



**TECHNICAL ADVISORY COMMITTEE (TAC)
1:30 p.m., Wednesday, March 25, 2026
STA Office – 3rd Floor – Twin Sisters Conference Room
423 Main Street, Suisun City**

Zoom Link Info:
<https://us02web.zoom.us/j/87514463138?pwd=OGI4aHZTSzdhUVA0Ym90T011bE92Zz09>
Webinar ID: 875 7446 3138
Passcode: 166103

MEETING AGENDA

<u>ITEM</u>	<u>STAFF PERSON</u>
1. CALL TO ORDER	Daryl Halls
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT	
4. REPORTS FROM MTC, STA, AND OTHER AGENCIES (1:35 – 1:45 p.m.)	
✓ Projects Update	Nick Burton
○ SR 37 Fairgrounds Drive	
○ SHOPP Update	
○ SR 12 and SR 113 Corridor Update	
5. CONSENT CALENDAR (1:45 – 1:50 p.m.) <u>Recommendation:</u> Approve the following consent items in one motion.	
A. Minutes of the TAC Meeting of February 25, 2026	Johanna Masiclat
<u>Recommendation:</u> Approve TAC Meeting Minutes of February 25, 2026. Pg. 5	
6. ACTION FINANCIAL ITEMS	
A. One Bay Area Grant Cycle 4 Supplemental Funding for Planning and Project Programming, Monitoring, and Delivery Efforts	Jasper Alve
<u>Recommendation:</u> 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	

TAC MEMBERS

<u>Neil Leary</u> City of Benicia	<u>Christopher Fong</u> City of Dixon	<u>Sanjay Mishra</u> City of Fairfield	<u>Greg Malcolm</u> City of Rio Vista	<u>Nouae Vue</u> City of Suisun City	<u>Brian Oxley</u> City of Vacaville	<u>Oscar Alcantara</u> City of Vallejo	<u>Matt Tuggle</u> County of Solano <u>Nick Burton</u> STA
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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.

(1:50 - 2:00 p.m.)

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7. INFORMATIONAL ITEMS – DISCUSSION

- | | |
|---|------------------|
| A. MTC Community Action Resource and Empowerment (CARE) Program – Draft Evaluation Criteria
(2:00 - 2:05 p.m.)
Pg. 57 | Kathrina Gregana |
| B. Update on MTC Regional Mapping & Wayfinding Pilot Program in Solano County
(2:05 - 2:10 p.m.)
Pg. 63 | Kathrina Gregana |
| C. California Public Utility Commission (CPUC) Access for All Funding
(2:10 - 2:15 p.m.)
Pg. 65 | Steven Lowe |
| D. One Bay Area Grant Cycle 4 Draft Evaluation Criteria and Transit Priority Policy for Roadways Compliance
(2:15 - 2:20 p.m.)
Pg. 67 | Jasper Alve |
| E. Safe Streets and Roads for All Federal Grant Application for FY 2025
(2:20 - 2:25 p.m.)
Pg. 149 | Janelle Gregorio |

NO DISCUSSION

- | | |
|--|----------------|
| F.. Legislative Update
Pg. 155 | Sean Person |
| G. Solano Mobility Programs Second Quarter Report for FY 2025-26 Employer Commuter Student Programs
Pg. 165 | Lorene Garrett |
| H. Summary of Funding Opportunities
Pg. 189 | Jasper Alve |

9. FUTURE AGENDA TOPICS

April 2026

1. Bike to Wherever Day Update
2. OBAG 4 Call for Projects
3. TDA Article 3
4. TFCA
5. TIRCP Funding Update
6. SR 12 and SR 113 Corridor Update
7. Model Update
8. Water Ways/Dredging Update
9. STAF Population-Based Funding Plan for FY 2026-27

- 10. Solano Express Intercity Bus Replacement Capital Plan Update
- 11. Connected Mobility Plan / Solano Express Coordination Update
- 12. STA's Overall Work Plan for FY 2026-27 and FY 2027-28
- 13. Solano Transportation Resilience Plan Update

May and June 2026

- 14. OBAG 4 Call for Projects
- 15. TIRCP Funding Update
- 16. SR 12 and SR 113 Corridor Update
- 17. Model Update
- 18. Water Ways/Dredging Update
- 19. STAF Population-Based Funding Plan for FY 2026-27
- 20. Solano Express Draft Funding and Cost Sharing Agreement for FY 2026-27
- 21. Solano Mobility Program – Commuter/Employer Program 2nd Quarter Report for FY 2025-26
- 22. STA's Overall Work Plan for FY 2026-27 and FY 2027-28

10. ADJOURNMENT

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.

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Meeting Schedule For the Calendar Year 2026

- 1:30 p.m., Wed., March 25, 2026**
- 1:30 p.m., Wed., April 29, 2026**
- 1:30 p.m., Wed., May 27, 2026**
- 1:30 p.m., Wed., June 24, 2026**
- No Meeting in July – Summer Recess**
- 1:30 p.m., Wed., August 26, 2026**
- 1:30 p.m., Wed., September 30, 2026**
- No Meeting in October**
- 1:30 p.m., Wed., November 18, 2026 (Earlier Date)**
- 1:30 p.m., Wed., December 16, 2026 (Earlier Date)**



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

1. CALL TO ORDER

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

TAC Members

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

TAC Members

Absent: None.

STA Staff and

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

2. APPROVAL OF THE AGENDA

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

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

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

5. CONSENT CALENDAR

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

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

Recommendation:

Approve TAC Meeting Minutes of January 28, 2026.

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

Recommendation:

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

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

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

Recommendation:

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

6. ACTION FINANCIAL ITEMS

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

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

Recommendation:

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

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

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

7. ACTION NON-FINANCIAL ITEMS

A. 2025 Final Congestion Management Program (CMP) Report

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

Recommendation:

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

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

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

8. INFORMATIONAL ITEMS

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

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

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

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

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

Kathrina Gregana reviewed the two primary components of the CARE Program. She noted that given the number of completed and updated CBTPs in Solano County, this program presents an opportunity for Solano jurisdictions to advance community-prioritized projects and move from planning to implementation.

NO DISCUSSION

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

E. Summary of Funding Opportunities

9. FUTURE TAC AGENDA TOPICS

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

10. ADJOURNMENT

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



DATE: March 6, 2026
TO: STA TAC
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 4 years.

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:

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.

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

Attachment B: *Plan Bay Area 2050* Implementation Strategies

 Plan Bay Area 2050 35 Implementation Strategies			
TRANSPORTATION STRATEGIES	HOUSING STRATEGIES	ECONOMIC STRATEGIES	ENVIRONMENTAL STRATEGIES
<ol style="list-style-type: none"> 1. Restore, operate, and maintain the existing system 2. Support community-led transportation enhancements in Equity Priority Communities 3. Enable a seamless mobility experience 4. Reform regional transit fare policy 5. Implement per-mile tolling on congested freeways with transit alternatives 6. Improve interchanges and address highway bottlenecks 7. Advance other regional programs and local priorities 8. Build a Complete Streets network 9. Advance regional Vision Zero policy through street design and reduced speeds 10. Enhance local transit frequency, capacity and reliability 11. Expand and modernize the regional rail network 12. Build an integrated regional express lanes and express bus network 	<ol style="list-style-type: none"> 1. Further strengthen renter protections beyond state law 2. Preserve existing affordable housing 3. Allow a greater mixing of housing densities and types in growth geographies 4. Build adequate affordable housing to ensure homes for all 5. Integrate affordable housing into all major housing projects 6. Transform existing malls and office parks into neighborhoods 7. Provide targeted mortgage, rental, and small business assistance to equity priority communities 8. Accelerate reuse of public and community owned land for mixed-income housing and essential services 	<ol style="list-style-type: none"> 1. Implement a statewide universal basic income 2. Expand job training and incubator programs 3. Invest in high-speed internet in underserved, low-income communities 4. Allow greater commercial densities in Growth Geographies 5. Provide incentives to employers to shift jobs to housing-rich areas well served by transit 6. Retain and invest in key industrial lands 	<ol style="list-style-type: none"> 1. Adapt to sea level rise 2. Provide means-based financial support to retrofit existing residential buildings 3. Fund energy upgrades to enable carbon neutrality in all existing commercial and public buildings 4. Maintain urban growth boundaries 5. Protect and manage high-value conservation lands 6. Modernize and expand parks, trails and recreation facilities 7. Expand commute trip reduction programs at major employers 8. Expand clean vehicle initiatives 9. Expand transportation demand management initiatives

