



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

*Solano Transportation Authority
... working for you!*423 Main Street, Suisun City, CA 94585-2413 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov

**TECHNICAL ADVISORY COMMITTEE (TAC)
1:30 p.m., Wednesday, February 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=OGl4aHZTSzdhUVA0Ym90T011bE92Zz09>
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.)	
✓ Planning Update	Robert Guerrero
○ PPA Presentation	Vikrant Sood
✓ Construction Update	Nick Burton
○ I-80/I-680/SR 12 CP5 Update	
○ SR 37 Fairgrounds Drive	
○ Westbound Truck Scales Design	
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 January 28, 2026	Johanna Masiclat
<u>Recommendation:</u> Approve TAC Meeting Minutes of January 28, 2026. Pg. 5	
B. Low Carbon Transit Operations Program (LCTOP) Population-Based and Revenue Funds for FY 2025-26	Ron Grassi
<u>Recommendation:</u> 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.	
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TAC MEMBERS

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

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

Debbie McQuilkin

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.

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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

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.

(1:50 – 2:00 p.m.)

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7. ACTION NON-FINANCIAL ITEMS

A. 2025 Final Congestion Management Program (CMP) Report

Dulce Jimenez

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.

(2:00 – 2:05 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION

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

Dulce Jimenez

(2:05 – 2:15 p.m.)

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

Jasper Alve

(2:15 – 2:25 p.m.)

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

Kathrina Gregana

(2:25 -2:35 p.m.)

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NO DISCUSSION

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

Debbie McQuilkin

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9. FUTURE AGENDA TOPICS

March and April 2026

1. Capitol Corridor Ridership Update
2. SF Bay Ferry Ridership Update
3. OBAG 4 Call for Projects
4. TDA Article 3
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 Draft Funding and Cost Sharing Agreement for FY 2026-27
11. Solano Express Intercity Bus Replacement Capital Plan Update
12. Solano Mobility Program – Commuter/Employer Program 2nd Quarter Report for FY 2025-26
13. Connected Mobility Plan / Solano Express Coordination Update
14. STA’s Overall Work Plan for FY 2026-27 and FY 2027-28

May and June 2026

15. OBAG 4 Call for Projects
16. TIRCP Funding Update
17. SR 12 and SR 113 Corridor Update
18. Model Update
19. Water Ways/Dredging Update
20. STAF Population-Based Funding Plan for FY 2026-27
21. Solano Express Draft Funding and Cost Sharing Agreement for FY 2026-27
22. Solano Mobility Program – Commuter/Employer Program 2nd Quarter Report for FY 2025-26
23. 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, March 25, 2026**, at STA Office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

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)

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TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the Meeting of
January 28, 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:

Neil Leary (Zoom)	City of Benicia
Jordan Santos for Chris Fong	City of Dixon
Sanjay Mishra	City of Fairfield
Greg Malcolm (Zoom)	City of Rio Vista
Noaue Vue (Zoom)	City of Suisun City
Brian Oxley	City of Vacaville
Oscar Alcantara (Zoom)	City of Vallejo
Matt Tuggle (Zoom)	County of Solano

TAC Members

Absent:

STA Staff and

Others Present:

(In Alphabetical Order by Last Name)

Jasper Alve	STA
Amy Antunano	STA
Anna Bernard	STA College Intern
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 Masiolat	STA

2. APPROVAL OF THE AGENDA

On a motion by Nouae Vue and a second by Greg Malcolm, the STA TAC unamously approved the agenda.

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

- ✓ OBAG 3 and 4 Update provided by Jasper Alve
- ✓ STA Model Update and Draft Land Use Analysis provided by Robert Guerrero and Dulce Jimenez
- ✓ Nick Burton provided updates on ongoing projects as follows:
 - Construction Update
 - I-80 Express Lanes Operations Update
 - SR 37 Fairgrounds Drive
 - Westbound Truck Scales Design

5. CONSENT CALENDAR

On a motion by Sanjay Mishra and a second by Nouae Vue, the STA TAC unanimously approved Consent Calendar Items A and B. (8 Ayes) STA staff pulled Item C for further discussion.

A. Minutes of the TAC Meeting of December 17, 2025

Recommendation:

Approve TAC Meeting Minutes of December 17, 2025.

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

Recommendation:

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

C. Low Carbon Transit Operations Program (LCTOP) Funding for FY 2025-26

Ron Grassi outlined the allocation and fund swap process of population based and revenue-based.

Recommendation:

Forward a recommendation to the STA Board and MTC to allocate LCTOP Population-Based Funds and any swaps between agencies of revenue-based funds.

On a motion made by Sanjay Mishra and a second by Greg Malcolm, the STA TAC unanimously approved the recommendation.

6. ACTION FINANCIAL ITEMS

- A. None.**

7. ACTION NON-FINANCIAL ITEMS

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

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

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Safe Routes to School Annual Report: July 2024-June 2025 as shown in Attachment A.

On a motion by Nouae Vue, and a second by Sanjay Mishra, the STA TAC unanimously approved the recommendation. (8 Ayes)

8. INFORMATIONAL ITEMS

A. Regional Transportation Impact Fee – Fiscal Year 2025-26 1st Quarter Report

Jasper Alve outlined the first quarter RTIF revenue by district for FY 2025-26.

B. Comprehensive Transportation Plan (CTP) - Draft Prioritized Arterials, Highways and Freeways Projects

Dulce Jimenez noted that to continue moving this effort forward, STA staff is requesting committee members to review the draft list and take formal action at the February 11th AHF meeting by approving the draft project list. This approval will allow STA staff to proceed with a tangible project list that will continue to be refined as part of the broader CTP planning effort, which is anticipated to be completed by the end of Fiscal Year 2025–2026.

C. Comprehensive Transportation Plan (CTP) - Draft Tiered List of Active Transportation Projects Follow up to the Active Transportation Committee

Dulce Jimenez commented that the draft project list was presented to the Active Transportation Committee (ATC) committee meeting held on January 14, 2026 in which the ATC committee took formal action to approve the draft project list and release them for public comment, from January 14, 2026 to March 1, 2026.

D. Draft 2025 Congestion Management Program (CMP) Report

Dulce Jimenez noted that with the latest guidelines released in Spring 2025, STA staff developed the CMP 2025 Draft Report to align with MTC’s guidelines that support Plan Bay Area 2050 visions and guiding principles. She added that STA staff anticipate recommending a Final Draft Report by February, Solano County Intercity Transit Consortium/TAC meetings for STA Board’s review and adoption by the March 2026 STA Board Meeting.

NO DISCUSSION

D. Solano Mobility Program – Commuter and Employer Program First Quarter Report for FY 2025-26

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 January through April 2026.

10. ADJOURNMENT

The next regular meeting of the STA Technical Advisory Committee (TAC) is scheduled at **1:30 p.m., Wednesday, January 28, 2026**, at STA Office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

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DATE: February 13, 2026
TO: STA TAC
FROM: Ron Grassi, Director of Programs
RE: Low Carbon Transit Operations Program (LCTOP) Population-Based and Revenue Funds for FY 2025-26

Background:

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

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

Discussion:

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

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

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

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

- Project title
- Brief project description

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

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

Fiscal Impact:

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

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.

