help strengthen the case for the projected safety benefits.

3. Engagement and Collaboration

This section scored medium to high. Reviewers recognized the strong partnerships among participating jurisdictions and the demonstrated community engagement supporting project selection.

However, reviewers recommended refining this section in future submissions by focusing outreach documentation specifically on activities directly related to the proposed projects. They suggested trimming broader programmatic outreach references and including clearer participation metrics, such as attendance figures or reach, to strengthen the project-specific narrative.

4. Project Readiness

Project readiness received a moderate score. Reviewers indicated that providing more detail would help demonstrate that ability to complete all projects within the federal timeline. Specifically, they recommended including one clear, consolidated schedule showing key milestones across all participating jurisdictions to demonstrate coordination and confirm that deadlines can be met. They also suggested briefly outlining any potential challenges, such as environmental review, right-of-way, or permitting, and explaining how those issues would be addressed.

Supplemental Planning and Demonstration Clarification

Reviewers noted that certain activities appeared to be categorized as Implementation rather than Supplemental Planning and Demonstration. USDOT indicated that future applications should clearly distinguish between Implementation activities and eligible planning or pilot demonstration components, if included.

USDOT also encouraged applicants to consider including a Supplemental Planning and Demonstration component in future Implementation submissions due to the highly competitive nature of the program.

Application Structure Observation

Reviewers comments that one of the proposed Fairfield projects was particularly compelling. USDOT explained that Implementation Grant applications are evaluated as a complete package and are generally not partially funded. Because multi-jurisdictional applications require all components to be evaluated together, reviewers noted that in some cases, separating especially competitive projects into standalone applications may increase funding likelihood.

FY 2026

USDOT indicated that FY 2026 is anticipated to be the final funding round under the current SS4A authorization, with approximately \$1 billion expected nationwide. The Notice of Funding Opportunity is anticipated in Spring 2026.

Based on feedback received, STA staff will evaluate whether to resubmit an application incorporating the recommended revisions.



DATE: March 13, 2026
 TO: STA Board
 FROM: Lorene Garrett, Transit Mobility Coordinator I
 Steven Lowe, Program Coordinator I
 Julie Davidson, Customer Service Representative II
 Eavan Swanson, Intern
 RE: Solano Mobility Programs Second Quarter Report for FY 2025-26
 Employer, Commuter, and Student Programs

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.

Discussion:

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)

A full description and update for each program active in the second quarter of FY 2025-26 is included as Attachment A. Program participation for the second quarter of FY 2025-26 is included in Attachment B.

Outreach

During the second quarter of FY 2025-26, the STA Employer Commuter program and Solano Economic Development Corporation (EDC) staff tabled/attended 10 events reaching 218 commuters and businesses. The program continues outreach via the Solano Mobility website and social media. The Commuter Programs page was the third most viewed page on the Solano Mobility website (Monster Analytics) during the second quarter. STA continued marketing Solano Mobility Commuter Programs in print and other mediums. In partnership with Solano EDC, staff attended Chamber Mixers and business events to develop contacts with local businesses.

Performance Measures and Benchmarks

The efficiency and effectiveness of these programs are determined using the corresponding STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks, which were approved and adopted by the STA Board on July 13, 2022. The plan is included in Attachment C. Using the performance measures, STA can determine the ongoing relevance, usability, adaptability, and sustainability of the mobility programs 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. The program supports clean air goals and addresses transportation equity as well. STA Mobility staff has evaluated the programs to determine they meet the criteria as defined in the evaluation methodology.

This report was presented to the Solano County Intercity Transit Consortium and the STA TAC at their meeting on March 24th, 2026, and March 25th, 2026, respectively.

Fiscal Impact:

STA's Solano Mobility Employer Commuter Program FY 2025-26 approved budget:

- Employer Commuter program - \$1,000,000 (includes First/Last Mile) (\$175,000 provided by Bay Area Air District, State Transit Assistance Funds)
- Equitable Access to Justice Pilot - \$50,000 (20% provided by Solano Superior Courts, 80% County TDA)
- Solano Mobility Express Vanpool Pilot - \$606,840 (\$50,000 provided by YSAQMD grant, State Transit Assistance Funds)
- SCC Falcon Flyer Program - \$400,000 (provided by Solano Community College District)
- Solano Express Guaranteed Ride Program - \$250,000 (provided by State Transit Assistance Funds)
- Traditional Vanpool - \$50,000 (State Transit Assistance Funds with \$500/van matching from MTC)
- Suisun Lyft Program - \$200,000 (The City of Suisun City)
- Benicia Lyft Program - \$80,000 (The City of Benicia)
- Miscellaneous Lyft Programs for the Cities of Benicia and Vallejo - \$30,000 (State Transit Assistance Funds)

STA's Solano Mobility Employer Commuter Program is currently staffed by two full-time and one part-time employee, and one Intern.

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 District (BAAD), 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.

Recommendations:

Informational.

Attachments:

- A. STA Countywide Commuter Programs, Employer Program, Local Programs and Students Programs Summary
- B. Commuter Program Participation Fiscal Year Comparison
- C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

ATTACHMENT A

STA Countywide Commuter Programs, Employer Program, Local Programs and Students Programs Summary

Countywide Commuter Programs

Bucks for Bikes (B4B) (Funded by Bay Area Air District)

The Bucks for Bikes program was implemented in 2003 to encourage Solano County residents to bike to work for all or a portion of their commute. Approved applicants can receive reimbursement for 60% of the cost of a new commuter bike and helmet up to \$300. Riders are encouraged to log their trips on the Commute Solano (RideAmigos) platform to earn additional incentives.

1 reimbursement for a total of \$300.00 was provided during the second quarter. See Attachments B.1 and B.2 for participation comparisons.

Capitol Corridor Lyft (CC+L) (Funded by Capitol Corridor JPA)

The Capitol Corridor + Lyft Program was designed to reduce greenhouse gas emissions by reducing the number of single occupancy vehicles on the road. For \$20, the Program provides participants with a 10-ride Amtrak pass plus free Solano County train station Lyft connections (up to \$25). Participants must be residents of or employed in Solano County, and new to Capitol Corridor for commuting. Participants can use this program up to 3 times.

17 passes for \$1,925.92 were purchased during the second quarter of FY 2025-26. Five new commuters enrolled in the program in the second quarter, increasing the total enrollment to 184 participants since the start of the program in 2019. See Attachments B.1 and B.2 for fiscal year participation comparisons.

Commute Solano (Rideamigos) Online Platform (Bay Area Air District Funds)

The website platform provides access to Solano Mobility commuter programs, rideshare matching, trip planning, and e-incentives for alternative commutes. Commuters can connect with other employees in their networks. Platform users can log alternative transportation modes such as transit, ridesharing, active transportation, and teleworking to earn points and receive gift cards as a Commute Reward.