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

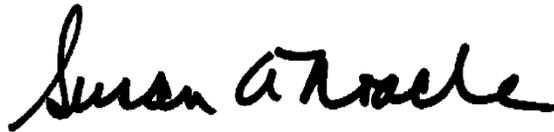
RESOLVED that the Executive Director or designee is authorized to execute Advance Construction (AC) Authorizations with Caltrans and/or the Federal Highway Administration (FHWA) for federal projects sponsored or implemented by the Metropolitan Transportation Commission; and be it further

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](https://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, State, 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 13, 2026
TO: STA TAC
FROM: Kathrina Gregana, Associate Planner
Debbie McQuilkin, Program Manager
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) or MTC's Equity Priority Communities Designation.

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.

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 <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 13, 2026
TO: STA TAC
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.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: March 24, 202026
TO: STA TAC
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 REDI-Ride is interested in partnering with The Routing Company to provide the Ride Pingo App to Dixon riders.

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 TAC
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)

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>.

Fiscal Impact:

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

Recommendation:

Informational.

Attachments:

- 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
- H. Transit Review Exception Form

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

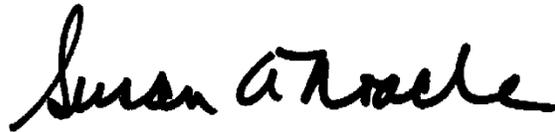
RESOLVED that the Executive Director or designee is authorized to execute Advance Construction (AC) Authorizations with Caltrans and/or the Federal Highway Administration (FHWA) for federal projects sponsored or implemented by the Metropolitan Transportation Commission; and be it further

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	

OBAG 4 County Program Base Application

Instructions

Agencies applying for One Bay Area Grant (OBAG 4) County Program funds from the Metropolitan Transportation Commission (MTC) must complete and submit the following grant application to the appropriate County Transportation Agency (CTA), along with any required attachments, by the deadline established by the CTA. Applications should be completed and submitted as a fillable PDF form, separate from any attachments, and should not be scanned, signed, or otherwise modified to remove form fields.

Additional information on the OBAG 4 program is available on [MTC's website](#).

General Information

Agency Name	
Contact Name/Title	
Contact Email	
Contact Phone	

Project Name	TIP ID if applicable

Project Location
<i>Specify street names where applicable, including the closest cross streets (e.g. Main St from 2nd Ave to 7th Ave). Provide a project overview map as an attachment, if available.</i>

Project Scope
<i>Provide a brief description of activities to be funded (limited to 250 characters for consistency with TIP listing if awarded).</i>

Project Mode(s):	Pedestrian	Bicycle	Transit	Auto	Other
Percent Share <i>Portion of total project cost</i>					

Project Eligibility

Project Eligibility

Specify applicable federal fund source(s) and confirm regional eligibility requirements

Project is eligible for the following OBAG 4 federal fund sources:

- Surface Transportation Block Grant Program (STP) ([23 U.S.C. § 133](#))
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) ([23 U.S.C. § 149](#))

Note: applications for \$1 million or more in OBAG 4 funds for CMAQ-eligible projects must include a completed [Air Quality Input Form](#) as an attachment.

Project meets regional eligibility requirements:

- Project is consistent with *Plan Bay Area 2050+* (included as a named project or consistent with a programmatic listing in the Transportation Project List, see link on MTC's [OBAG 4 webpage](#)).
- Project consists of eligible activities for OBAG 4 county funds as listed in MTC Resolution No. 4740, Attachment A (available on MTC's [OBAG 4 webpage](#)), which excludes air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Need and Benefits

Need and Benefits

Describe how the project will address transportation and related needs and provide clear benefits, with specific consideration for safety, multi-modal accessibility, emissions reduction, resilience, stormwater management, and state of good repair as applicable.

(This area is currently blank and contains a large "Draft" watermark.)

Local Priority
Community Support

Describe community support for the project, including any letters of support and/or applicable local plans that prioritize the project, such as Community-Based Transportation Plans (CBTPs), Priority Development Area (PDA) Plans (e.g. Specific Plan, PDA Investment and Growth Strategy), Countywide Transportation Plans (CTPs), or other local plans/project prioritization processes. Include descriptions of public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses.

Letters of Support

List any individuals (with affiliations) and/or organizations providing letters of support for this project (attach copies if applicable).

Plan Name <i>List any local plans that identify or prioritize the application project</i>	Plan Year <i>Completed or last updated</i>	Plan Type <i>CBTP, PDA, CTP, or other</i>	Plan Link <i>Attach copy if not available</i>	Reference <i>Page(s) with named project</i>

Equity Impacts

Equity Impacts

If applicable, describe how the project will provide demonstrated benefits to historically marginalized or underserved groups, including benefits to [Equity Priority Communities \(EPCs\)](#) or similar local designations, and/or align with applicant [Americans with Disabilities Act \(ADA\) Transition Plans](#).

Draft

EPC Relationship

Indicate the project's relationship to MTC-designated EPCs or similar local designations. Projects located outside of these areas remain eligible for funding.

- Project is located within an MTC-designated EPC and is designed to benefit this population as described above
- Project is located within a similar local designation and is designed to benefit this population as described above
- Project is not located within an EPC or similar local designation but is designed to specifically benefit historically marginalized or underserved groups as described above
- Project is not located within an EPC or similar local designation and is not designed to specifically benefit historically marginalized or underserved groups (not disqualifying)

Applicant ADA Transition Plan Link	Reference
<i>Required for all applications, attach copy if not available</i>	<i>Page reference(s) if applicable</i>

Regional Alignment

Plan Strategies

Briefly describe how the project supports Plan Bay Area 2050+ strategies, linked on [OBAG 4 webpage](#).

Safety/Vision Zero

Briefly describe how the project supports MTC's [Regional Safety/Vision Zero Policy](#), if applicable.

Complete Streets

Briefly describe how the project supports MTC's [Complete Streets Policy](#), if applicable.

Transit Transformation

Briefly describe how the project supports MTC's [Transit Transformation Action Plan](#), if applicable.

Transit Priority

Briefly describe how the project supports MTC's [Transit Priority Policy for Roadways](#), if applicable.

Federal Performance

Federal Performance Measures

Select the [federal performance measures \(23 U.S.C. § 150\)](#) that are supported by the project.

- Safety:** significantly reduce traffic fatalities and serious injuries on public roads and improve safety of public transportation systems.
- Infrastructure Condition:** maintain the condition of Interstate and National Highway System (NHS) assets and public transit assets in a state of good repair.
- Congestion Reduction:** significantly reduce congestion on the NHS in urbanized areas.
- System Reliability:** improve the reliability of the Interstate system and NHS.
- Freight Movement and Economic Vitality:** improve the reliability of the Interstate system for truck travel.
- Environmental Sustainability:** improve emission reductions from the transportation system, specifically from CMAQ-funded projects.

Deliverability and Risk

Delivery Risks

Identify any known risks to project delivery and briefly describe planned mitigation efforts, as applicable, including the status and timeline for any environmental and/or right-of-way approvals.