Attachments:

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

DRAFT
MTC Estimate - Not Final

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

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

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

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

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

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

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

LCTOP Allocation

FY 2025-26

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

LCTOP Allocations and Swaps

Attachment C

LCTOP Population Based Allocation Cycle 2

Draft Recommendation

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

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

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

|



DATE: February 17, 2026
TO: STA TAC
FROM: Debbie McQuilkin, Program Manager
RE: Community Based Transportation Plan (CBTP) for the City of Dixon

Background:

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

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

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

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

Discussion:

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

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

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

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

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

Fiscal Impact:

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

Recommendation:

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

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



DATE: February 13, 2026
TO: STA TAC
FROM: Dulce Jimenez, Assistant Planner
RE: Bay Area Air District Transportation Funds for Clean Air (TFCA) 40% Fund Program Fiscal Year (FY) 2026-27 Call for Projects

Background:

The Bay Area Air District's Transportation Fund for Clean Air (TFCA) is collected from a \$4 fee on all vehicle registrations within the Air District's boundaries. The initial 60% of these funds are applied to the TFCA Regional Program, which is administered by the Bay Area Air District. The remaining 40% is distributed to each Bay Area County Congestion Management Agency (CMA) through the TFCA 40% Fund Program.

The Bay Area Air District, in coordination with the nine CMA's, establishes TFCA policies for both programs annually. TFCA discretionary funds can be programmed towards active transportation and clean air projects, such as electric charging stations and rideshare programs. Southwestern portions of Solano County are eligible to apply for these funds. This area includes the cities of Benicia, Fairfield, Suisun City, and Vallejo, as well as the adjacent unincorporated areas. The Yolo-Solano Air Quality Management District provides similar funding (i.e. Clean Air Funds through a different process) for the remaining cities of Dixon, Rio Vista, Vacaville, and the adjacent unincorporated areas.

All eligible projects must meet cost-effectiveness requirements that demonstrate the capabilities of the projects to advance air emission reduction goals. Project sponsors must submit monitoring reports twice a year. The next round of monitoring reports is due in May 2026. STA staff aims to identify projects that align well with the goals of both the Bay Area Air District and STA.

Discussion:

As part of this upcoming fiscal year funding cycle, the Bay Area Air District provided a one-time funding augmentation of \$1.0 million to fund active transportation projects, for a total of \$1,273,597 available for programming in FY 2026-27 by the STA.

The Solano Mobility Employer Commuter Program has remained a priority program for the STA Board to reduce congestion and to promote the use of travel alternatives in Solano County. Benefits of the program include marketing and promotion of commute alternatives through transit brochure distribution, vanpool formations, bicycle and pedestrian education, employer programs, marketing events, and incentive campaigns. The program continues to be one of the most cost-effective clean air programs in terms of air emission reduction benefits as calculated through Bay Area Air District TFCA program. STA staff recommends allocating \$261,500 to fund Solano Mobility Employer Commuter Programs. The TFCA funds will assist in matching funds provided by the Yolo-Solano Air Quality Management District and State Transit Assistance Funds.

With the remaining fund balance of \$1.0 million, STA staff is recommending that the STA Board issue a Call for Projects at the March 11, 2026, STA Board Meeting, with applications due on April 20, 2026. STA staff will review the submitted applications and calculate the cost-effectiveness benefit before providing an approval recommendation to the STA Board at their June 10, 2026, meeting.

Fiscal Impact:

The FY 2026-27 Transportation Fund for Clean Air (TFCA) 40% Fund discretionary capacity is estimated to be \$1,273,597. Funds are provided by the Bay Area Air District. \$273,597 is recommended to fund the Solano Mobility Employer Program.

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.

Attachment:

- A. Fiscal Year (FY) 2026-27 TFCA 40% Fund Program Call for Projects Schedule

FY 2026-27 TFCA 40% Fund Program Call for Projects Schedule:

Release the Call for Projects and Application Package — March 13, 2026

Deadline for Applications — April 20, 2026

Project Review Process by STA — Week of April 20, 2026

Draft Project Recommendations to the STA TAC — for May 27, 2026

Draft Project Recommendations to the STA Board — June 10, 2026

Funding Agreements* will be sent out in late August 2026

**Grant recipients approved for TFCA funding will need to execute a funding agreement once the Bay Area Air District staff have reviewed and approved the FYE 2027 project submittals.*

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DATE: February 13, 2026
TO: STA TAC
FROM: Dulce Jimenez, Assistant Planner
RE: 2025 Final Congestion Management Program (CMP) Report

Background:

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

Discussion:

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

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

Fiscal Impact:

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

Recommendation:

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

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

Attachment:

- A. For immediate review and printing:

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

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DATE: February 13, 2026
TO: STA TAC
FROM: Dulce Jimenez, Assistant Planner
RE: Comprehensive Transportation Plan (CTP) - Draft Prioritized Transit and Rideshare Projects

Background:

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

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

Discussion:

During Fall 2025, STA staff commenced evaluating member agency projects submitted for all three CTP elements, utilizing the Board-approved Project Prioritization Criteria to categorize projects and programs into priority tiers. At this point, STA staff have completed the scoring of the Active Transportation and Arterials/Highways/Freeways projects and are now concluding the evaluation process with the Transit and Rideshare projects.

Similar to the previous two CTP elements, the Draft Tiered Transit and Rideshare projects illustrate how each project performed under each evaluation criterion, represented using three colors: green for strong performance, yellow for lower performance, and gray for minimal or no points awarded. The draft Tiered List of Transit and Rideshare Projects is shown in Attachment A.

STA staff request 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.

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

Following the March Transit and Rideshare Committee meeting, a public comment period will be initiated to solicit additional input. Any comments received during this period will be considered and, as appropriate, incorporated into the refined list of projects that will be presented with the CTP Final Plan.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Draft Tiered List of Transit and Rideshare Projects

DRAFT TRANSIT AND RIDESHARE PROJECT LIST - PROPOSED TIER 1

Key for Color Coding:	
Green - Scored High to Medium	
Yellow - Scored Medium to Low	
Gray - No points were given and/or criteria may have not been applicable	

Jurisdiction	Project Name	Project Description	Mobility/Connectivity	Access	Safety	Sustainability/Resiliency	Equity	System Maintenance	User Comfort	Funding/Project Readiness	Local Needs and Priorities	Arterials, Hways, & Fwy	Active Transportation		Transit		
													Bicycle	Ped			
Benicia	East 5th Sidewalk between East N St & East O St <i>* Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i>	East 5th St sidewalk and walkability improvements from East N to East O- Improve access to transit stops, install sidewalk and ADA compliant curb ramps, curb bulb outs, RRFb's, high visibility cross walks.															
Benicia	Military East and East 3rd Intersection Improvements <i>* Submitted by member agency as a priority*</i> <i>*From 2020 STA ATP Plan*</i>	Install bulb outs, ADA compliant curb ramps, RRFb's, high visibility cross walks to improve access to transit and schools.															
Solano County	Fairgrounds Mobility Hub <i>*From 2020 CTP Transit Element*</i>	Construct a new facility w/parking spaces and bus bays; Solano County Fairgrounds property.															
STA/Suisun City/Fairfield	Solano Rail Hub Project - station improvements and pedestrian crossing <i>*From 2020 SMART Feasibility Study*</i> *Completed Planning Studies, Initiating PA&ED and PS&E for the Pedestrian Crossing between Suisun City/Fairfield*	The Solano Rail Hub Project — located at the site of the current Suisun-Fairfield Amtrak/Capitol Corridor Station — seeks to make ADA upgrades and expand the current station and create seamless connections between the two cities.															