During the second quarter, 127 active commuters logged 3,700 alternative commute trips for 95,081.2 miles and an estimated savings of 27.5 tons of CO₂. 92 new users joined during the second quarter. See Attachment B.1 for fiscal year comparisons.

Equitable Access to Justice (County TDA, Solano Superior Courts)

In partnership with the Solano Superior Courts, the Equitable Access to Justice pilot program eliminates transportation as a barrier to court participation by providing 100% subsidized rides to court appointments for jurors and collaborative court participants.

The program provided 292 rides for \$7,912.32 during the second quarter.

First/Last Mile (FLM) (Bay Area Air District, State Transit Assistance Funds)

The First/Last Mile program provides 60% off subsidized Lyft rides (up to a maximum of \$20 per ride) to and from 12 Solano County transit hubs (Amtrak stations and Solano Express fixed stops) for Solano County employees and residents who have trouble connecting to transit for their work commute. Commuters qualifying for the low-income subsidy receive 80% off subsidized Lyft rides.

During the second quarter of this fiscal year, 20 commuters registered for the First/Last Mile program, increasing program registration to 1,929 commuters. See Attachments B.1 and B.2 for fiscal year comparisons. See Attachment B.3 for origin/destination ridership for the second quarter.

Guaranteed Ride Home (GRH) (State Transit Assistance Funds)

The Guaranteed Ride Home (GRH) Program supports Solano County residents and employees who commute by reimbursing the cost of a ride home (up to \$100) if an unexpected emergency arises. Program participants may use taxi, Uber, or Lyft for their ride home. To participate in the program, commuters must live or work in Solano County. Participants who commute into Solano County for employment must live within 100 miles of Solano County. Participants can use the program no more than three times per calendar month, and no more than six times during a calendar year. All Commute Solano members are registered for the program.

10 commuters received GRH reimbursements for \$494.64 during the second quarter of this year. See Attachments B.1 and B.2 for fiscal year comparisons.

Solano Express 2-for-1 Incentive (State Transit Assistance Funds)

To encourage new ridership on the Solano Express bus lines, the STA initiated a 2-for-1 incentive in October 2021. Anyone working or living in Solano County is eligible to receive a Clipper Card valued at \$125 with the purchase of a monthly or daily pass.

There were no 2- for-1 incentives redeemed by Solano Express riders during the second quarter. See Attachments B.1 and B.2 for fiscal year comparisons.

Solano Express Guaranteed Ride (GR) (State Transit Assistance Funds)

The Guaranteed Ride program was initiated in September 2022, to increase equity and accessibility for those who cannot afford to pay for their ride and wait for reimbursement under the GRH program. GRH provides an Uber Voucher option for Solano Express riders with a route cancellation, acting as insurance to maintain Solano Express ridership. Riders must register for the program at Commute Solano to receive an Uber Voucher valid for 4 rides each month.

During the second quarter of this fiscal year, 20 Solano Express Riders registered to receive Uber Vouchers. During the second quarter 1,059 rides were provided for \$54,545.52. See Attachments B.1 and B.2 for fiscal year comparisons. See attachment B.5 for rides, cost,

number of riders.

Traditional Vanpool Program (VP) (State Transit Assistance Funds with \$500/van matching from MTC)

STA's Solano Mobility provides a \$200 per month subsidy for two years to new, qualifying, traditional vanpools through Commute with Enterprise. This subsidy adds to the Metropolitan Transportation Commission's (MTC's) \$500 subsidy for a total of \$700 per month to help offset the cost of new vanpools.

STA subsidized 17 vanpools in October, 14 vanpools in November and 13 in December for \$8,800 in subsidies. The number of STA subsidized vanpools decreases as vans reach the two-year subsidy limit. See Attachments B.1 and B.2 for vanpool comparisons (note the number of vanpools at the end of the year is noted in the chart, rather than the total subsidized for the year). During the second quarter, 61 Commute with Enterprise vanpools traveled to, from, or through Solano County (see attachment B.9).

Vehicle Share (State Transit Assistance Funds with Capital Funds from Yocha Dehe Wintun Nation)

In November 2018 the Solano County Board of Supervisors approved an intergovernmental agreement with Yocha Dehe Wintun Nation for \$1,000,000 to implement five projects to improve the health and well-being of Solano County residents. One of the projects was to improve transportation options for non-ambulatory low-income older adults and people with disabilities to access medical appointments, social services, and other activities. \$100,000 was allocated to partner with Solano Transportation Authority (STA) to purchase two wheelchair-accessible vans unveiled to the public in June 2019 for the Vehicle Share Program. The Vehicle Share Program allows vehicles to be shared amongst multiple non-profits, the public, or any other 501(c)(3) organization that provides services for older adults and people with disabilities in Solano County. Since the unveiling, eight Community Based Organizations (CBOs)/Non-profit organizations have used the vans to transport their clients. In addition, the STA and City of Suisun City have used vehicles to transport students and ADA eligible riders on an emergency basis when a micro transit vehicle was inoperable.

Regional/Countywide Transit Programs

Solano Mobility Express Vanpool Program (State Transit Assistance Funds and YSAQMD Grant)

This program provides a replacement option for Solano Express Blue Line riders traveling between Vacaville, Dixon and Sacramento during commute hours. 4 vans travel to and from Sacramento each day. The introductory rate is no more than \$50/month. Solano Express Blue Line riders transfer for free.

1,071 rides were provided during the second quarter. There were no missed runs this quarter. 10,633 rides were provided from the beginning of the program to the end of the second quarter. During the first and second quarters, \$3,909 was collected for fares. In addition, the program received a \$50,000 YSAQMD Clean Air Funds grant. See Attachment B.4 for

second quarter ridership data.

Solano Community College Falcon Flyer (Solano Community College)

In November of 2024 the Solano Community College District (SCCD) asked STA to partner in piloting an Intercampus Vanpool Program to connect the Vacaville, Fairfield, and Vallejo campuses to meet a critical need and 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. The program launched April 14, 2025.

During the second quarter, the Falcon Flyer vanpool program provided 734 rides for up to 54 unique riders.

Pursuant to an asset purchase agreement between SHARE Mobility and Pro Park, LLC, dated May 31, 2025, SHARE Mobility has requested STA's consent to assignment and acknowledgement of assigned contracts for the Solano Mobility Express Vanpool and Solano Community College District Intercampus Vanpool Pilot Programs. The SHARE Mobility management team serving the vanpool program are now employed by Pro Park, the company currently providing the drivers for the vanpool program. Contracting directly with Propark will help to curtail program costs. This change is effective January 1, 2026.