Draft

Environmental Approval and Right-of-Way

Specify applicable fund source(s) and confirm other eligibility requirements.

Select the anticipated NEPA class of action for the project:

- Categorical Exclusion (CE)
- Environmental Assessment (EA)
- Environmental Impact Statement (EIS)

Select applicable right-of-way and utility challenges for the project:

- Project area is not located entirely on applicant right-of-way
- Project may require temporary use of areas outside of the applicant right-of-way
- Project is adjacent to or may impact the operations of a railroad, light rail, or Caltrans facility
- Project may require utility relocation

Schedule and Funding Plan

Phase	Fiscal Year <i>Phase start</i>	OBAG 4 Request	Other Amount	Other Description <i>Fund source name(s), secured/unsecured</i>
Preliminary Engineering (PE)				
Right-of-Way (ROW)				
Construction (CON)				
Non Infrastructure (NI)				
Total	<i>Latest 2031</i>			<i>Non-federal share must be ≥11.47%</i>

Funding and Schedule Requirements

Confirm that the project schedule and funding plan meet the following requirements.

- Total requested award amount meets the minimum applicable threshold:
 - \$500,000 or more for projects in Alameda, Contra Costa, and Santa Clara Counties
 - \$250,000 or more for projects Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties
 - \$150,000 or more with a request for an exception to the standard minimum
- Non-federal share of the project total meets or exceeds the federal 11.47% minimum local match
- Applicant will obligate any awarded OBAG 4 funds by the September 30, 2031 obligation deadline
- Requested award amount is rounded to the nearest \$1,000

Contribution to Geographic Minimum

PDA and TOC Relationship

A minimum share of each county's projects must support a Priority Development Area (PDA) and/or Transit Oriented Community (TOC), generally defined as projects within a mile or less of a PDA and/or TOC (see [reference map](#)). Projects located outside of these areas remain eligible for funding. Indicate the location of the project relative to PDAs/TOCs.

- Project is located within a mile or less of a PDA and/or TOC
- Project is countywide or otherwise not confined to a fixed location
- Project is not located within a mile or less of a PDA or TOC (not disqualifying)

Applicant Acknowledgements

Applicant Acknowledgements

Affirm understanding of, and intent to comply with, OBAG 4 requirements as summarized below and detailed in MTC Resolution No. 4740, Revised (available on MTC's [OBAG 4 webpage](#)).

- Complete Streets Checklist:** applicant has submitted a checklist for this project in MTC's [Complete Streets Portal](#) to demonstrate consistency with MTC's [Complete Streets Policy](#) and [Transit Priority Policy for Roadways](#), including project review by a local Bicycle and Pedestrian Advisory Committee (BPAC) and/or transit agency/ies as applicable.
- Project Delivery Policy:** if awarded OBAG 4 county funds, applicant will comply with MTC's [Regional Project Delivery Policy](#), including designation of a staff Single Point of Contact (SPOC), adoption of a [Resolution of Local Support](#), project inclusion in the federal Transportation Improvement Program (TIP) and MTC's associated TIP management platform, and participation in the Annual Obligation Plan (AOP) process.
- Jurisdiction Requirements:** jurisdiction applicants, or applicants requesting OBAG 4 funds on behalf of one or more jurisdiction(s), acknowledge the following ongoing requirements for jurisdiction recipients:
 - State Housing Element certification, Annual Progress Report (APR) submission, and compliance with select state housing laws
 - Updated Local Roadway Safety Plan (LRSP) or equivalent plan as defined by California Highway Safety Improvement Program (HSIP) guidelines
 - Pavement Management Program (PMP) certification and participation in statewide local streets and roads needs assessment surveys
 - Federal Highway Performance Monitoring System (HPMS) traffic count reporting
- Attachments:** applicant will provide the following attachments with this application, as applicable:
 - Project overview map (if available)
 - CMAQ [Air Quality Input Form](#) (for eligible applications requesting over \$1 million)
 - Letter(s) of support (if referenced above)
 - Local plan(s) (if referenced above but no link is provided)
 - Applicant ADA Transition Plan (required, attach if no link is provided above)

Solano County OBAG 4 Screening Criteria Eligibility				
Proposed projects and programs will need to be identified in the Solano County Comprehensive Transportation Plan Project List to be eligible for OBAG 4 funding.				
Proposed OBAG 4 Evaluation Criteria and Scoring				
Criteria	Description	Max Score		
1. MTC Growth Geographies	Similar to previous OBAG cycles, MTC prioritizes awarding OBAG 4 funds to projects that support growth areas such as a Priority Development Area (PDA) or Transit Oriented Community (TOC) within each County. Projects that are located within a mile of or support a PDA/TOC will receive the maximum points for this criterion. Reduced points will be awarded to those projects that are located within or support a Priority Production Area or Priority Conservation Area <u>and</u> located in a jurisdiction without a PDA/TOC.	15		
2. Statement of Project Need	Applications that (1) clearly demonstrate the project need in the project area/regionally significant networks or facilities/jurisdiction and (2) how the proposed project will address the need will receive the maximum points.	10		
3. Specific Project Benefits	Environment	Multimodal Accessibility: Does the project/program have the potential for mode shift (including to rail, transit, or active transportation)?	4	
		Reduce Vehicle Miles Traveled (VMT): What is the potential for the project/program to impact VMT?	6	
		Natural and Working Lands: Describe how the project/program plans to protect and preserve natural and working lands.	2	
	Safety	Improve Safety: Describe any safety improvements associated with the proposed project/program and potential for these improvements to reduce serious/fatal injury collisions or increase safety for motorists, transit riders, and vulnerable roadway users.	8	
	Infrastructure/Capital Projects	Asset Management	State of Good Repair: Describe how the project plans to improve or preserve the condition of existing transportation assets within the project area or jurisdiction.	4
			Resilience: Describe elements of the project that will make it more resilient to climate change stressors or will increase the resilience of other transportation assets within the project area/jurisdiction.	4
			Stormwater Management: Application identifies project's stormwater runoff impact(s), if any, and addresses how to minimize any impact(s) including incorporating any green stormwater infrastructure project elements.	2
			State of Good Repair/Resilience: Describe how the program supports preserving the existing conditions and increasing the resiliency to climate change of the County's overall transportation assets.	5
	Non-Infrastructure/Programs (Plek Two)	Economy	Transportation Affordability: Describe how the program will make transportation options more affordable in the community/County.	5
		Welfare	Health: How does the program support the <i>Plan Bay Area 2050+</i> vision of a healthy Solano County/Bay Area?	5
4. Equity Impacts (Following designations will be used: (1) MTC Equity Priority Community, (2) Area Median Income ≤ 80% State, (3) CalEnviroScreen 4.0, or (4) Solano County Equity Community Designation (communities w/low income + 2 or more additional indicators))	Project Location	The OBAG 4 framework guidelines prioritize projects that provide benefits to historically marginalized or underserved groups. Projects that are located within an Equity Priority Community or other similar local and state designations will receive the maximum score.	5	
	Equity Impacts	Applications that clearly describe how the project/program will benefit the population within the Equity Priority Community or similar other local and state designations will receive the maximum points.	5	
5. Local Priority Project/Community Support	Describe any community support for the project including any letters of support and additional applicable local plans that prioritize the project including the Solano Countywide Active Transportation Plan, Local Road Safety Plan, Community-Based Transportation Plan, as well as Safe Routes to School Plan.	7		
6. Schedule and Funding Plan	Does the project/program provide sufficient local match, request CON funding only, and allow the schedule to meet timely obligation of funding by September 30, 2031.	3		
Base CTA Evaluation Scoring Total		75		