DRAFT TRANSIT AND RIDESHARE PROJECT LIST - PROPOSED TIER 2

Key for Color Coding:

Green - Scored High to Medium

Yellow - Scored Medium to Low

Gray - No points were given and/or criteria may have not been applicable

Jurisdiction	Project Name	Project Description	Mobility/Connectivity	Access	Safety	Sustainability/Resiliency	Equity	System Maintenance	User Comfort	Funding/Project Readiness	Local Needs and Priorities	Arterials, Hwys, & Fwy	Active Transportation		Transit	
													Bicycle	Ped		
Dixon	SR-113 Improvements <i>*Submitted by member agency as a priority*</i>	TSM, TDM and ITS (e.g., incentives for carpooling, transit services, park-and-ride facilities, advance curve warning signs, speed feedback signs, fog detection).	Yellow	Yellow	Yellow	Gray	Green	Yellow	Gray	Yellow	Green	Yellow	Gray	Gray	Yellow	Yellow
Fairfield	Hannigan Train Station Intermodal Center Phase 2 <i>*From 2020 CTP Transit Element*</i>	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station.	Green	Green	Yellow	Gray	Yellow	Yellow	Green	Green	Gray	Yellow	Gray	Gray	Green	Green
Suisun City	Denverton Curve Parcel Development <i>*Submitted by member agency as a priority*</i> <i>*New project*</i>	This vacant parcel will be developed into a paved park-and-ride lot, featuring enhancements such as street lighting, fencing, landscaping, bioretention facilities, and utilities including storm drainage and stubouts for water and sanitary sewer. Additionally, a sidewalk will be constructed along the western and northern perimeters.	Green	Green	Yellow	Gray	Green	Yellow	Gray	Yellow	Green	Yellow	Gray	Yellow	Green	Yellow
Vallejo	Vallejo Station ferry terminal parking structure (Phase B) <i>*From 2020 CTP Transit Element*</i>	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking.	Green	Green	Yellow	Gray	Green	Yellow	Gray	Green	Gray	Gray	Gray	Gray	Green	Green
Vallejo	Transit Centers Lyft/Uber designated meeting zones <i>*From 2020 CTP Transit Element*</i>	Install designated meeting zones for Lyft/Uber rides at Curtola Park and Ride and downtown Vallejo Transit Center.	Green	Green	Gray	Gray	Green	Gray	Gray	Yellow	Gray	Gray	Gray	Gray	Green	Green
STA	Solano Mobility Program <i>*From 2020 CTP Transit Element*</i>	The Solano Mobility Program consists of the following programs that support the mobility of all Solano County residents, supporting vulnerable populations such as older adults, people with disabilities, and low-income residents: Call Center, Employer/Commuter Programs, Older Adults & People with Disabilities, and Veterans Programs.	Yellow	Green	Green	Yellow	Green	Gray	Gray	Green	Green	Gray	Gray	Gray	Yellow	Yellow

DRAFT TRANSIT AND RIDESHARE PROJECT LIST - PROPOSED TIER 3

Key for Color Coding:
Green - Scored High to Medium
Yellow - Scored Medium to Low
Gray - No points were given and/or criteria may have not been applicable

Jurisdiction	Project Name	Project Description	Mobility/ Connectivity	Access	Safety	Sustainability/ Resiliency	Equity	System Maintenance	User Comfort	Funding/ Project Readiness	Local Needs and Priorities	Arterials, Hwy's, & Fwy	Active Transportation		Transit	
													Bicycle	Ped		
Benicia	Benicia Marina/East B Street Parking Lot Pavement Project <i>* Submitted by member agency as a priority*</i>	Paving, striping, curb ramp, and sidewalk improvements to dirt parking area adjacent to the Benicia Marina main dock to improve ADA accessibility and parking quantity.	Yellow	Green	Gray	Gray	Gray	Gray	Gray	Yellow	Green	Gray	Gray	Green	Gray	Gray
Benicia	Benicia Marina Dock Assessibility Upgrades <i>* Submitted by member agency as a priority*</i>	Upgrades to Benicia Marina floating dock to improve ADA accessibility and structure durability.	Gray	Yellow	Gray	Gray	Gray	Gray	Gray	Yellow	Green	Gray	Gray	Gray	Gray	Gray
Benicia	Bridge between Schools (Study) <i>* Submitted by member agency as a priority*</i>	Bridge between schools as a transit access link in addition to linking schools (feasibility study).	Yellow	Yellow	Gray	Gray	Gray	Yellow	Gray	Yellow	Green	Yellow	Gray	Gray	Gray	Gray
	Solano Express Capital Bus Replacement	TBD	Yellow	Gray	Gray	Gray	Gray	Gray	Gray	Yellow	Gray	Gray	Gray	Gray	Gray	Gray

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

Background:

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

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

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

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

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

Discussion:

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

There are several key differences between MTC's OBAG 4 framework compared to OBAG 3. One of the key differences is OBAG 4 includes funding for Senate Bill 125 (SB 125). This funding totaling \$100 million serves as a local match to receive SB 125 funding to help transit agencies in the Bay Area address operating and capital budget shortfalls. Below is also a list of other key differences.

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

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

Solano County's 120% nomination target is higher for OBAG 4 compared to OBAG 3. Specifically, the target increased from \$19.2 million in OBAG 3 to \$19.830 million – a difference of approximately \$630,000. The OBAG 4 nomination target does not include any supplemental base planning and implementation funding. The supplemental funding that the STA Board approved as part of OBAG 3 was \$4.09 million. STA staff will return to the TAC for approval and, subsequently, STA Board, for any supplemental funding requests prior to releasing the CFP for OBAG 4.

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

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

Fiscal Impact:

None to the STA.

Recommendation:

Informational.

Attachments:

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

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OBAG CYCLE 3 - FUNDING RECOMMENDATIONS

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

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

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

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 11, 2026

Agenda Item 4a-26-0192

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

Subject:

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

Background:

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

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

General OBAG 4 Policies

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

OBAG 4 County Program

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

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

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

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

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

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

Table 1: Proposed OBAG 4 County Program Summary

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

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

**Nomination targets based on 120% of available funds

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

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

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

OBAG 4 Regional Program

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

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

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

Table 2: Proposed OBAG 4 Regional Program Categories

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

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

Issues:

None.

Recommendations:

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

Attachments:

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



Andrew B. Fremier

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

ABSTRACT

Resolution No. 4740, Revised

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

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

The resolution includes the following attachments:

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4740

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

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

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

Attachment A
Resolution No. 4740

One Bay Area Grant (OBAG 4) Program

Project Selection and Programming Policies

One Bay Area Grant (OBAG 4) Program

Project Selection and Programming Policies

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Overview

Summary

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

Purpose and Background

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

Previous OBAG cycles included:

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

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

Principles

The OBAG 4 County Program is designed to:

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

The OBAG 4 Regional Program is designed to:

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

Capacity

Initial Estimate

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

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

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

SB 125 Transit Operations Commitment

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

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

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

Structure

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

Regional Program

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

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

County Program

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

Project Lists

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

General Policies

Project Delivery

Regional Project Delivery Policy

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

Associated processes and requirements as implemented in OBAG 4 include:

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

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

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

Obligation Deadline

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

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

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

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

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

Delivery Issues

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

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

Project Requirements

Federal and State Requirements

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

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

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

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

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

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

Regional Policies

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

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

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

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

Fund Exchanges

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

Regional Fund Management

Programming Years

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

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

Fund Source Assignment

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

Apportionment Exchanges

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

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

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

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

Advance Construction

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

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

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

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

Regional Program Policies

Calls for Projects

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

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

Regional Program Set-Asides

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

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

TOC Set-Aside

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

North Bay Augmentation

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

County Program Policies

Roles

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

Eligible Activities

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

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

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

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

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

CTA Planning

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

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

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

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

Nomination Targets

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

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

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

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

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

Table 2: County Nomination Targets

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

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

**Nomination targets based on 120% of available funds

Outreach

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

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

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

Public Engagement

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

At a minimum, MTC and CTAs are required to:

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

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

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

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

Agency Coordination

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

Title VI Responsibilities

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

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

Resources

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

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

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

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

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

Documentation

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

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

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

Sponsor Requirements

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

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

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

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

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

Attachment B-1
MTC Resolution No. 4740
OBAG 4 Regional Programs
FY 2026-27 through FY 2029-30
February 2026

MTC Res. No. 4740 Attachment B-1
 Adopted: 01/28/26-C
 Revised: 02/25/26-C

OBAG 4 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 4 REGIONAL PROGRAMS		\$360,000,000	\$0
1. PLANNING AND IMPLEMENTATION			
<u>Regional Planning and Program Implementation (Added)</u>	<u>MTC</u>	<u>\$40,000,000</u>	
1. PLANNING AND IMPLEMENTATION		\$40,000,000	\$0
2. GROWTH FRAMEWORK			
<u>Growth Framework Balance (Added)</u>	<u>TBD</u>	<u>\$35,000,000</u>	
2. GROWTH FRAMEWORK		\$35,000,000	\$0
3. ENVIRONMENT			
<u>Environment Balance (Added)</u>	<u>TBD</u>	<u>\$90,000,000</u>	
3. ENVIRONMENT		\$90,000,000	\$0
4. COMPLETE STREETS			
<u>Complete Streets Balance (Added)</u>	<u>TDB</u>	<u>\$30,000,000</u>	
4. COMPLETE STREETS		\$30,000,000	\$0
5. MULTIMODAL NETWORKS			
<u>Multimodal Networks Balance (Added)</u>	<u>TBD</u>	<u>\$115,000,000</u>	
5. MULTIMODAL NETWORKS		\$115,000,000	\$0
6. SET-ASIDES			
TOC Set-Aside	TBD	\$45,000,000	
North Bay Augmentation	TBD	\$5,000,000	
6. SET-ASIDES		\$50,000,000	\$0
OBAG 4 REGIONAL PROGRAMS	TOTAL:	\$360,000,000	\$0

**Attachment B-2
MTC Resolution No. 4740
OBAG 4 County Programs
FY 2026-27 through FY 2029-30
February 2026**

MTC Res. No. 4740 Attachment B-2
Adopted: 01/28/26-C
Revised: 02/25/26-C

OBAG 4 County Programs Project List

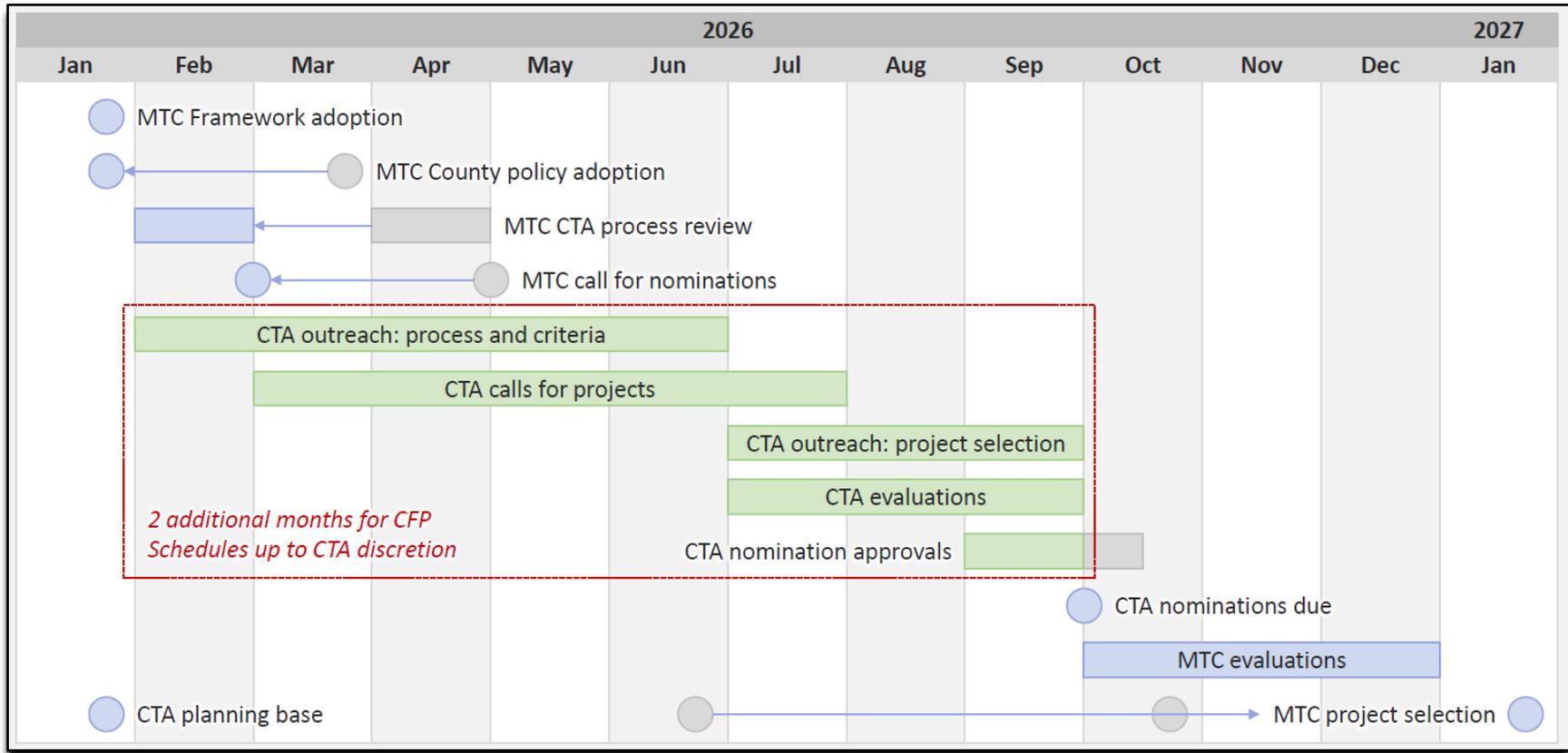
PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 4 COUNTY PROGRAMS		\$360,000,000
ALAMEDA COUNTY		
CTA Planning		
ACTC: Planning and Implementation Base (Added)	MTC	\$5,368,000
ALAMEDA COUNTY		\$5,368,000
CONTRA COSTA COUNTY		
CTA Planning		
CCTA: Planning and Implementation Base (Added)	MTC	\$4,868,000
CONTRA COSTA COUNTY		\$4,868,000
MARIN COUNTY		
CTA Planning		
TAM: Planning and Implementation Base (Added)	MTC	\$3,850,000
MARIN COUNTY		\$3,850,000
NAPA COUNTY		
CTA Planning		
NVTA: Planning and Implementation Base (Added)	MTC	\$3,850,000
NAPA COUNTY		\$3,850,000
SAN FRANCISCO COUNTY		
CTA Planning		
SFCTA: Planning and Implementation Base (Added)	MTC	\$4,957,000
SAN FRANCISCO COUNTY		\$4,957,000
SAN MATEO COUNTY		
CTA Planning		
C/CAG: Planning and Implementation Base (Added)	MTC	\$4,558,000
SAN MATEO COUNTY		\$4,558,000
SANTA CLARA COUNTY		
CTA Planning		
VTA: Planning and Implementation Base (Added)	MTC	\$5,849,000
SANTA CLARA COUNTY		\$5,849,000
SOLANO COUNTY		
CTA Planning		
STA: Planning and Implementation Base (Added)	MTC	\$3,850,000
SOLANO COUNTY		\$3,850,000
SONOMA COUNTY		
CTA Planning		
SCTCA: Planning and Implementation Base (Added)	MTC	\$3,850,000
SONOMA COUNTY		\$3,850,000
UNPROGRAMMED BALANCE		\$319,000,000
OBAG 4 COUNTY PROGRAMS	TOTAL:	\$360,000,000

