



DATE: April 13, 2026

TO: Transportation Authority of Marin
Funding, Programs & Legislation Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
David Chan, Director of Programming and Legislation

SUBJECT: One Bay Area Grant Cycle 4 (OBAG 4) (Action), Agenda Item No. 5

RECOMMENDATION

The Funding, Programs & Legislation (FP&L) Executive Committee reviews the One Bay Area Grant Program Cycle 4 (OBAG 4) process and schedule, authorizes staff to issue a Call for Projects, and refers the actions to the TAM Board for adoption.

BACKGROUND

The Metropolitan Transportation Commission (MTC) created the OBAG Cycle 1 (OBAG 1) Program to distribute federal transportation funds in 2012. OBAG 1 covered the four-year period from FY 12/13 to FY 16/17. OBAG 1 was the first effort by MTC to integrate the region's federal transportation program with California's required Sustainable Communities Strategy to encourage land-use and housing policies that support the production of housing with transportation investments. OBAG funds were (and are) distributed across a variety of Regional and County-based programs as further described later in this memo, with a mix of formula and competitive approaches.

In November 2015, MTC issued OBAG Cycle 2 (OBAG 2) that covered the five-year period from FY 17/18 to FY 21/22. OBAG 2 continued MTC's integration of federal surface transportation programs with the state mandated land-use and housing strategy and prioritized transportation investments for climate protection as adopted in OBAG Cycle 1. OBAG 2 also used the Regional Housing Needs Allocation (RHNA) numbers for the first time as one of the calculation factors to determine each county's formula share.

In March 2022, MTC issued OBAG 3 to distribute federal transportation funds from the Infrastructure Investment and Jobs Act (IIJA), sometimes referred to as the Bipartisan Infrastructure Bill, with an increased emphasis on meeting regional climate change and air quality improvement goals. OBAG 3 funds covered a four-year period from FY 22/23 to FY 25/26.

In February 2026, MTC established the framework for OBAG 4 with federal funding to support implementation of Plan Bay Area 2050+ priorities for transportation, housing, and the environment. Once again, the federal funds for OBAG 4 are apportioned from IIJA and covers a four-year period from FY 26/27 to FY 29/30.

DISCUSSION

As with prior cycles, OBAG 4 is funded with federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Projects selected for OBAG4 funding must meet STP and CMAQ eligibility requirements as the underlying funding sources while complying with OBAG 4 policies and requirements. MTC has established the programming capacity for OBAG 4 at \$820 million. This programming capacity is based on anticipated federal program apportionments. Actual appointments may require adjustments later in the four-year cycle.

In December 2024, MTC committed approximately \$100 million in STP/CMAQ funds as part of the region’s contribution to sustaining near-term transit operations through the Senate Bill (SB) 125 arrangement to avoid a “fiscal cliff” for the larger Bay Area transit operators. MTC is deducting the SB 125 commitment of \$100 million off the top of the OBAG 4 Program, thus, reducing the programming capacity from \$820 million to \$720 million.

The remaining \$720 million in programming capacity is divided equally into regional and county programs with each program receiving \$360 million. The table below summarizes the basic funding framework for OBAG 4.

OBAG 4 Funding Framework (in millions)	
SB 125 Commitment	\$100
Regional Program (50%)	\$360
County Program (50%)	\$360
Total Programming Capacity	\$820

While OBAG 4 is funded with federal STP/CMAQ funds, MTC may also substitute federal funds with non-federal funds in very limited circumstances. Requesting non-federal funds is not an option for County Transportation Agencies (CTAs). Interjecting non-federal funds is not intended to increase the programming capacity of OBAG 4 but a strategic approach for MTC to better utilize all of its funds for programming efficiency and effectiveness.