Complete Streets Checklist User Guide

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Background/Purpose

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

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

Definitions

Complete Streets

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

Right-of-Way

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

Project Sponsor

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

Plan Bay Area 2050+

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

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

Policy

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

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

Applicability

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

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

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

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

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

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

Complete Streets Policy Exceptions

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

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

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

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

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

Transit Priority Policy Exceptions

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

Checklist Submittal Process

Recommended Timeline

At project initiation:

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

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

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

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

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

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

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

Determinations

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

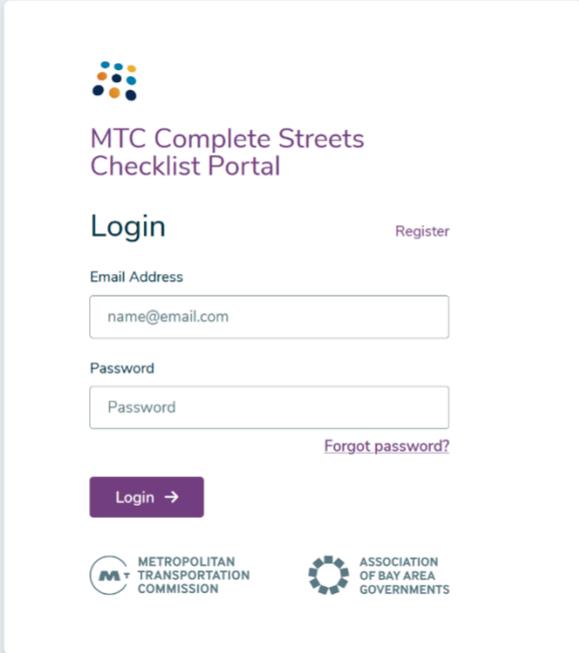
- **Project Compliant:** The project is determined to be compliant, and no further documentation or review is necessary to move forward with the funding request or letter of support.
- **Exception Verified:** The exception requested under the checklist is verified, and no further documentation or review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

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

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

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

Registration and Login



The screenshot shows the login and registration interface for the MTC Complete Streets Checklist Portal. At the top left is a logo consisting of several colored dots. Below it, the text reads "MTC Complete Streets Checklist Portal". There are two main sections: "Login" and "Register". The "Login" section includes a form with two input fields: "Email Address" (containing "name@email.com") and "Password" (containing "Password"). A "Forgot password?" link is located below the password field. A purple "Login →" button is positioned below the form. The "Register" link is located to the right of the "Login" heading. At the bottom of the page, there are two logos: the "METROPOLITAN TRANSPORTATION COMMISSION" logo on the left and the "ASSOCIATION OF BAY AREA GOVERNMENTS" logo on the right.

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

Section 1: Contact and Project Information

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

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

Section 2: Pedestrian, Bicycle and Transit Planning

MTC Complete Streets Checklist Portal
Dev Version 1.0.2

Home

MANAGE

- Dashboard
- Submissions

EXPLORE

- Catalog
- New Checklist
- Resources
- FAQ

Checklist Sections:

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

Export Draft PDF

Section 2: Pedestrian, Bicycle, and Transit Planning

Topic: Pedestrian, Bicycle and Transit Planning

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

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

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

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

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

Section 3: Compliance and Exception Review

MTC Complete Streets Checklist Portal
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EXPLORE

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Checklist Sections:

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

Export Draft PDF

Section 3: Compliance and Exception Review

Topic: Statement of Compliance

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

Choose a response...

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

Choose a response...

Topic: Transit Agency Review

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

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

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

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

Review & Submit

MTC Complete Streets Checklist Portal
Dev Version 1.0.2

Home

MANAGE

- Dashboard
- Submissions

EXPLORE

- Catalog
- New Checklist
- Resources
- FAQ

Checklist Sections:

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

Export Draft PDF

Review & Submit

Please review your information below before submitting your Complete Streets Checklist.

Section 1: Contact and Project Information [Edit] [Expand]

Contact Name: _____ Contact Phone Number: _____
 Email Address: _____ Project Sponsor: _____

Section 2: Pedestrian, Bicycle and Transit Planning [Edit] [Expand]

Status: Section 2 responses recorded

Section 3: Compliance and Exception Review [Edit] [Expand]

Status: Section 3 responses recorded

Note: By submitting this checklist, you confirm that all information provided is accurate and complete.

Submit Complete Streets Checklist

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

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

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

FAQs

Q: What is the Complete Streets Checklist?

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

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

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

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

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

Q: When should the Complete Streets Checklist be submitted?

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

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

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

Examples of projects and their applicability:

Purchase of new bus fleet – not applicable

Upgrading computer software – not applicable

Improvements to a bus yard – not applicable

Railway project with street crossings or station access – applicable

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

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

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

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

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

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

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

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

Q: How do I edit my Complete Streets Checklist?

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

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

A: Please email completestreets@bayareametro.gov

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

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

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

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

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

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

ABSTRACT

Resolution No. 4739

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

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

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

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

RE: Adoption of Bay Area Transit Priority Policy on Roadways

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4739

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region; and

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Sue Noack, Chair

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

MTC BAY AREA TRANSIT PRIORITY POLICY FOR ROADWAYS

PURPOSE AND GOALS

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

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

The goals of the Policy include:

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

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

TRANSIT PRIORITY DEFINITION

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

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

WHERE POLICY APPLIES

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

FUTURE TRANSIT PRIORITY NETWORK

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

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

IMPLEMENTATION VIA COMPLETE STREETS POLICY CHECKLIST

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

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

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

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

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

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

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

POLICY REQUIREMENTS

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

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

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

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

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

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

EXCEPTIONS

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

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

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

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

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

COORDINATION & COLLABORATION ON PROJECT SCOPE

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

OPTIONAL LOCAL TRANSIT PRIORITY RESOLUTION OR POLICY

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

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

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

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

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

PHASED IMPLEMENTATION

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

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

EQUITY

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

EVALUATION

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

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

EARLY COORDINATION

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

TECHNICAL ASSISTANCE

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

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

Policy Overview

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

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

Definition of Transit Priority

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

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

Implementation

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

Transit Coordination via Complete Streets Policy Checklist

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

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

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

Optional Local Transit Priority Policy or Resolution

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

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

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

Appendix: Transit Agency Review Process

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

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

Which Agencies Must Complete the Transit Review Process?

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

Table 1: Transit Review Requirements

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

Step-by-Step Transit Review Process

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

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

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

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

Table 2: List of Applicable Transit Agencies

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

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

Table 3: Level of Transit Review Required

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

a) If feedback can be incorporated:

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

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

b) If project is unable to meet the above requirements

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

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

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

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

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

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

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

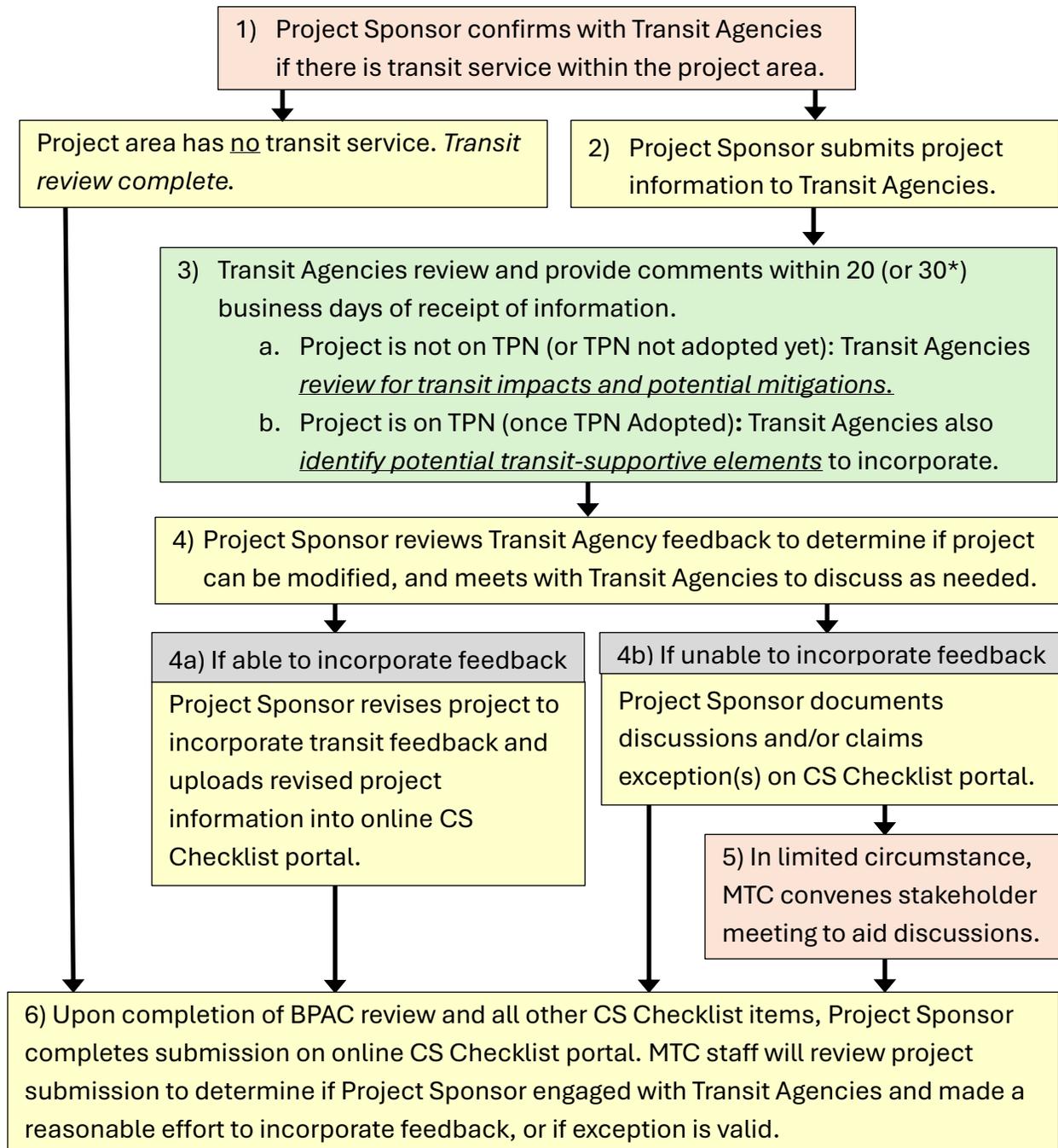
Agencies are encouraged to work collaboratively to develop a project that considers transit’s needs while meeting the project goals. If consensus cannot be reached by the project sponsor and transit agencies, MTC may convene a stakeholder meeting with the affected agencies to aid in discussions, working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

6) Project Sponsor: Upload documentation onto CS Checklist portal

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

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

Process Chart of Transit Agency Project Review



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

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

Complete Streets Checklist

Transit Agency Review Form

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

PROJECT SPONSOR COMPLETES TABLE PRIOR TO SUBMITTING TO TRANSIT AGENCY:

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

TO BE COMPLETED BY TRANSIT AGENCY:

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

Transit Agency has reviewed the project and confirms that:

- Project is located on street without any transit service.**
(Policy does not apply, and no further Transit Agency review is required)

- Project is located on street with non-revenue scheduled route¹, recurring detour route², and/or planned budgeted route³.** *(Non-recurring special event services, demand-responsive services, and paratransit services are excluded from Policy.)*
 - Proposed project accommodates basic bus movements (e.g., turns) of non-revenue scheduled, recurring detour, and/or planned budgeted route.
 - Proposed project does not accommodate basic bus movements (see below).

Suggested changes to accommodate basic bus movements:

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

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

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

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

Suggested mitigation measures:

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

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

Additional comments:

Print Name

Title

Date

Signature

Complete Streets Checklist

Transit Review Exception Form

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

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

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

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

Print Name	Title	Date
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Signature



DATE: March 13, 2026
TO: STA TAC
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 24, 2026
TO: STA TAC
FROM: Sean Person, Legislative Assistant
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 14, 2026, the STA Board approved its 2026 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2026.

Monthly legislative updates are provided by STA's state and federal lobbyists and are attached for your information (Attachments A and B). An updated Legislative Bill Matrix listing state bills of interest is available at: <https://sta.ca.gov/operations/legislative-program/current/>

Discussion:

The California State Transportation Agency (CalSTA) released the draft guidelines and schedule for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 8. The TIRCP is a competitive grant program which, since its inception in 2015, has funded over \$11 billion worth of transformative capital projects across California. TIRCP places emphasis on reducing greenhouse gas emissions, increasing service capacity, improving safety, and directing at least a portion of investments toward disadvantaged communities, aligning with state climate and equity goals embedded in current transportation law.

On February 19, 2026, Governor Gavin Newsom signed legislation authorizing a \$590 million emergency loan to Bay Area transit agencies to avert service cuts and preserve transit service ahead of upcoming regional funding ballot measures. This action came through a legislative authorization backed by the California Legislature and the Governor's office and aimed to sustain operations for systems such as BART, Caltrain, AC Transit, and San Francisco Muni while long-term funding solutions are pursued by regional authorities and voters. The transit loan represents a short-term fiscal policy move in response to financial pressures faced by multiple transit operators.

Additionally, the California Transportation Commission held informational hearings on the proposed 2026 State Transportation Improvement Program (STIP) funding proposals. These hearings revealed that the total project proposals for both regional and interregional components exceeded the initial fund estimates, requiring state agency staff to work with regional partners to prioritize projects and finalize recommendations ahead of the STIP adoption meeting scheduled for March. These discussions involved projects surrounding managed lanes, active-transportation improvements, rail resiliency work, and safety enhancements and highlight ongoing state planning work under the STIP programming cycles.

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

Updates on the following are detailed in Attachment A:

- Legislative Update
- TIRCP Cycle 8
- Affordable Housing and Sustainable Communities Program (AHSCP) Update
- Bills of Interest

Federal Legislative Update (Akin Gump):

Updates on the following are detailed in Attachment B:

- 2026 Appropriations
- Department of Transportation/Congressional Update
- Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update



February 23, 2026

TO: Board of Directors - Solano Transportation Authority

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

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

Legislative Update

In Sacramento, the second year of the 2025-26 Legislative Session is in full swing. Following the release of the Governor’s proposed FY 2026-27 budget on January 9, the Department of Finance subsequently published a number of budget trailer bills (policy bills to implement the Governor’s budget). Over the coming months, the Assembly and Senate’s respective budget committees and subcommittees will meet frequently regarding the Governor’s proposed budget. In mid-May, the Governor will release his “May Revise,” an update to his January proposed budget. This will kick off final negotiations between the Governor, Senate, and Assembly to finalize the budget agreement. The budget must be passed by June 15, in advance of the new fiscal year, which begins on July 1.

Meanwhile, since the Legislature reconvened on January 5, 1897 bills have been introduced in advance of the February 20 deadline. Many bills start out as “spot” bills and will need to be amended before they can be heard in the Legislature’s policy committees. The Assembly requires spot bills to be amended by March 16 and the Senate by March 25. Also, bills must be in print for 30 days before they may be heard in a policy committee.

The Legislature will break for Spring Recess from March 26 and return on April 6. When they reconvene, they will have until April 24 to finish policy committee hearings for bills in the first house.

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

Governor Signs Bay Area Transit Loan Agreement

On January 30, the Office of Governor Newsom, the California Department of Finance (DOF) and the MTC announced that they reached an agreement on a \$590 million state loan to AC Transit, BART, Caltrain, and Muni.