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Attachment D: OBAG 4 Framework County Program Funding Nomination Targets

County	Base Planning and Programming Funds	County Targets				Total
		County Target Share	County Target	North Bay Augmentation	Total Target Nomination (120%)	
Alameda	\$5,368,000	20.3%	\$64,770,000		\$77,724,000	\$83,092,000
Contra Costa	\$4,868,000	13.6%	\$43,418,000		\$52,102,000	\$56,970,000
Marin	\$3,850,000	2.9%	\$9,275,000	\$1,250,000	\$12,630,000	\$16,480,000
Napa	\$3,850,000	1.5%	\$4,823,000	\$1,250,000	\$7,288,000	\$11,138,000
San Francisco	\$4,957,000	14.8%	\$47,213,000		\$56,656,000	\$61,613,000
San Mateo	\$4,558,000	9.5%	\$30,208,000		\$36,249,000	\$40,807,000
Santa Clara	\$5,849,000	26.7%	\$85,271,000		\$102,325,000	\$108,174,000
Solano	\$3,850,000	4.8%	\$15,275,000	\$1,250,000	\$19,830,000	\$23,680,000
Sonoma	\$3,850,000	5.9%	\$18,747,000	\$1,250,000	\$23,996,000	\$27,846,000
Total	\$41,000,000	100%	\$319,000,000	\$5,000,000	\$388,800,000	

Attachment E: OBAG 4 Draft Schedule





DATE: February 13, 2026
TO: STA TAC
FROM: Kathrina Gregana, Associate Planner
Debbie McQuilkin, Program Manager
RE: MTC Community Action Resource and Empowerment (CARE) Program Grant Opportunity

Background:

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

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

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

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

Discussion:

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

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

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

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

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

2. Participatory Budgeting and Project Delivery Component

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

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

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. MTC Presentation on the CARE Program

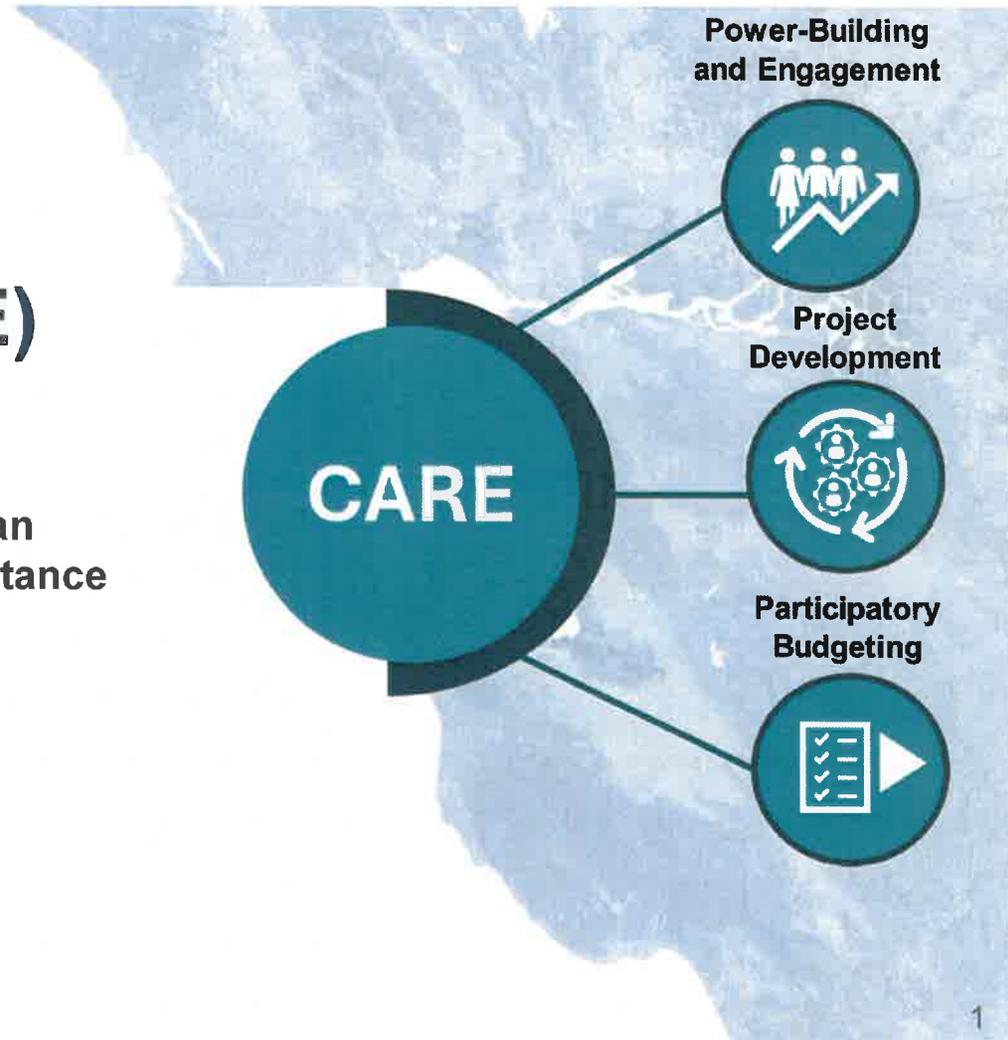
Community Action Resource and Empowerment (CARE) Program

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

MTC Programming and Allocations Committee
February 11, 2026



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



CARE Program & Components

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



Community Power-Building and Engagement (Pb+E)

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



Project Development Technical Assistance for CBTP Projects (CBTP TA)

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



Participatory Budgeting and Project Delivery (PB-PD)

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

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

CBTP TA Overview

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



**ADVANCE
CARE
MODEL**



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

Feedback Themes on Program Design

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

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

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

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

CBTP TA Proposal and Revised Framework

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

Revised Delivery Framework

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

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

CBTP TA County Funding Targets

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

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

PB - Project Delivery Focus Overview

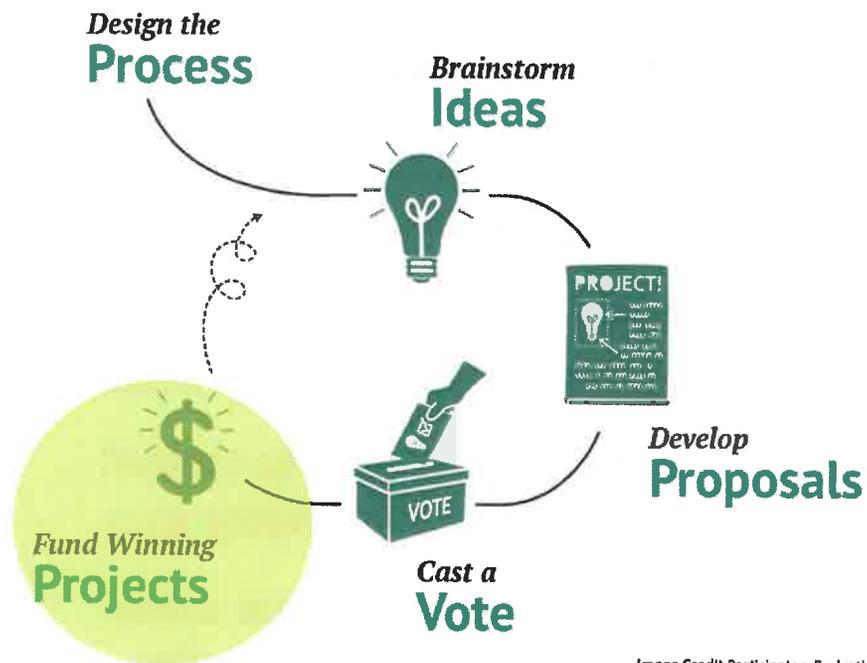


Image Credit ParticipatoryBudgeting.org

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

PB-PD Component Framework Development

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

Staff Recommendation and Next Steps

Current Recommended Action

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

Next Steps

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



DATE: February 3, 2026
TO: STA TAC
FROM: Debbie McQuilkin, Mobility Program Manager
RE: Solano Mobility Programs FY 2025-26 Q2 Report for
Older Adults and People with Disabilities, and Veterans Programs

Background:

The Solano County Mobility Management Program was developed in response to public input provided at two mobility summits held in 2009 and the Solano Transportation Study for Seniors and People with Disabilities completed in 2011. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 study. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan which included authorizing the STA to begin implementation of the four key priority elements identified in the 2014 Plan: Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program, Travel Training, Senior Driver Safety Information, and the Solano Mobility One Stop Call Center.