Local Transit Replacement Programs

Benicia Lyft (The City of Benicia)

The program (started in 2019 to provide a replacement option for the Benicia Dial-a-Ride program) provides subsidized Lyft rides throughout the city of Benicia and to the Springstowne Center in Vallejo for qualified Benicia residents. To qualify, Benicia residents must be veterans with a military or veterans ID; disabled with an ADA card, RTC card, Medicare card or DMV placard; or 65 years old or older. The cost is \$4 one-way, or \$3 one-way for individuals qualified for the low-income fare. To qualify for the low-income fare individuals must be a part of a Solano County program like Medi-Cal, Cal Fresh, Cal Works, SSI, etc., or on PG&E CARE/FERA. Residents must contact the Call Center to sign up.

Customers must have a smart phone and be ambulatory to use Lyft for the Dial-a-Ride replacement program. If not, they are provided with the Veteran's Cab number after registration. Customers are informed that this service is in addition to the SolTrans (Benicia) paratransit service that continues to take qualified individuals within ¾ mile of the SolTrans fixed route service (including trips between Benicia and Vallejo).

The \$5 Benicia Lyft Program (started in 2021) provides Lyft rides within the City of Benicia for \$5 (up to \$20) and can be accessed by entering the code 5Benicia in Lyft apps. There is no signup required. The program is open to residents and visitors.

During the second quarter, the Benicia Lyft, and \$5 Benicia Lyft programs provided 3,927

rides for \$ \$33,820.80. See attachment B.6 for fiscal year comparisons.

Benicia residents are also able to travel from Benicia City Park and the Benicia Bus Hub to Gateway Plaza in Vallejo by entering STGATEWAYPLAZA in their Lyft app.

Suisun Lyft (The City of Suisun City)

The Suisun City \$2 Lyft program (started in 2021) provides one-way Lyft rides for residents traveling within Suisun City. Residents enter SUISUN2 in their Lyft app.

The Suisun City \$3 Lyft program (started in 2021) provides one-way Lyft rides for residents traveling to 5 locations in Fairfield: Sutter Health, North Bay Medical Center, Kaiser Clinic, Ole Health Clinic, and the Fairfield Transportation Center. Residents enter SUISUN3 in their Lyft app. In January 2025, the Suisun City Council approved the addition of Rush Ranch to the geofence for the Suisun City \$3 Lyft program.

Residents who qualify for the low-income fare (must be a part of a Solano County program like Medi-Cal, Cal Fresh, Cal Works, SSI, etc., or on PG&E CARE/FERA) can travel one-way within Suisun City and to the 5 Fairfield locations for \$1.50. Residents must contact the Call Center to sign up for the low-income fare.

During the second quarter, 6,012 Suisun City Lyft rides for \$56,968.15 were provided. See attachment B.7 for fiscal year comparisons.

Miscellaneous Lyft Programs for the Cities of Benicia and Vallejo (State Transit Assistance Funds)

The Vallejo/Benicia Lyft programs (started in 2019) provide subsidized one-way Lyft rides for residents traveling to/from 9 locations in Vallejo and Benicia. Riders pay 20% of Lyft fares plus the difference in fares over \$20. Designated locations: Vallejo Transit Center to/from Carquinez Mobile Home Park, Vallejo Ferry Center to/from Carquinez Mobile Home Park, Vallejo Transit Center to/from Cal Maritime Academy, Vallejo Ferry Terminal to/from Cal Maritime Academy, Benicia City Park to/from Gateway Plaza, Benicia Bus Hub to/from Gateway Plaza, Vallejo Transit Center to/from Mare Island, and Vallejo Ferry Terminal to/from Mare Island. There is no signup required. The program is open to residents and visitors.

During the second quarter, 512 Vallejo/Benicia Lyft rides were provided for \$5,393.35. See attachment B.8.

Employer Program (Bay Area Air District)

To consolidate Solano Mobility commuter programs and services, the Employer Program was created in October 2017. The Program informs Solano County employers about the benefits

and services available to assist their employees with their commutes. Solano EDC continues to partner with Solano Mobility to promote STA's commuter benefits via direct mail, social media and in person events.

During the second quarter, Solano EDC attended 9 chamber/business events speaking with 57 employers. The EDC also presented Solano Mobility programs to local businesses during Business Retention and Expansion visits.

Solano Community College (SCC) Transportation Fee (Solano Community College)

In 2016, Solano Community College students passed a measure providing reduced transit fares through a transportation fee. In April of 2019, the student body voted overwhelmingly to continue the transportation fee for the next decade. SCC students can ride the bus within Solano County. Currently, FREE rides are provided on Solano Express, FAST, SolTrans, and Vacaville City Coach for Solano Community College students showing their IDs. The program was also expanded to allow students to access all Solano Express stops, even those outside the county.

Each of the transit operators is directly reimbursed for the cost. The current distribution is 42.5% for SolTrans and the City of Fairfield, and 15% for the City of Vacaville. \$1,204,749 has been disbursed to the transit operators since FY 2017-18. In May of 2025, the City of Fairfield and SolTrans both received \$73,805.54, and the City of Vacaville received \$26,049.02.

COMMUTER PROGRAM FISCAL YEAR COMPARISON

FISCAL YEAR COMPARISON (Redemptions/Participants/Registrants)					
PROGRAM	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26 Q1 & Q2
Bucks for Bikes (B4B) Redemptions	12	12	11	18	7
Capitol Corridor + Lyft (CC+L) Participants	9	25	39	40	28
Commuter Solano Active Participants	421	733	639	685	344
First/ Last Mile (FLM) Shuttle Total Registrants	653	1,296	1,675	1,874	1,929
Guaranteed Ride Home (GRH) Redemptions	5	20	7	24	14
Solano Express Guaranteed Ride (GR) Total Registrants	--	276	526	704	750
Solano Express 2-for-1 Redemptions	67	65	62	6	3
Vanpools Subsidized	12	23	9	16	13
Solano Mobility Express Vanpool Completed Rides	--	--	3,946	4,591	2,096
SCC Falcon Flyer Completed Rides	--	--	--	170	2,006