The agreement authorizes the loan to be funded no later than July 1, 2026, using money awarded but not yet allocated for Bay Area projects by the California Transportation Commission through the Transit and Intercity Rail Capital Program (TIRCP).

Consistent with Senate Bill 105 enacted last fall, the loan agreement includes a clearly defined repayment structure, a guaranteed revenue source to secure the loan and an agreed-upon interest rate:

- 12-year repayment term, with interest-only payments during the first two years.
- Repayment secured by the "revenue-based" portion of State Transit Assistance that goes directly to the transit agencies.
- Variable interest rate tied to the state's Surplus Money Investment Fund, ensuring the state is fully repaid at the same rate it would have earned had the funds remained in state accounts.

The [language reflecting the agreement](#) was released by DOF on February 2 and was amended into [AB 117](#) and [SB 117](#), respectively, on February 13. The [language reflecting the agreement](#) was released by DOF on February 2 and was amended into [AB 117](#) and [SB 117](#), respectively, on February 13, and signed into law on February 19.

Caltrans Releases Director's Policy on Transit and Major Organizational Changes

On February 9, Caltrans announced the establishment of a new Deputy Director for Transit and Rail Programs, the restoration of the Division of Mass Transportation to create a dedicated team focused on transit issues, the release of the [Director's Policy on Transit](#) to support more coordinated and efficient transit and rail services along the State Highway System, and the creation of a new California Transit Advisory Committee (CALTAC). Individuals interested in serving on the CALTAC can apply [here](#). The Director's Policy focuses on transit priority facilities such as dedicated bus lanes, signal priority, and other infrastructure to make road-based transit service faster and more reliable on the State Highway System. CALTAC will consist of 20 member agencies and organizations from a diverse group of transit stakeholders, such as transit agencies, state universities, disadvantaged communities, and transit experts.

TIRCP Cycle 8

As we have previously reported, the California State Transportation Agency (CalSTA) released the draft [guidelines](#) and schedule for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 8. The TIRCP is a competitive grant program which, since its inception in 2015, has funded over \$11 billion worth of transformative capital projects across California. See the draft schedule below. CalSTA expects approximately \$900 million to be available for Cycle 8.

2026 TIRCP Cycle 8 Draft Schedule

- | | |
|--|--------------------------|
| • CalSTA Publishes Final Cycle 8 Guidelines | February 20, 2026 |
| • CalSTA Publishes Cycle 8 Call for Projects | February 20, 2026 |
| • Optional meetings with applicants* | March 2 – March 13, 2026 |
| • Project Applications Due | May 14, 2026 |
| • CalSTA Anticipated Award Announcements | September 18, 2026 |

AHSCP Update

Of interest to Solano Transportation Authority, the Governor's budget proposes programmatic changes to the Affordable Housing and Sustainable Communities Program (AHSCP) to align it with the Governor's recent state agency reorganization, which created the California Housing and Homelessness Agency

(effective July 1, 2026). The affordable housing component of the AHSCP will be nested within CHHA within the Housing Development and Homelessness Committee (HDFC) to better leverage complementary subsidies, streamline administration, and accelerate project delivery while maintaining AHSCP's rigorous climate and sustainability standards. The Governor's Budget proposes to provide up to \$560 million for the affordable housing component from the state's Cap-and-Invest program.

The sustainable communities and agricultural land conservation components of AHSCP will continue to be administered by the Strategic Growth Council and be updated to support more flexible, catalytic infrastructure investments aligned with regional priorities, maximizing the impact of limited resources to more effectively deliver climate-aligned housing. The Governor's Budget proposes to provide up to \$240 million for the affordable housing component from the state's Cap-and-Invest program. The Governor's proposed trailer bill language can be found [here](#).

Two-Year Bills of Interest

AB 1198 (Haney) Prevailing Wage – WATCH

This bill impacts public works contracts by requiring that any change in prevailing wage rates be applied biannually to *all* public works contracts awarded, until the projects' completion, as determined by the Director of Industrial Relations. The bill also allows contractors, awarding bodies, or their representatives to file a verified petition within 20 days to review a rate determination. The Director must then investigate or hold a hearing and issue a final determination within 20 days, which is sent to the awarding body and interested parties. ***In the Senate, pending referral to policy committee.***

AB 1421 (Wilson) Road Usage Charge Technical Advisory Committee – WATCH

This bill requires the California Transportation Commission (CTC), in partnership with the Transportation Agency (CalSTA), to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The report would be due to the Legislature by January 1, 2027. ***This bill is in the Assembly Appropriations Committee.***

New Bills of Interest

AB 1599 (Ahrens) California Transit Stop Registry – WATCH

This bill would require the Department of Transportation to create the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops by December 31, 2026. Additionally, this bill would require all transit operators that qualify for the funding under the Mills-Alquist-Deddeh Act to ensure that the name, location, of each of their transit stops are accurately reflected in the California Transit Stop Registry. ***In the Assembly Transportation Committee.***

AB 1837 (Mark Gonzalez) Forward Facing Camera Reauthorization – WATCH

Sponsored by the California Transit Association, this bill would extend the existing authorization for transit agencies to install forward-facing automated parking cameras to combat the issue of cars parked in bus lanes and help ensure transit reliability. This authorization – originally enacted in 2022 – is set to expire on January 1, 2027. ***In the Assembly, pending referral to policy committee.***

AB 1944 (Lee) Zero-Emission Bus Axle Weight Limit – WATCH

Also sponsored by the California Transit Association, this bill would amend the axle weight limits that apply to zero-emission buses purchased by California transit agencies by postponing the dates by which

certain axle weight limits apply. This proposal would provide for a near-term increase in axle weight limits to help facilitate continued compliance with the California Air Resources Board's Innovative Clean Transit (ICT) regulation. ***In the Assembly, pending referral to policy committee.***

AB 2346 (Wilson) Safer E-Bikes, Safer Communities Act – WATCH

This bill makes lower-speed electric bicycles (class 1 and 2 e-bikes) safer by requiring speedometers and integrated lights on all e-bikes. This bill also provides local governments with the authority to impose e-bike speed limits and sets a state-wide speed limit of 15 mph for minors under 15 years old operating any device. Lastly, AB 2346 requires manufacturers and retailers of e-bikes to provide consumers with disclosures on the type of bike and a clear summary of e-bikes laws and regulations. ***In the Assembly, pending referral to policy committee.***

MEMORANDUM

February 19, 2026

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: February Report

In February, Akin monitored developments in Washington, including the appropriations process, transportation updates, and funding opportunities. Susan Lent met with Solano Transportation Authority (STA) member cities and gave a presentation to the Board of Directors at its meeting on February 11 regarding federal funding opportunities, outlook for transportation legislation and plans to advocate for STA priorities in the coming year.

Fiscal Year 2026 Appropriations

On February 3, President Trump signed a [\\$1.2 trillion fiscal year \(FY\) 2026 minibus spending bill](#), providing full-year discretionary funding for federal agencies covered in five of the 12 annual spending bills (Defense; Financial Services and General Government; Labor, Health and Human Services, and Education; National Security, Department of State; and Transportation, Housing and Urban Development), including the Department of Housing and Urban Development and the Department of the Treasury. The Department of Homeland Security (DHS) was funded with a continuing resolution through February 13, but Congress failed to enact a stopgap spending bill amid Democratic concerns over immigration funding. As of February 14, DHS funding lapsed, leaving much of the department working without pay.

The final FY 2026 THUD bill provides \$8.82 billion more than the FY 2026 House bill and \$4.04 billion more than the Senate bill. The THUD bill includes \$145 million in supplemental funding for the RAISE grant program, above the \$1.5 billion in the Infrastructure Investment and Jobs Act (IIJA), and \$137,426,000 for CRISI of which \$87,426,000 is for community projects and \$50 million is for competitive grants. This is in addition to the \$1 billion in advance appropriations. The bill includes \$1 million for the Heart of Fairfield Downtown Project.