Between 2017 and 2018, eight (8) additional mobility summits were held throughout Solano County to update the plan. Based on the findings obtained from this outreach, the Medical Trip Concierge Program (through GoGo Grandparent) was implemented to address the number 1 issue that came up at that time: a need for transportation to and from medical appointments. Findings also recommended a need for medical transportation for Solano County Veterans, with specific emphasis on getting to and from the Martinez VA Clinic. Based on these findings, the Medical Trip Concierge Program using GoGo Grandparent was implemented in 2019 and the Veterans' Mobility Program was implemented as a pilot program in April of 2022. STA additionally manages the Intercity Taxi Card Program, which transitioned from Solano County in February of 2015, and the SolTrans Local Taxi Program utilizing the PEX card. Both taxi programs require ADA eligibility.

Discussion:

Utilization of the Mobility Programs continues to grow based on increased outreach efforts by STA's Solano Mobility staff. For the purposes of this report, STA staff will provide a fiscal year end highlights on the following programs:

1. Travel Training
2. Countywide ADA In-Person Eligibility Program
3. Taxi Card Program utilizing the PEX Card
4. Medical Trip Concierge using GoGo Grandparent
5. Veterans Mobility Program
6. Faith in Action Volunteer Driver Program

Program highlights are listed below, and program details are included in Attachment A, "Solano Mobility Program Update for FY 2025-26 Q2" and Attachment B, "Solano Mobility Program Details for FY 2025-26 Q2".

The Solano Mobility Older Adults, People with Disabilities, and Veterans Program is staffed by two full-time and one part-time employee.

FY2025-26 Q2 Outreach

- STA’s mobility staff presented, attended or tabled at 15 locations throughout Solano County reaching a total of 809 individuals. This outreach specifically targets locations and organizations that serve or house Seniors, People with Disabilities and Veterans within our county.
- STA staff continues to engage the Solano County Paratransit Coordinating Council (PCC) members and the Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) members for feedback and recommendations for program improvements. Both the PCC and the CTSA-AC advocate for the betterment of transportation and mobility for the Older Adult and Persons with Disabilities.

FY 2025-26 Q2 Highlights

- Completed final community engagement exercise for the Dixon Community Based Transportation Plan.
- Awarded highly competitive 5310 grant funding for Travel Training and Call Center Programs.
- Presentations provided to the PCC and the CTSA-AC regarding the Action 21 Framework for designating Mobility Managers in each county.
- Began exploring the addition of a second NEMT WAV partner for our GoGo program.

FY 2025-26 Goals

The main goal for this fiscal year is to continue extensive outreach to bring awareness of the Mobility Programs for Older Adults, People with Disabilities and Veterans to the community, while monitoring each program’s performance and growth. New outreach staff will bring a fresh perspective to this activity. STA staff are currently exploring options to improve timeliness and cost for the WAV vehicle ride aspect of the Medical Trip Concierge Services Program.

Performance Measures and Benchmarks

The STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks (Attachment C) were approved and adopted by the STA Board on July 13, 2022, and are used to measure the effectiveness of these programs. These performance measures and benchmarks both support the recommendations of the Metropolitan Transportation Commission’s (MTC) Blue Ribbon Transit Recovery Task Force and help STA staff determine the relevance and sustainability of the programs. STA staff have evaluated the Solano Mobility Programs for Older Adults, People with Disabilities and Veterans programs and determined that they meet the criteria as defined in the evaluation approach as approved by the STA Board.

Fiscal Impact:

The program budget amounts for FY 2025-26 are as follows:

Intercity Taxi Card Program	\$550,000
Medical Trip Concierge Program (GoGo)	\$600,000
Countywide Travel Training Program	\$200,000
ADA In-Person Eligibility Program	\$200,000
Faith In Action Volunteer Driver Program	\$45,000

These programs are funded by several sources: Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), FTA 5310 funds, and Kaiser Northern California Community Benefit Grant Funding.

Recommendation:

Informational.

Attachments:

- A. Solano Mobility Program Update for FY 2025-26 Q2
- B. Solano Mobility Program Details for FY 2025-26 Q2
- C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

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Solano Mobility Program 2nd^t Quarter Program Update for FY 2025-26

Travel Training Program

The Solano Travel Training Program was established following extensive countywide outreach conducted as part of the *2011 Solano Transportation Study for Seniors and People with Disabilities* and the *Solano Mobility Management Plan*. These efforts identified Travel Training as one of four priority strategies to improve mobility for older adults, people with disabilities, low-income, and transit-dependent residents.

Launched in 2014, the program helps participants learn how to safely and confidently use Solano County's public transit systems as well as regional transit like BART and the SF Bay Ferry through individualized and group instruction. It was developed collaboratively with local transit operators to ensure a consistent, countywide approach to training.

Today, the program is administered through a contract with Independent Living Resources (ILR), which provides professional trainers to assist participants with trip planning, fare payment, route navigation, and understanding transit accessibility features. The program continues to empower Solano County residents to travel independently and access essential destinations throughout the region.

- A total of 147 Travel Trainings (Individual, Field Trip and Classroom) were conducted in the 2nd Quarter of FY2025-26.
- 6 presentations to 99 audience members were completed.
- 1503 individuals received information during 31 Outreach activities (Tabling/Flyer Distribution/Presentations).

Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:

The Solano County Mobility Management Program was developed in response to public input from two mobility summits held in 2009 and findings from the *2011 Solano Transportation Study for Seniors and People with Disabilities*. That study identified Mobility Management as a key strategy to address the transportation needs of seniors, people with disabilities, low-income, and transit-dependent individuals.

On April 9, 2014, the STA Board unanimously adopted the *Solano County Mobility Management Plan*, authorizing implementation of four priority elements:

- Countywide In-Person ADA Eligibility and Certification Program
- Travel Training
- Senior Driver Safety Information
- One-Stop Transportation Call Center

Before STA's management, each Solano County transit operator conducted its own ADA eligibility assessments, resulting in inconsistent processes and eligibility standards. To create a more uniform and equitable system, STA implemented the Countywide ADA In-Person Eligibility Program on July 1, 2013, one of the plan's key elements.

The program provides eligibility evaluations for individuals who are unable to use fixed-route public transit due to a cognitive or physical disability, allowing them to become ADA paratransit certified. Certification provides access to curb-to-curb paratransit services and reduced-fare taxi programs across Solano County. Paratransit, Inc. now

administers the program, ensuring fair, respectful, and standardized evaluations for all applicants.

- A total of 116 Evaluations were conducted.
- Interviews are conducted in each of the County’s transit jurisdictions except for Rio Vista. All Rio Vista residents are provided with transportation to the Suisun City location for evaluations.