COMMUTER PROGRAM NEW PARTICIPATION COMPARISON

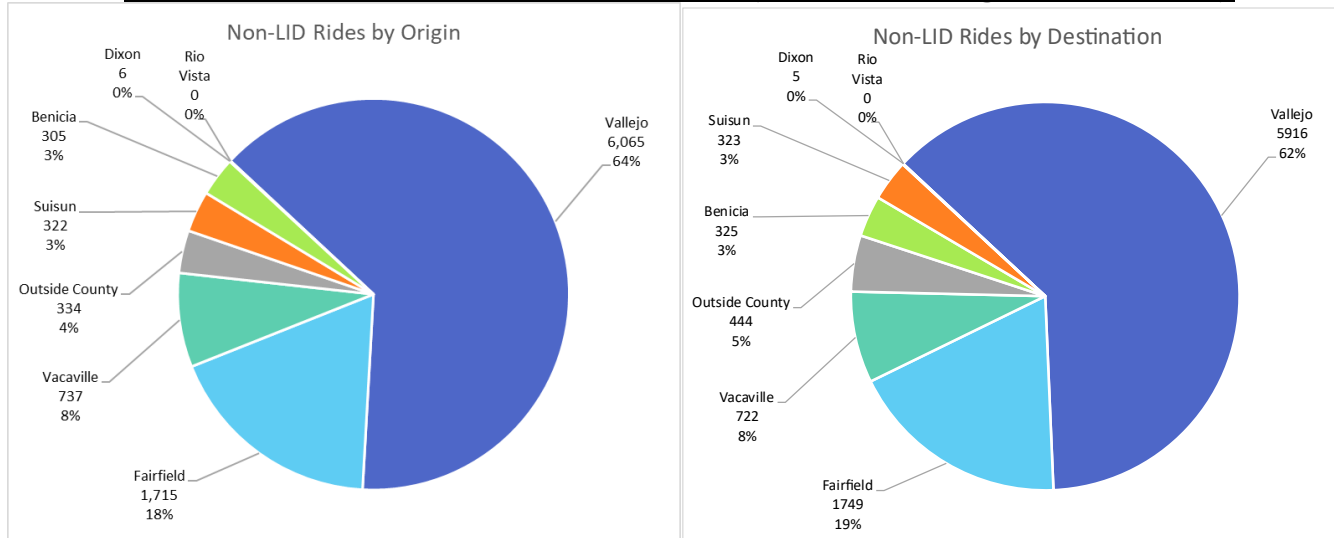
New Participation by City- Q1 & Q2 FY 2025-26

Origin	2 for 1	B4B	CC+L	FLM	GRH	GR	Vanpool
Benicia	0	1	2	6	0	1	1
Dixon	0	0	1	2	0	0	1
Fairfield	2	2	7	9	2	6	4
Rio Vista	0	0	0	0	0	0	0
Suisun City	0	1	4	7	2	5	0
Vacaville	0	2	4	8	0	9	5
Vallejo	1	0	3	18	2	21	1
Other	0	1	7	5	8	4	1
Total:	3	7	28	55	14	46	13

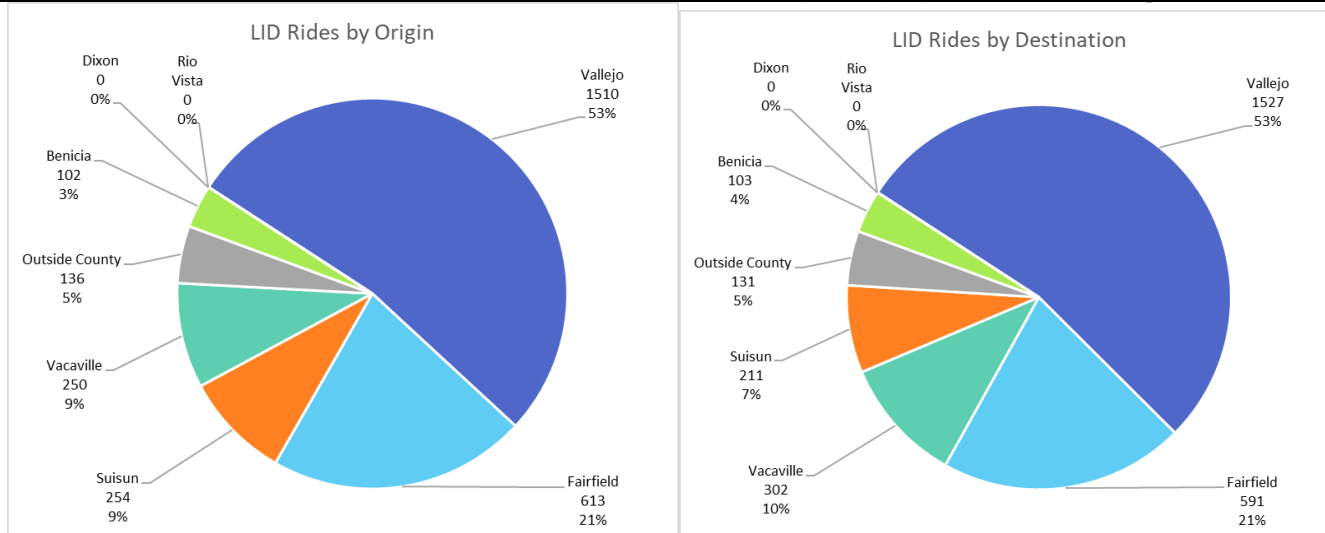
Destination	2 for 1	B4B	CC+L	FLM	GRH	GR	Vanpool
Benicia	0	0	0	0	2	1	0
Dixon	0	0	0	0	0	1	0
Fairfield	0	3	3	11	3	4	1
Rio Vista	0	0	0	0	0	0	0
Suisun City	0	0	2	1	0	0	0
Vacaville	0	0	2	4	1	4	0
Vallejo	0	0	0	3	0	4	0
Other	3	4	21	36	8	32	12
Total:	3	7	28	55	14	46	13

FIRST/LAST MILE ORIGIN AND DESTINATION SUMMARY BY CITY

FY 2025-26 Quarter 2 – Non-LID (9,484 rides @ \$10.52/ride)



FY 2025-26 Quarter 2 - Low-Income Discount (LID) (2,865 rides @ \$10.33/ride)



SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR OCTOBER

October 2025 - Express Vanpool Ridership Data

1-Oct						6-Oct					13-Oct									
2-Oct						7-Oct					14-Oct									
3-Oct						8-Oct					15-Oct									
4-Oct						9-Oct					16-Oct									
5-Oct						10-Oct					17-Oct									
Morning											Morning					Morning				
V1 (6:30)			4	2	2	V1 (6:30)	5	6	4	5	4	V1 (6:30)	5	7	4	5	4			
V2 (6:45)			2	2	4	V2 (6:45)	2	4	1	2	1	V2 (6:45)	3	2	4	3	2			
V3 (7:30)			2	2	0	V3 (7:30)	2	5	3	2	1	V3 (7:30)	2	3	4	2	1			
D1 (6:45)			1	0	1	D1 (6:45)	2	2	3	2	2	D1 (6:45)	2	0	2	2	2			
AM Total			9	6	7	AM Total	11	17	11	11	8	AM Total	12	12	14	12	9			
Afternoon											Afternoon					Afternoon				
V1 (4:30)			5	3	1	V1 (4:30)	1	4	5	3	3	V1 (4:30)	1	5	4	3	1			
V2 (5:15)			2	0	4	V2 (5:10)	3	4	3	1	1	V2 (5:10)	1	2	1	0	0			
V3 (5:45)			2	1	1	V3 (5:45)	3	2	3	4	2	V3 (5:45)	3	3	2	3	3			
D1 (4:30)			1	1	1	D1 (4:30)	2	3	1	0	1	D1 (4:30)	2	1	2	1	1			
PM Total			10	5	7	PM Total	9	13	12	8	7	PM Total	7	11	9	7	5			
Daily Total			19	11	14	Daily Total	20	30	23	19	15	Daily Total	19	23	23	19	14			
Weekly Total					44	Weekly Total				107	Weekly Total					98				
Program Total					9606	Program Total				9713	Program Total					9811				