Department of Transportation Update

On February 2, DOT held a monthly meeting through its Office of Intergovernmental Affairs to discuss key updates and funding opportunities, including:

- Surface Transportation Reauthorization: DOT continues public engagement but there are no other significant updates.

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- Better Utilizing Investments to Leverage Development (BUILD) Grants: DOT [released](#) the FY 2026 BUILD NOFO in December 2025. Applications are due by February 24, 2026.
- Federal Aviation Administration Aviation Workforce Development Program: This NOFO is still working through DOT clearance and should be announced in the coming weeks.
- Federal Transit Administration All Stations Accessibility Program (“ASIP”): The FTA is planning to announce a NOFO for the ASIP program in the coming weeks. FTA anticipates making \$686 million available to support upgrades to subway, commuter rail and light rail systems for disabilities.
- Federal Transit Administration Bus Safety and Accessibility Research Program: DOT anticipates issuing a NOFO that supports safety and improves accessibility for all riders.
- Federal Transit Administration Transit Oriented Development Program: The FTA anticipates publishing \$14 million for a transit oriented development pilot program NOFO and \$10 million for a tribal transit NOFO.

Congressional Update

The House and Senate committees of jurisdiction are in the process of drafting their respective bills to reauthorize surface transportation programs with the current law expiring on September 30, 2026. House Transportation and Infrastructure Committee Chair Sam Graves (R-MO) has said that the Committee plans to mark up the bill in February, but has not scheduled a markup to date. The Senate Committee on Commerce, Science and Transportation, which has jurisdiction over ports and rail; the Senate Committee on Environment and Public Works, which has jurisdiction over highways and environmental programs; and the Senate Committee on Banking, Housing and Urban Affairs, which has jurisdiction over public transportation programs, must separately draft bills to cover programs under their jurisdiction. There is no word on timing for those markups. As is typical with these bills, the Administration in power will also offer recommendations. It has been reported that the Department of Transportation has proposed that the new law prohibit recipients of public transportation funding from providing free service to passengers.

Congress has traditionally not been able to pass surface transportation legislation before current law expires and has often passed short term extensions. That is likely to occur this year, particularly with the upcoming midterm elections and difficult questions regarding the level of funding to authorize, how to pay for transportation programs and which programs and policies to include in the new law.

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On February 4, the Senate Committee on Commerce, Science and Transportation held a [hearing](#) to examine the current state of autonomous vehicle (AV) technology and the role of Congress in establishing a federal regulatory framework. The hearing focused on AV innovation and how to reconcile federal oversight with state and local authority. Jeff Farrah, Chief Executive Officer of the Autonomous Vehicle Industry Association, [spoke](#) at the hearing and emphasized the importance of AV in improving roadway safety.

Bills of Interest

On January 27, Sen. Tammy Duckworth (D-IL) introduced [S.3701](#) in the Senate. The bill would establish a competitive grant program to provide capital assistance for the maintenance, replacement, and rehabilitation of commuter rail bridges. There are no cosponsors for the bill. The bill was referred to the Committee on Banking, Housing, and Urban Affairs.

On January 29, Sen. Tim Sheehy (R-MT) introduced [S.3728](#) in the Senate. The bill would remove the requirement that the Secretary of Transportation consider the committed or anticipated non-Federal funding for long distance intercity passenger rail routes under the Corridor Identification and Development Program. Sen. Jeff Merkley (D-OR) cosponsored the bill. The bill was referred to the Committee on Commerce, Science, and Transportation.

On January 30, Rep. Lateefah Simon (D-CA) introduced [H.R.7298](#) in the House. The bill would amend the Federal Public Transportation Act of 2012 to expand eligibility for the transit-oriented development planning grant program to pre-development activities. Rep. Sara Jacobs (D-CA) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On February 9, Rep. Kristen McDonald (D-MI) introduced [H.R.7437](#) in the House. The description of the bill states that it would improve federal transportation programs. As of February 19, the text of the bill is not yet available to confirm details. Rep. Robert Bresnahan (R-PA) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On February 9, Rep. Troy Nehls (R-TX) introduced [H.R.7442](#) in the House. The bill would eliminate the Carbon Reduction and PROTECT programs and dedicate the funding to a new bridge formula program that distributes funding based primarily on overall deck area. There are [3 cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On February 10, Rep. Wesley Bell (D-MO) introduced [H.R.7461](#) in the House. The bill would direct the Administrator of the Federal Emergency Management Agency to submit a

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monthly report on the status of all projects and activities funded through the Disaster Relief Fund. Rep. Jared Moskowitz (D-FL) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On February 12, Sen. Richard Blumenthal (D-CT) introduced [S.3871](#) in the Senate. The bill would amend title 23, United States Code, and the Infrastructure Investment and Jobs Act with respect to vehicle roadside crashes and work zone safety. As of February 18, a text of the bill is not yet available to confirm details. Sen. Deb Fischer (R-NE) cosponsored the bill. The bill was referred to the Committee on Commerce, Science, and Transportation.



DATE: March 13, 2026
 TO: Solano County Intercity Transit Consortium
 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 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.

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. 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 sign-up 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 \$ 333,820.80. 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 PARTICIPATION FISCAL YEAR COMPARISON

FISCAL YEAR COMPARISON					
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 PARTICIPATION COMPARISON

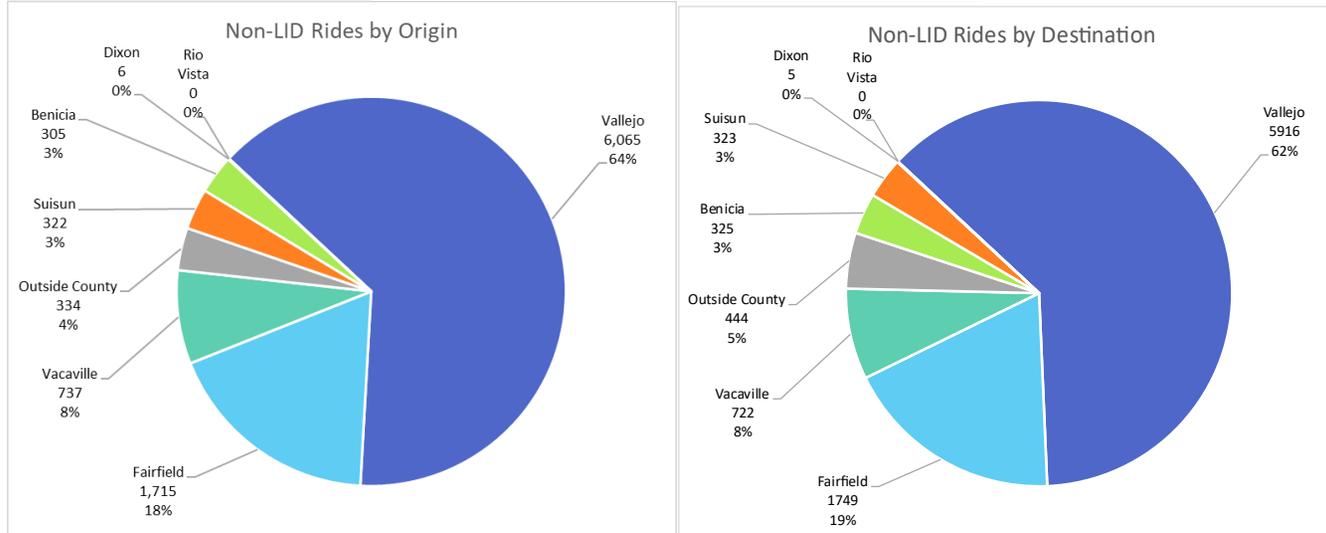
Participation by City- Q1 & Q2 FY 2025-26