Taxi Card Program utilizing the PEX Card:

The Solano Intercity Taxi Card Program provides subsidized taxi rides for ADA-certified individuals traveling between transit service areas. Participants may purchase ride value through Solano Mobility, receiving \$100 in taxi fare for \$40, or \$20 for qualified low-income riders.

The program was initiated in February 2010 by the City of Vacaville following the dissolution of Solano Paratransit in 2009 and recommendations from two Mobility Summits focused on seniors and people with disabilities. Vacaville transferred the lead agency role to Solano County in July 2013, and the STA Board assumed program management on behalf of the seven cities and the County in June 2014, following a request from the County’s Department of Resource Management.

On February 1, 2015, program management officially transitioned to STA. The program converted from paper taxi scrip to a pre-paid Visa debit card (PEX Card) system with Countywide Zone Rates in October 2018, expanding eligibility to include both ambulatory and non-ambulatory riders. The transition was completed by September 2019.

As part of STA’s Veterans Mobility Program, Solano County Veterans of any age or ability may also register and receive the same benefits, with additional trip access to Travis Air Force Base, the Martinez VA Clinic, and the Hume Center.

- 489 Intercity Taxi trips were taken in the 2nd Quarter of FY 2025-26.

Medical Trip Concierge Program (GoGo Grandparents): The Solano Older Adults Medical Trip Concierge Program, operated through GoGo Grandparent, was developed in direct response to the *highest priority mobility need* identified by older adults and individuals with disabilities across Solano County—access to reliable transportation for medical appointments. This need was highlighted through extensive outreach conducted countywide by STA during community summits held in Fiscal Year 2017–18 as part of the update to the *Solano County Mobility Plan for Older Adults and People with Disabilities*.

The program provides 30 subsidized Uber and Lyft rides through GoGo Grandparent for Solano County residents age 60 and older or those ADA eligible. Rides may be used for medical and other essential trips, including travel to grocery stores, pharmacies, and food pantries, within Solano County. Rio Vista residents also have access to trips to and from three Antioch medical facilities. Certain locations in neighboring counties may also be accessed.

As part of STA’s Veterans Mobility Program, Solano County Veterans of any age or ability may also register and receive the same benefits, with additional trip access to Travis Air Force Base, the Martinez VA Clinic, and the Hume Center.

- 7,838 rides were taken using the GoGo Programs in Q2. 414 of these were Wheelchair Accessible Vehicle (WAV) rides.

Veterans Mobility Program:

The Veterans Mobility Program was created at the direction of the Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) following outreach conducted by STA during community summits in Fiscal Year 2017–18 as part of the *Solano County Mobility Plan for Older Adults and People with Disabilities*. The program builds on the success of the Solano Older Adults Medical Trip Concierge Program (GoGo Grandparent) and provides subsidized transportation for veterans of any age to medical appointments within Solano County and to key destinations in Contra Costa County, including the Martinez VA Clinic, Med Evals (QTR Assessment Center), and The Hume Center. Integrated into both the GoGo and Intercity Taxi Card programs, it helps ensure veterans have reliable access to essential medical services. The Veterans Mobility program started off slowly. However, with extensive outreach throughout the county, the program has begun to grow.

- 227 rides were provided to Veterans in Q2 of FY 2025-26, compared to the 84 rides taken in the same timeframe last year.
- *The statistics for this program are shown separately, but also incorporated into the total of the main GoGo data on Attachment A.*

Faith In Action Volunteer Driver Program:

Faith in Action (FIA) provides a volunteer driver transportation service for Solano County seniors 60 years and older. The contract between STA and FIA is to provide transportation services to older adults chronically ill and people with disabilities who are County Medical Services Programs (CMSP) eligible and/or Medi-Cal eligible to medical and Medi-Cal related appointments.

- FIA provided 152 rides in Q2 of FY 2025-26.

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Solano Mobility Q2 Program Details for FY 2025-26

Travel Training FY Comparison by Category

Travel Training Yearly Comparison							
	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26*
Individual Trainings	49	52	56	57	17	6	12
Group/Classroom Trainees	82	0	8	68	62	43	92
Field Trip Totals	16	2	18	14	23	1	7
Field Trip Trainees	83	13	97	74	214	125	43
Presentations Total	20	1	15	16	23	36	28
Audience Members	534	8	112	426	580	884	503
Outreach Activities	98	33	17	32	45	67	76
Number of People Reached	1480	239	817	2295	2264	4410	2341

*Through Q2

ADA Eligibility Results FY Comparison by Eligibility

ADA Eligibility Program FY25-26 Comparison								
	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY 24-25	FY 25-26**
Unrestricted	877	590	516	619	576	389	354	199
Conditional	76	53	47	35	56	45	74	34
Trip-by-trip	2	11	6	1	4	0	0	0
Temporary	56	19	13	19	31	12	12	3
Denied	13	6	7	0	1	37	14	9
Totals	1024	679	589	674	668	483	454	245

*Through Q2

Intercity Taxi Card Program FY Comparison by Month

ITX Trips Per Month FY Comparison							
	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26
Month	Taxi and PEX	PEX	PEX	PEX	PEX	PEX	PEX
July	413	267	240	278	186	193	205
August	482	262	316	298	203	233	168
September	408	289	347	286	197	207	175
October	452	259	266	238	185	200	170
November	455	260	249	240	191	189	151
December	500	292	253	216	176	171	168
January	516	269	299	274	265	247	0
February	460	262	296	277	238	228	0
March	346	318	313	284	268	242	0
April	203	303	263	311	257	210	0
May	259	273	273	247	282	186	0
June	251	260	355	259	237	176	0
Totals:	4,745	3,314	3,470	3,208	2,685	2,482	1,037

***Through Q2**

GoGo Program Trips FY Comparison by Month

Gogo Program Trips FY Comparison								
Month	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26
July	0	491	240	529	812	1194	1851	2551
August	0	894	146	558	848	1452	2257	2491
September	0	740	228	624	865	1433	2158	2407
October	0	809	494	662	935	1516	2372	2723
November	0	277	389	698	855	1597	2109	2437
December	0	273	430	663	871	1650	2082	2419
January	0	282	464	768	865	1621	2372	1974
February	0	264	425	716	965	1695	2235	
March	0	155	549	784	1163	1873	2579	
April	3	83	505	746	1049	2055	2598	
May	90	178	462	752	1153	2189	2600	
June	304	267	504	795	1167	2041	2495	
Total		4713	4836	8295	11548	20316	27708	17002