20-Oct					
21-Oct					
22-Oct					
23-Oct					
24-Oct					
Morning					
V1 (6:30)	5	7	4	4	4
V2 (6:45)	2	1	2	3	2
V3 (7:30)	1	5	2	2	1
D1 (6:45)	2	2	3	1	1
AM Total	10	15	11	10	8
Afternoon					
V1 (4:30)	1	5	4	2	1
V2 (5:10)	3	1	0	2	1
V3 (5:45)	2	2	2	2	3
D1 (4:30)	1	3	1	1	1
PM Total	7	11	7	7	6
Daily Total	17	26	18	17	14
Weekly Total					92
Program Total					9903

27-Oct					
28-Oct					
29-Oct					
30-Oct					
31-Oct					
Morning					
V1 (6:30)	4	7	5	5	4
V2 (6:45)	2	3	1	1	2
V3 (7:30)	2	4	3	1	1
D1 (6:45)	2	1	1	2	2
AM Total	10	15	10	9	9
Afternoon					
V1 (4:30)	2	4	5	1	3
V2 (5:10)	2	1	1	1	0
V3 (5:45)	2	1	1	2	1
D1 (4:30)	2	3	2	1	1
PM Total	8	9	9	5	5
Daily Total	18	24	19	14	14
Weekly Total					89
Program Total					9992

October Monthly Total	
430	

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SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR NOVEMBER

November 2025 - Express Vanpool Ridership Data

	3-Nov	4-Nov	5-Nov	6-Nov	7-Nov
Morning					
V1 (6:30)	4	8	4	4	5
V2 (6:45)	2	4	2	4	3
V3 (7:30)	2	2	2	3	1
D1 (6:45)	1	1	2	2	2
AM Total	9	15	10	13	11
Afternoon					
V1 (4:30)	2	5	4	5	2
V2 (5:15)	0	2	1	2	1
V3 (5:45)	1	1	1	2	3
D1 (4:30)	2	2	2	0	1
PM Total	5	10	8	9	7
Daily Total	14	25	18	22	18
Weekly Total					97
Program Total					10089

	10-Nov	11-Nov	12-Nov	13-Nov	14-Nov
Morning					
V1 (6:30)	5	3	5	3	5
V2 (6:45)	2		0	2	3
V3 (7:30)	1		2	2	1
D1 (6:45)	1		2	0	0
AM Total	9	3	9	7	9
Afternoon					
V1 (4:30)	1	2	2	2	2
V2 (5:10)	0		2	0	2
V3 (5:45)	3		2	2	2
D1 (4:30)	1		1	1	0
PM Total	5	2	7	4	6
Daily Total	14	5	16	11	15
Weekly Total					61
Program Total					10150

	17-Nov	18-Nov	19-Nov	20-Nov	21-Nov
Morning					
V1 (6:30)	5	6	4	4	4
V2 (6:45)	2	5	2	2	3
V3 (7:30)	2	2	5	3	0
D1 (6:45)	1	1	0	2	1
AM Total	10	14	11	11	8
Afternoon					
V1 (4:30)	1	4	3	3	2
V2 (5:10)	3	5	6	3	2
V3 (5:45)	6	2	1	1	0
D1 (4:30)	2	2	2	1	1
PM Total	12	13	12	7	5
Daily Total	22	27	23	18	13
Weekly Total					103
Program Total					10253

	24-Nov	25-Nov	26-Nov	Thanksgiving
Morning				
V1 (6:30)	3	3	1	
V2 (6:45)	2	1	2	
V3 (7:30)	2	0	0	
D1 (6:45)	1	2	1	
AM Total	8	6	4	0
Afternoon				
V1 (4:30)	1	2	0	
V2 (5:10)	2	1	0	
V3 (5:45)	2	2	0	
D1 (4:30)	1	1	1	
PM Total	6	6	1	0
Daily Total	14	12	5	0
Weekly Total				31
Program Total				10284

Morning				
V1 (6:30)				
V2 (6:45)				
V3 (7:30)				
D1 (6:45)				
AM Total	0	0		
Afternoon				
V1 (4:30)				
V2 (5:10)				
V3 (5:45)				
D1 (4:30)				
PM Total	0	0		
Daily Total	0	0		
Weekly Total				0
Program Total				10284

November Monthly Total	
	292

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR DECEMBER

December 2025 - Express Vanpool Ridership Data

	1-Dec	2-Dec	3-Dec	4-Dec	5-Dec	8-Dec	9-Dec	10-Dec	11-Dec	12-Dec	15-Dec	16-Dec	17-Dec	18-Dec	19-Dec
Morning															
V1 (6:30)	6	9	4	4	3	2	6	5	5	4	3	6	4	3	3
V2 (6:45)	2	2	3	3	5	2	2	3	2	3	2	2	3	3	4
V3 (7:30)	1	2	2	3	0	2	3	3	1	0	2	3	1	0	0
D1 (6:45)	3	2	1	0	1	1	1	2	1	1	1	1	3	1	1
AM Total	12	15	10	10	9	7	12	13	9	8	8	12	11	7	8
Afternoon															
V1 (4:30)	3	4	4	3	3	1	5	3	2	2	1	4	5	1	2
V2 (5:15)	1	5	3	1	2	1	4	1	3	2	0	3	2	2	2
V3 (5:45)	3	2	1	1	1	2	2	4	3	1	2	2	3	2	1
D1 (4:30)	2	1	1	0	1	2	2	4	1	1	2	3	2	0	1
PM Total	9	12	9	5	7	6	13	12	8	6	5	12	12	5	6
Daily Total	21	27	19	15	16	13	25	25	17	14	13	24	23	12	14
Weekly Total					98					94					86
Program Total					10382					10476					10562
December Monthly Total															
349															