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

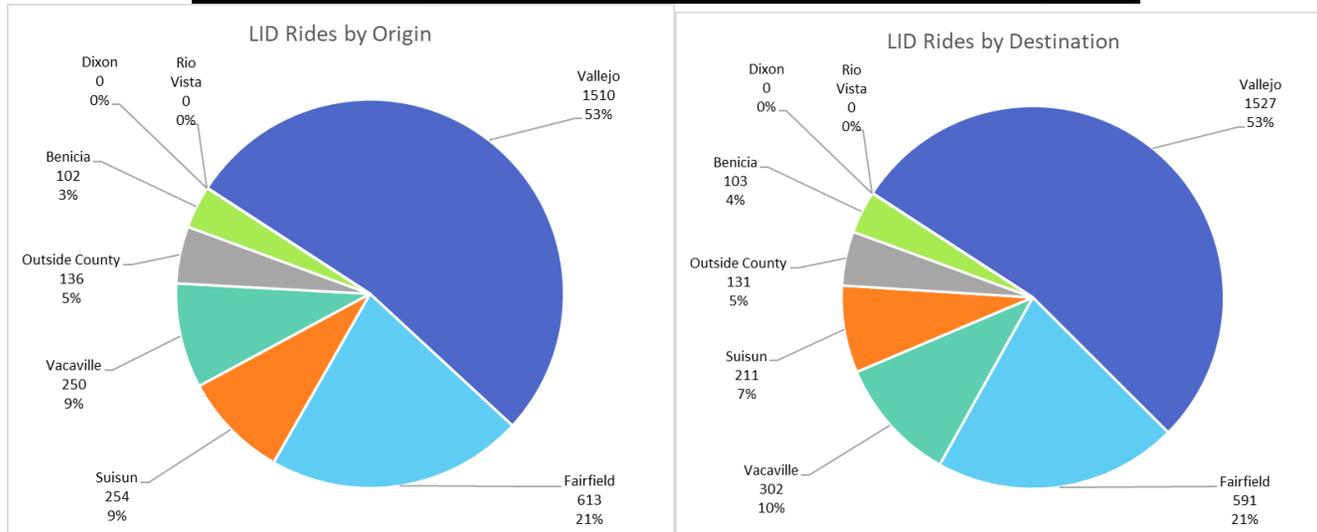
Destination	2 for 1	B4B	CC+L	FLM	GRH	GR	Vanpool
Benicia	0	0	0	0	2	1	0
Dixon	0	0	0	0	0	1	0
Fairfield	0	3	3	11	3	4	1
Rio Vista	0	0	0	0	0	0	0
Suisun City	0	0	2	1	0	0	0
Vacaville	0	0	2	4	1	4	0
Vallejo	0	0	0	3	0	4	0
Other	3	4	21	36	8	32	12
Total:	3	7	28	55	14	46	13

FIRST/LAST MILE ORIGIN AND DESTINATION SUMMARY BY CITY

FY 2025-26 Quarter 2 – Non-LID



FY 2025-26 Quarter 2 - Low-Income Discount (LID)



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	

38

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR NOVEMBER

November 2025 - Express Vanpool Ridership Data

	3-Nov	4-Nov	5-Nov	6-Nov	7-Nov	10-Nov	11-Nov	12-Nov	13-Nov	14-Nov	17-Nov	18-Nov	19-Nov	20-Nov	21-Nov
Morning															
V1 (6:30)	4	8	4	4	5	5	3	5	3	5	5	6	4	4	4
V2 (6:45)	2	4	2	4	3	2		0	2	3	2	5	2	2	3
V3 (7:30)	2	2	2	3	1	1		2	2	1	2	2	5	3	0
D1 (6:45)	1	1	2	2	2	1		2	0	0	1	1	0	2	1
AM Total	9	15	10	13	11	9	3	9	7	9	10	14	11	11	8
Afternoon															
V1 (4:30)	2	5	4	5	2	1	2	2	2	2	1	4	3	3	2
V2 (5:15)	0	2	1	2	1	0		2	0	2	3	5	6	3	2
V3 (5:45)	1	1	1	2	3	3		2	2	2	6	2	1	1	0
D1 (4:30)	2	2	2	0	1	1		1	1	0	2	2	2	1	1
PM Total	5	10	8	9	7	5	2	7	4	6	12	13	12	7	5
Daily Total	14	25	18	22	18	14	5	16	11	15	22	27	23	18	13
Weekly Total					97					61					103
Program Total					10089					10150					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	V1 (6:30)	2	6	5	5	4	V1 (6:30)	3	6	4	3	3
V2 (6:45)	2	2	3	3	5	V2 (6:45)	2	2	3	2	3	V2 (6:45)	2	2	3	3	4
V3 (7:30)	1	2	2	3	0	V3 (7:30)	2	3	3	1	0	V3 (7:30)	2	3	1	0	0
D1 (6:45)	3	2	1	0	1	D1 (6:45)	1	1	2	1	1	D1 (6:45)	1	1	3	1	1
AM Total	12	15	10	10	9	AM Total	7	12	13	9	8	AM Total	8	12	11	7	8
Afternoon																	
V1 (4:30)	3	4	4	3	3	V1 (4:30)	1	5	3	2	2	V1 (4:30)	1	4	5	1	2
V2 (5:15)	1	5	3	1	2	V2 (5:10)	1	4	1	3	2	V2 (5:10)	0	3	2	2	2
V3 (5:45)	3	2	1	1	1	V3 (5:45)	2	2	4	3	1	V3 (5:45)	2	2	3	2	1
D1 (4:30)	2	1	1	0	1	D1 (4:30)	2	2	4	1	1	D1 (4:30)	2	3	2	0	1
PM Total	9	12	9	5	7	PM Total	6	13	12	8	6	PM Total	5	12	12	5	6
Daily Total	21	27	19	15	16	Daily Total	13	25	25	17	14	Daily Total	13	24	23	12	14
Weekly Total					98	Weekly Total					94	Weekly Total					86
Program Total					10382	Program Total					10476	Program Total					10562
	22-Dec	23-Dec	24-Dec	25-Dec	26-Dec		29-Dec	30-Dec					December Monthly Total				
Morning																	
V1 (6:30)	3	4	2	0	2	V1 (6:30)	3	6				349					
V2 (6:45)	3	2	2	0	3	V2 (6:45)	1	2									
V3 (7:30)	1	0	1	0	0	V3 (7:30)	0	1									
D1 (6:45)	1	1	0	0	0	D1 (6:45)	0	1									
AM Total	8	7	5	0	5	AM Total	4	10									
Afternoon																	
V1 (4:30)	0	2	3	0	2	V1 (4:30)	2	4									
V2 (5:10)	2	0	0	0	1	V2 (5:10)	0	2									
V3 (5:45)	2	2	1	0	1	V3 (5:45)	2	0									
D1 (4:30)	3	1	0	0	0	D1 (4:30)	0	2									
PM Total	7	5	4	0	4	PM Total	4	8									
Daily Total	15	12	9	0	9	Daily Total	8	18									
Weekly Total					45	Weekly Total					26						
Program Total					10607	Program Total					10633						

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
American Canyon	1
Benicia	2
Fairfield	22
Suisun	0
Vacaville	14
Vallejo	9
Rio Vista	1
Work City	Number of Vans
Fairfield	3
Dixon	2
Through County	Number of Vans
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: March 13, 2026
 TO: STA TAC
 FROM: Jasper Alve, Senior Project Manager
 RE: Summary of Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months broken up by Federal, State, and regional sources.

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	Fiscal Year 2026 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.baagmd.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.