*Through Q2

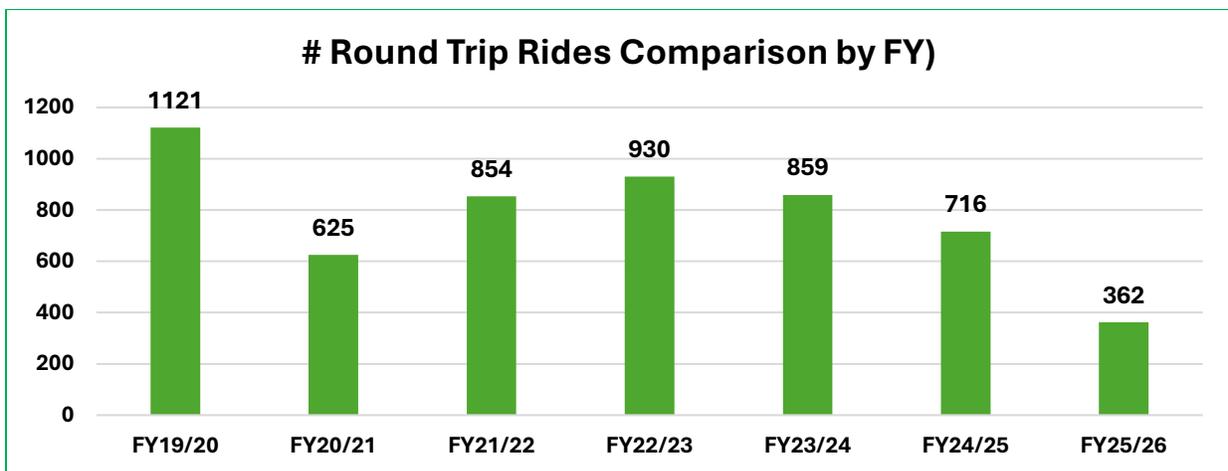
ATTACHMENT B

Veterans Program and Wheelchair Accessible Vehicle (WAV) Rides Through GoGo

Veterans Program and WAV (NEMT) Rides								
	Veterans				WAV/NEMT			
Month	FY22-23	FY23-24	FY24-25	FY25-26	FY22-23	FY23-24	FY24-25	FY25-26*
July	17	13	33	67	0	98	252	151
August	7	7	17	79	0	143	212	147
September	8	44	30	97	0	178	126	182
October	21	95	37	98	0	178	162	163
November	5	114	8	55	0	194	142	120
December	7	116	39	74	0	154	19	131
January	4	140	50		0	180	156	
February	4	122	60		0	194	190	
March	0	125	58		2	176	188	
April	11	113	88		32	242	138	
May	8	85	73		98	240	162	
June	16	66	62		69	208	148	
Totals	108	1040	555	470	201	2185	1895	894

*Through Q2

Faith in Action Volunteer Driver Program



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

1. Travel Training:

STA’s Travel Training program continues to be popular with the public. The trainers go to various locations such as Adult Day Programs, Senior Centers and Senior Living Communities in an effort to reach those individuals who could most benefit.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, Solano Mobility’s Travel Training program currently provides educational resources and direct training for individuals using public transit and other county mobility programs. To ensure its effectiveness, the program must cover industrywide standard elements of educational content, which are considered essential for successful travel training. These topics include:
 - Understanding trip planning software
 - Reading route maps and schedules
 - Locating transit stops
 - Flagging-down buses, where applicable
 - Calculating and paying fares
 - Obtaining and using transit passes
 - Recognizing when the desired stop has been reached.
 - Indicating to bus drivers when to stop
 - Obtaining service updates
 - Using mobility devices safely on vehicles
 - Determining if a vehicle is equipped with mobility devices.
 - Completion of training is determined by the trainee being able to travel safely and independently.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with Solano Mobility to review Travel Training course content and overall curriculum.	Solano Mobility Travel Training program covers the education topics listed above and provides at least two trainings per month.	The Travel Training program meets these criteria.

2. Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:

STA contracted with Paratransit Inc., in July 2023 to conduct the ADA In-Person Evaluations. Paratransit Inc. officially began conducting in-person evaluations throughout the County in September.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, Solano County should offer a clear, understandable, and accessible ADA eligibility program that is standardized for use by all county residents, regardless of their jurisdiction of residence. To ensure that the Countywide In-Person Americans with Disabilities Act (ADA) Evaluations program is effective, management of the process should adhere to various industrywide best practices. These include:

- Accommodating accessibility as a part of the ADA assessment process, with various accessible over-the-phone and online opportunities available.
- Issuing clear communications about the program and about all accessible transportation services offered, with information that is readily available, issued in accessible formats and in relevant foreign languages, and easily understandable.
- Accommodating applicant needs by providing transportation to and from interviews and functional assessments, as well as interpretation in sign language.
- Administering interviews and assessments effectively, with ample time provided for applicants to complete necessary processes, adequately preparing applicants for these sessions, and allowing applicants to provide consent for information collection.
- Effectively communicating eligibility decisions by providing responses listing applicant name, agency name, eligibility status, agency contact information, any conditions that may be placed on an individual’s eligibility, an eligibility expiration date if applicable, and information about how to appeal the decision.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with STA to review existing ADA eligibility processes in Solano County.	Solano County’s ADA eligibility program is available and standardized on a countywide basis and meets the conditions listed above.	The Countywide In-Person Americans with Disabilities Act (ADA) Evaluations program meets the criteria.

3. Taxi Card Program utilizing the PEX Card:

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, the program should adhere to industrywide best practices that ensure service quality, stakeholder participation, and safety compliance. Solano Mobility’s ITX Card program enables qualified ADA-certified Solano County residents, including veterans, to use local taxis as a form of paratransit, accommodating subsidized rides between separate jurisdictions/transit service areas. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Key program aspects include:
 - Ensuring quality services from taxi companies with an established agreement/commitment from taxi company owners or managers to provide optimal service to ADA paratransit customers, defined customer service standards, an extensive and meaningful driver training program, sufficient driver compensation that is processed in a timely manner, a complaint processing and response program, and ongoing performance monitoring.
 - Maintaining regular communications between Solano Mobility, taxi company management, taxi drivers, and customers that establish a good working relationship between all involved parties and mutually benefits all stakeholders.
 - Participating with multiple taxi providers and allowing riders to select their provider of choice.
 - Ensuring taxi company and driver compliance with regulations.
 - Responding to valid complaints within 48 hours of complaint receipt.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
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Coordinate with Solano Mobility to review ITX Card program policies and processes.	Solano Mobility ITX Card program meets the conditions listed above.	The Intercity Taxi Card Program meets the criteria.
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4. Medical Trip Concierge Program (GoGo Grandparents):

The Gogo Grandparents Program continues to grow in participation. The 1st Quarter of this FY is 35% above the usage for the same timeframe last year.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, the service should be available for use by older adults countywide, including veterans, and should adhere to industrywide best practices. Solano County’s Older Adults Medical Trip Concierge Service should be oriented for access by all older adult residents in the county, including veterans, regardless of their jurisdiction of residence. To ensure that the program is effective, management and delivery of the service should adhere to various industrywide best practices. These include:
 - Adequately informing recipients and other stakeholders about the availability of the service, eligibility for use, the service authorization process, and how to access the service. This should include a variety of informational materials for distribution that accommodates Limited English Proficiency (LEP) individuals.
 - Operating a toll-free telephone contact center that allows recipients to request services. The contact center should accommodate recipients with disabilities and/or who are hearing impaired.
 - Managing the program to ensure that cost-effective and appropriate services are delivered, with collection and distribution of monthly trip level data reports that indicate performance levels.
 - Coordinating with local stakeholders to maximize service cost-effectiveness and quality. This includes collaboration with public transit programs, public welfare programs, and aging services where appropriate, and linkages/integrations with existing older adult medical transportation services.
 - Verifying recipient eligibility and need in a clear and standardized way, with a clearly-defined and mutually-accessible application process.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with STA to review the existing management and administration process for the Older Adults Medical Trip Concierge Service.	Solano County’s Older Adults Medical Trip Concierge Service is available to older adults countywide, including veterans, and meets the conditions listed above.	The Medical Trips Concierge program meets the criteria.

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DATE: February 12, 2026
 TO: STA TAC
 FROM: Jasper Alve, Senior Project Manager
 RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	Fiscal Year 2026 Better Utilizing Investments to Leverage Development (BUILD) https://simpler.grants.gov/opportunity/4d8f5775-ff01-4a6f-ab4e-b125899043b3	\$1.5B	February 24, 2026
2.	Port Infrastructure Development Program https://simpler.grants.gov/opportunity/d339d69b-b178-4163-b3aa-abd63c095011	\$450M	February 28, 2026
Regional			
1.	Priority Conservation Area Grant Program https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants	\$8M	March 20, 2026

Fiscal Impact:

None.

Recommendation:

Informational.