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Solano Express Guaranteed Ride (Based on Invoice)									
2022					2024				
Month	Missed Trips	# Rides	Cost	# Riders	Month	Missed Trips	# Rides	Cost	# Riders
N/A					January		494	\$18,923.65	158
N/A					February		513	\$21,384.16	155
N/A					March		644	\$27,914.64	189
N/A					April		565	\$25,860.39	181
N/A					May	28 (2 weeks)	549	\$24,630.42	183
N/A					June		549	\$25,089.28	181
N/A					July	18	514	\$24,403.93	180
August	230				August	35	528	\$25,202.74	176
September		28	\$1,039.67	15	September	8	543	\$25,155.14	185
October		136	\$5,101.41	49	October	48	574	\$25,978.17	191
November		203	\$9,376.43	66	November	44	575	\$26,886.99	200
December		270	\$11,214.70	77	December	74	653	\$30,922.29	223
TOTAL		637	\$26,732.21		TOTAL		6,703	\$302,350.80	
2023					2025				
Month	Missed Trips	# Rides	Cost	# Riders	Month	Missed Trips	# Rides	Cost	# Riders
January		333	\$12,547.41	103	January	29	593	\$26,374.53	198
February	89	339	\$12,880.77	100	February	21	578	\$28,029.84	194
March	35	319	\$12,503.24	97	March	13	702	\$33,914.99	226
April	60	236	\$8,851.88	87	April	6	685	\$33,495.24	214
May	83	220	\$8,538.91	75	May	3	678	\$33,939.72	224
June	200	281	\$11,224.55	95	June	3	657	\$34,034.57	212
July	88	332	\$12,917.23	119	July	11	697	\$36,225.34	226
August		315	\$12,524.57	117	August	9	494	\$25,104.03	187
September		406	\$16,615.17	132	September	5	431	\$21,116.34	161
October		392	\$16,391.97	146	October	6	383	\$19,239.16	142
November		386	\$15,211.45	130	November	10	339	\$16,710.32	121
December		512	\$21,842.83	162	December		377	\$18,596.04	137
TOTAL		4,071	\$162,049.98		TOTAL	116	6,191	\$310,069.80	

Benicia Lyft Ridership by Fiscal Year

	No of Trips 21/22	No of Trips 22/23	No of Trips 23/24	No of Trips 24/25	No of Trips 25/26- 1 st & 2 nd Q
Veteran's Corp. DBA Yellow Cab	12	233	281	257	125
Lyft \$3	59	295	927	854	516
Lyft \$4	3	221	331	652	719
Benicia \$5	240	1335	4754	7848	5779
Total Trips	314	2084	6293	9611	7139

	Cost 21/22	Cost 22/23	Cost 23/24	Cost 24/25	Cost 25/26- 1 st & 2 nd Q
Veteran's Corp. DBA Yellow Cab	\$ 2,662.00	\$ 3,897.00	\$ 3,559.03	\$ 2,827.00	\$ 1,308.00
Lyft \$3	\$ 2,106.87	\$ 2,254.84	\$ 5,681.54	\$ 8,168.99	\$ 5,019.93
Lyft \$4	\$ 59.52	\$ 1,166.66	\$ 2,643.33	\$ 6,026.41	\$ 6,442.35
Benicia \$5	\$ 2,794.13	\$ 8,691.31	\$ 31,307.68	\$ 59,584.61	\$ 48,831.53
Total Cost	\$ 7,622.52	\$ 16,009.81	\$ 43,191.58	\$ 76,607.01	\$ 61,601.81

Suisun City Lyft Ridership by Fiscal Year

Program	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26 Q1 & Q2
	Rides				
Lyft \$3	228	692	3288	6431	3637
Lyft \$2	403	2842	6726	12060	6775
Lyft \$1.50	35	252	769	1675	1325
Total Number of Trips	706	3786	10783	20166	11737

Program	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26 Q1 & Q2
	Cost				
Lyft \$3	\$ 3,194.20	\$ 8,868.37	\$ 39,949.47	\$ 75,733.60	\$40,635.14
Lyft \$2	\$ 4,662.97	\$ 25,309.28	\$ 56,956.15	\$ 99,196.84	\$57,218.04
Lyft \$1.50	\$ 558.03	\$ 3,775.00	\$ 9,454.90	\$ 16,456.10	\$12,628.93
Total Costs	\$ 8,415.20	\$ 37,952.65	\$ 106,360.52	\$191,386.54	\$110,482.11

Miscellaneous Lyft Programs for the Cities of Benicia and Vallejo

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

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

FY 25-26 Q1 & Q2 Totals		
	Rides	Cost
Gateway	812	\$ 8,212.31
Carquinez	129	\$ 1,409.64
Mare Island	233	\$ 2,571.76
Total	1174	\$ 12,193.71

**Traditional Vanpools Traveling To/From and Through Solano County
2nd Quarter FY 2025-26**

Home City	Number of Vans
Benicia	2
Fairfield	22
Suisun City	0
Vacaville	14
Vallejo	9
Rio Vista	1
Work City	Number of Vans
Fairfield	3
Dixon	2
Through County	Number of Vans
American Canyon	1
Carmichael- Berkeley	1
West Sac -San Quentin	2
West Sac- Foster City	1
West Sac- SF	1
West Sac- Fremont	1
Sacramento - SSF	1
Total	61

STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

Solano Mobility Vanpool Program: The program should sustain 90% of its existing vanpools annually, grow at least five vanpools per year, and be managed, funded, operated, marketed, priced, and evaluated in adherence to industrywide best practices.

Solano Mobility’s Vanpooling is oriented to provide transportation to work services to individuals who live at least 15 miles from their workplaces. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Currently the program is partnered with Commute by Enterprise to provide outreach support and additional subsidies to Solano County employers. Key program aspects include:

- Ensuring broad service coverage with an established, consistent turnkey agreement process between STA and long-serving contractors and vendors.
- Establishing meeting structures that encourage collaboration and idea-sharing between contractors and vendors.
- Ensuring strategic oversight of program services and delivery and clear definition of agency and vendor responsibilities.
- Delivering consistent program administration with clear billing/invoicing, outreach, and customer service practices.
- Maintaining a single source of vanpooling information that is easily communicated, marketed, and promoted to customers, and that enhances public understandability of the program.
- Conducting incentive programs to encourage participation and use.
- Collecting program use data for performance monitoring purposes.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Vanpool program policies and processes.	Solano Mobility Vanpool program sustains 90% of existing vanpools annually, grows at least five vanpools per year, and meets the conditions listed above.
Relates to: MTC Task Force Recommendation #17	

Solano Mobility Guaranteed Ride Home Program: The program should be accessible to all Solano County employees, should be administered in adherence to industrywide best practices, and should meet the quantifiable service goals listed below.