General Requirements

OBAG 4 funds recipients and selected projects are required to comply with applicable federal and state requirements, including:

- Federal Funds Source Eligibility: Projects must be eligible for STP and CMAQ funds.
- Plan Bay Area Consistency: Projects funded must be consistent with the latest adopted Regional Transportation Plan (RTP), which is the Play Bay Area 2050+.
- Civil Rights Compliance: OBAG 4 investment must be consistent with federal civil rights requirements, including Title VI of the Civil Rights Act, the American with Disabilities Act (AD), and public participation.
- Minimum Match: Project sponsors are responsible for contributing at least the minimum non-federal matching funds for OBAG 4 awards, which is 11.47% of the total cost for projects.
- Air Quality Conformity: Projects must conform with federal Clean Air Act (CAA) requirements and Environmental Protection Agency (EPA) regulations.

Regional Program

Funding for the Regional Program will be programmed and administered by MTC into six categories by project type:

- 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.

During the four-year period, MTC will issue Calls for Projects for various Regional Programs under most of the six abovementioned categories. TAM staff will monitor the Regional Programs and share information about funding opportunities as they become available.

Transit-Oriented Communities Set Aside

MTC will also set aside \$50 million under its Transit-Oriented Communities (TOC) Policy 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. The methodology for TOC compliance incentive score calculations is still subject to Commission approval and associated administrative guidance.

North Bay Augmentation

Within the TOC set aside, \$5 million is being designated for North Bay counties to support the unique land use and transportation needs of rural communities with limited transit service and few or no TOC areas. MTC will target to distribute these funds evenly between the four North Bay Counties of Marin, Napa, Solano, and Sonoma at \$1.25 million each. North Bay augmentation funds will be distributed through the county call for projects and are subject to the county program policies as shown in the table below, entitled "Marin's OBAG 4 Funds."

County Program

TAM is assigned to administer and manage the OBAG 4 County Program for Marin. The County Program supports local priority projects that advance shared objectives, with an emphasis on local road safety, complete streets, and state of good repair. TAM is required to issue a Call for Projects with OBAG 4 funds.

TAM is also 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 TAM.

As established in OBAG 3, MTC will make the final selection projects for the County Programs, due to a determination from the Federal Highway Administration (FHWA) that MTC is not allowed to sub-allocate STP/CMAQ funds from its annual apportionment. For OBAG 4, each CTA is provided with a nomination target, and each county is to conduct a call for projects. However, CTAs are then to

submit their project nominations to MTC, which will compile a list of recommended projects for the entire region to be approved by the MTC Commission. Therefore, a project nominated by a CTA is not guaranteed to be approved by MTC.

Eligible Projects and Activities

County program projects must meet general OBAG 4 project requirements as mentioned above. Eligible project types for nomination include:

- CTA planning and program implementation activities.
- 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
- Local streets and roads preservation projects on the federal-aid system.
- 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.
- 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.

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 for CTAs. CTA Planning funds are used to 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.

A minimum amount of \$3.85 million in CTA Planning funds has been set aside for each county to be used in the four-year period. 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). However, additional requested CTA Planning funds will proportionally reduce the available programming capacity for projects.

TAM is considering requesting additional CTA Planning funds in amount of \$800,000 for the following planning activities expected to occur during the four-year OBAG 4 timeframe:

- Local Road Safety Plan (LSRP) Update - \$200,000
- Countywide Transportation Plan (CTP) Update - \$200,000
- Community Based Transportation Plan (CBTP):
 - Los Ranchitos (New CBTP) - \$200,000
 - Novato (Update) - \$200,000

These additional requests are reflected in the table below on Marin's OBAG 4 funds.

If TAM is able to secure other funds for the LSRP or CTP updates, or If MTC funds CBTP activities through the Regional Program, the additional requested CTA planning funds would be returned to increase the programming capacity for other projects.

Nomination Targets

County nomination targets establish the maximum funding request that each CTA may make through OBAG 4 county project nominations. Targets are based on population, recent housing production and planned growth, and housing affordability.

MTC is soliciting nominations for 120% of the available funding capacity for the county program. Each CTA's nomination target is calculated as a percentage share of this overall nomination total based on the following factors:

- Population: 50% of the nomination target is based on a county's share of the regional population.
- 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.

Based on these factors, the below summarizes the nomination target for Marin, which is based on 120% of available funds.