Solano Mobility’s Guaranteed Ride Home program provides a free ride home from workplaces for individuals who do not drive alone to work, serving as a lifeline for transit and other mobility program commuters and enabling greater access to the mobility system in general. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Key program aspects and service goals include:

- Allowing all permanent part-time or full-time employees who work to or from Solano County eligibility to participate.

- Defining the qualifying emergency situations during which registered employees can request service.
- Defining the alternative transportation modes that registered employees must have used on the day of requested service to qualify the Guaranteed Ride Home reimbursement.
- Defining the extents of the service, including the types of trips eligible for reimbursement, trip maximum distances from Solano County employment locations, eligible expenses, and both annual and per-trip reimbursement amount limits.
- Administering a clear and accessible registration process, with registration forms available for completion and submission both online and via mail.
- Responding to initial program applications within two business days of application receipt.
- Responding to initial request for guaranteed ride home reimbursement within two business days of request receipt.
- Processing reimbursements to riders within 45 days of receiving the guaranteed ride home request.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Guaranteed Ride Home program policies and processes.	Solano Mobility Guaranteed Ride Home program meets the conditions listed above.
Relates to: MTC Task Force Recommendation #17	

Solano Mobility Bucks for Bikes Program: The program should be administered in adherence to industrywide best practices.

Solano Mobility’s Bucks for Bikes program incentivizes bicycling as a mode of transportation for commuting to work by reimbursing a portion of the cost of a bicycle for any Solano County resident, employee, or college student who will use the bicycle for commuting purposes. To ensure its effectiveness, the program is administered in a way that aligns with industrywide standards generally recognized as encouraging success. Key aspects include:

- Clearly defining participant eligibility, program requirements, and program policies and procedures.
- Requiring participants to provide feedback in three surveys at three-month intervals after receiving the incentive.
- Encouraging Commute Solano on the Ride Amigos platform.
- An increase in program participation with participants from each city in the county.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Bucks for Bikes program policies and processes.	Solano Mobility Bucks for Bikes program meets the conditions listed above.
Relates to: MTC Task Force Recommendation #17	



DATE: April 8, 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:

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 \$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.

On March 6, legislators, acting in response to the Governor's proposed budget, submitted statewide budget requests to budget leadership in their respective houses, urging the Legislature to include critical transit funding in the FY 2026-27 budget.

These letters, which mirror the priorities of the California Transit Association, specifically call on the Legislature to:

- Appropriate the planned investment of \$230 million in Greenhouse Gas Reduction Fund (GGRF) dollars for the Zero-Emission Transit Capital Program in FY 2026-27;
- Reaffirm the state's commitment to appropriate \$460 million in GGRF dollars to the Zero-Emission Transit Capital Program (ZETCP) in FY 2027-28; and,
- Establish funding certainty for the Transit and Intercity Capital Program and Low Carbon Transit Operations Program.

State Legislative Update (Shaw/Yoder/Antwih/Schmelzer/Lange):

Updates on the following are detailed in Attachment A:

- Legislative Update
- Governor's Proposed Budget Pushback
- TIRCP Cycle 8
- 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



1415 L Street
Suite 1000
Sacramento
CA, 95814
916-446-4656

March 25, 2026

TO: Board of Directors - Solano Transportation Authority

FM: Matt Robinson & Michael Pimentel - Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – April 2026**

General Update

As we noted last month, legislators introduced 1,800 bills in the second year of the 2025-26 Legislative Session. Many of these bills are “spot” bills (i.e. placeholder legislation), which will need to be amended before they can be heard in the Legislature’s policy committees. The Assembly required spot bills to be amended by March 16 and the Senate by March 25. As of the drafting of this report, the rules committees in each house have referred most bills to their policy committee(s) and these committees are beginning to hold hearings, which will inform which bills move forward this year.

Alongside this early activity on new state legislation, the Legislature’s budget committees and subcommittees are beginning to hold hearings to review the proposals included in the Governor’s proposed Fiscal Year 2026-27 budget. In mid-May, the Governor will release his “May Revise,” an update to his January proposed budget. This will kick off final negotiations between the Governor, Senate, and Assembly to finalize the budget agreement. The budget must be passed by June 15, in advance of the new fiscal year, which begins on July 1.

For information about key legislative and budget deadlines for next year, please see the 2026 Legislative Calendar [here](#).

Legislators Push Back on Governor’s Proposed Budget

Last month, we reported that the Governor’s proposed FY 2026-27 budget projected decreased funding for the Transit and Intercity Rail Capital Program and Low Carbon Transit Operations Program and zeroed out \$230 million in planned funding for the Zero-Emission Transit Capital Program.

On March 6, legislators, acting in response to the Governor’s proposed budget, submitted statewide budget requests to budget leadership in their respective houses, urging the Legislature to include critical transit funding in the FY 2026-27 budget.

These letters, which mirror the priorities of the California Transit Association, specifically call on the Legislature to:

- Appropriate the planned investment of \$230 million in Greenhouse Gas Reduction Fund (GGRF) dollars for the Zero-Emission Transit Capital Program in FY 2026-27;
- Reaffirm the state's commitment to appropriate \$460 million in GGRF dollars to the ZETCP in FY 2027-28; and,
- Establish funding certainty for the Transit and Intercity Capital Program and Low Carbon Transit Operations Program.

As noted above, budget and budget subcommittee hearings are just getting underway and no final decisions on the budget will be made until this summer.

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 \$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.**

Business and Taxpayer Advocates Submit Signature to Qualify the Local Taxpayer Protection Act

On February 25, a coalition of business and taxpayer advocates announced that they had submitted signatures to the Secretary of State to qualify the [Local Taxpayer Protection Act](#) for the November 2026 statewide ballot. According to the coalition, the measure would "reaffirm voter protections against higher local taxes and ensure greater transparency and accountability before new taxes are imposed." Specifically, the act would prohibit local governments from imposing special taxes, including those taxes passed by way of a voter initiative, from being approved unless these taxes secure a two-thirds vote of the electorate. Additionally, the measure would nullify any prior taxes passed at a lower threshold two years from the approval of the act. The coalition is comprised of the California Business Roundtable, California Business Properties Association, Howard Jarvis Taxpayers Association, and California Taxpayers Association.

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.

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.***

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 by July 1, 2026. Additionally, the bill would permit housing as an allowed use in regional transit hubs subject to certain requirements downtown housing development to be allowed use within a regional transit hub district. The bill would establish the Downtown Revitalization Loan Fund at the California Housing Finance Agency for the development of housing in these districts. ***In the Assembly Housing & Community Development 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 Transportation Committee.***

MEMORANDUM

March 17, 2026

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: March Report

In March, Akin monitored developments in Washington, including the appropriations process, transportation updates, and funding opportunities.

Fiscal Year 2026 Appropriations

Congress passed and President Trump signed into law legislation to fund all of the federal departments and agencies except that Democrats in the Senate objected to passage of the Department of Homeland Security (DHS) funding bill amid concerns over the Trump Administration's immigration enforcement policies. Funding for DHS lapsed on February 14 after the White House and Democrats in Congress were unable to agree to a compromise. Discussions are currently at a stalemate.

Fiscal Year 2027 Appropriations

Congress has kicked off the FY 2027 appropriations process. The House and Senate appropriations committees solicited community projects as the first step. The Trump Administration has said that it plans to release its budget request by the week of March 30. It is too early to tell whether Congress can pass the appropriations bills and if the President will sign them into law by September 30; however, with this being an election year, it is more likely that Congress will be forced to pass a short term extension to avoid a government shutdown.

Department of Transportation Update

On February 21, DOT Secretary Sean Duffy and Federal Motor Carrier Safety Administration (FMCSA) Administrator Derek Barrs [announced](#) new actions to strengthen safety on America's roads. The new measures include requiring commercial driver's license (CDL) tests be administered in English, upgrading the registration system with identification verification, and increasing enforcement on non-compliant CDL training centers and carriers.

On March 2, DOT [announced](#) \$686 million in funding for the FY 2026 All Stations Accessibility program. City or township governments are eligible to apply for funding for capital and planning projects to upgrade the accessibility of legacy rail fixed guideway public

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transportation systems for people with disabilities. DOT expects to award 20 grants and applications are due on May 1, 2026.

Congressional Update

There are no new developments regarding the timing for reauthorization of the surface transportation bill, which expires on September 30, 2026. House Transportation and Infrastructure Committee Chair Sam Graves (R-MO) previously said the Committee planned to mark up the bill in February but has not scheduled a markup to date. The Senate committees of jurisdiction also have not announced any plans to mark up their respective bills. With this being an election year and questions looming about how to fund transportation spending and what programs to fund, we expect Congress will be forced to pass a short-term extension until at least after the elections and more likely until the next Congress.

On February 24, the House Committee on Transportation and Infrastructure held a [hearing](#) to discuss proposals for the Water Resources Development Act (WRDA) of 2026. Adam Telle, the Assistant Secretary for the U.S. Army (Civil Works) and Lt. Gen. William Graham, Chief of Engineers and Commanding General for the U.S. Army Corps of Engineers, testified at the hearing. The hearing focused on the Administration's priorities for the forthcoming WRDA. Witnesses emphasized the ways Congress can support improving the Corps' ability to deliver on navigation, flood control, ecosystem restoration, drought resilience, and other mission areas through WRDA authorization.

On March 12, the Senate Committee on Commerce, Science and Transportation [convened](#) an executive session to consider the following nominations:

- Michael Graham, of Virginia, Member of the National Transportation Safety Board;
- Richard Kloster, of West Virginia, Member of the Surface Transportation Board; and
- Seval Oz, of California, Assistant Secretary of Transportation for Research and Technology

The Committee approved Michael Graham by a vote of 21-7; Richard Kloster by 15-13; and Seval Oz by a vote of 16-12. All three got confirmation hearings in 2025 but didn't receive floor votes, forcing President Donald Trump to renominate them.

Bills of Interest

On February 23, Rep. Thomas Kean (R-NJ) introduced [H.R.7648](#) in the House. The bill would establish a grant program to mitigate expenses incurred by municipalities where ICE

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processing or detention facilities exist or are being built. There are no cosponsors for the bill. The bill was referred to the Committee on the Judiciary, and in addition to the Committees on Energy and Commerce, and Transportation and Infrastructure.

On February 24, Sen. Ted Budd (R-NC) introduced [S.3901](#) in the Senate. The bill would expand the HOME Investment Partnerships Program to, among other things, allow participating jurisdictions to use funds for infrastructure improvements, including the installation or repair of water and sewer lines, sidewalks, roads, and utility connections. There are no cosponsors for the bill. The bill was referred to the Committee on Banking, Housing, and Urban Affairs.

On March 2, Rep. LaMonica McIver (D-NJ) introduced [H.R.7751](#) in the House. The bill would establish a grant program for the improvement or construction of greenway paths. The text of the bill is not yet available. There are [7 cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On March 3, Rep. Emily Randall (D-WA) introduced [H.R.7774](#) in the House. The bill would amend titles 23 and 49, United States Code, to codify and amend certain grant programs for use in the provision of passenger ferry services. The text of the bill is not yet available. There are [3 cosponsors](#) for the bill. The bill was referred to the Committee on Appropriations, and in addition to the Committee on Transportation and Infrastructure.

On March 3, Rep. Chip Roy (R-TX) introduced [H.R.7776](#) in the House. The bill would provide for the adjustment of certain State apportionments for Federal highway programs. The text of the bill is not yet available. There are [2 cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On March 5, Rep. Scott Peters (D-CA) introduced [H.R.7845](#) in the House. The bill would amend the Water Infrastructure Finance and Innovation Act of 2014 to adjust the total amount of Federal assistance for projects in States experiencing severe drought and for regionally and nationally significant projects. The text of the bill is not yet available. There are [7 cosponsors](#) for the bill. The bill was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Energy and Commerce.

On March 5, Sen. Ted Budd (R-NC) introduced [S.4000](#) in the Senate. The bill would prohibit the Secretary of Transportation from entering into, extending, or renewing contracts with, or awarding a grant to, an entity that uses or procures light detection and ranging technology from certain foreign entities. The text of the bill is not yet available. There are [3 cosponsors](#) for the bill. The bill was referred to the Committee on Commerce, Science, and Transportation.



DATE: March 13, 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	\$686M	May 1, 2026
	https://simpler.grants.gov/opportunity/be080298-003a-4b14-b866-be8171102a88		
State			
1.	Transit and Intercity Rail Capital Program (TIRCP) Cycle 8	\$950M	May 14, 2026
	https://calsta.ca.gov/-/media/calsta-media/documents/tircp-cycle_8_call_for_projects-a11y.pdf		
Regional			
1.	Priority Conservation Area Grant Program	\$8M	March 20, 2026
	https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants		
2.	Transportation for Clean Air Funda (TFCA)	\$1M	Upcoming
	https://www.baaqmd.gov/funding-and-incentives/funding-sources/regional-fund		
3.	Community Action Resources & Care (CARE) Program	\$1M	Upcoming
	https://mtc.ca.gov/funding/funding-opportunities/community-action-resource-empowerment-care-program		
4.	One Bay Area Grant (OBAG) Cycle 4 County Program	TBD	Upcoming
	https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-4-obag-4		

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: March 24, 2026
TO: STA Board
FROM: Johanna Masielat, 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