In addition to allowing CTAs to request additional CTA Planning funds over the minimum amount, MTC also allows CTAs to program OBAG 4 funds "off the top" for Safe Route to School (SRTS)

Programs. TAM is considering setting aside up to \$600,000 from OBAG 4 for TAM's SRTS Program. An evaluation of the SRTS Program is currently being conducted. The result of the evaluation will be available in the coming months. The evaluation will identify suggestions to ascertain funding needs from OBAG 4. The actual amount of OBAG 4 funds needed will be determined then.

Marin's OBAG 4 Funds						
County Target Share	County Target	North Bay Augmentation	Subtotal County Target	120% Nomination Target	CTA Planning/ SRTS Additional Requests (Potential)	Adjusted Nomination Target
2.9%	\$9,275,000	\$1,250,000	\$10,525,000	\$12,630,000	\$1,400,000	\$11,230,000

MTC has indicated that nomination targets do not commit or imply a guaranteed share of funding to any individual CTA, but MTC will attempt to select projects amounting to the targeted share for each CTA as close as possible. Therefore, some CTAs may receive slightly more funds than their targets while others may receive slightly less.

Other Funds

The Call for Projects will also include non-OBAG funds for programming. These funds, referenced below, are included in the Call for efficiency, allowing TAM to make more prudent programming decisions to better address funding needs of Marin agencies.

Total Available Funds for Programming				
Adjusted Nomination Target	TFCA Bikeway Funds	CARE CBTP TA Funds	CARE PB Funds	All Funds Total
\$11,230,000	\$938,000	\$668,000	\$668,000	\$13,504,000

- **Transportation Fund for Clean (TFCA) Bikeway Funds**

Under a new pilot being conducted by the Bay Area Air Quality Management District (BAAQMD), TAM was provided with \$938,000 for programming to bike projects in Marin County. The TFCA Bikeway funding can be used toward the construction and implementation of new bicycle facilities. TFCA Bikeway funds are non-federal funds that are processed through BAAMQD instead of Caltrans Local Assistance.

TAM will assign TFCA Bikeway funds to eligible project(s) received from the OBAG 4 Call for Projects, which also complies with the competitive requirements of TFCA Bikeway funds. BAAQMD retains the discretion to approve proposed TFCA projects from TAM, based on the nominated projects' ability to reduce emissions. For the TFCA Bikeway funds, applicants will not be asked to apply specifically for these funds. TAM staff will discern from the overall applications received on the most suitable projects for these funds

- **Community Action Resource and Empowerment (CARE) Program**

The Community Action Resource and Empowerment (CARE) program is a funding, grant and implementation program to support a mix of community-based transportation initiatives that have been identified as a high priority by local communities and through community power-building and engagement efforts. CARE supports capacity building and technical assistance for community-based organizations and local governments.

MTC is making \$668,000 available from the CARE CBTP Technical Assistance (TA) Program for TAM to program to eligible projects. The CARE CBTP TA Program focuses on forwarding project concepts through to final design, along with related outreach, to the construction-ready stage. The program builds directly on the long-standing CBTP Program established in 2002. While MTC oversees the overall process and reviews final project selections, CTAs are responsible for managing the project nomination process.

- **CARE Participatory Budgeting (PB)**

CARE Participatory Budgeting (PB) is a process where residents directly engage with agency to develop and recommend projects as part of a budget process. Eligible activities for PB funds include construction of community supported projects developed through the CBTP process or derived from an eligible PB community-driven process. MTC has provided TAM with \$668,000 for programming through the PB process.

The Call will encourage applicants with eligible projects to apply for CARE CBTP Technical Assistance and Participatory Budgeting funds. If no qualifying applications are received for CARE CBTP Technical Assistance and Participatory Budgeting funding, TAM reserves the discretion to assign the funds to suitable projects, particularly those from Community Based Transportation Plans (CBTPs). Note that CARE TA and PB funds are expected to be non-federal, allowing these equity community-focused projects to be more easily administered.

Schedule

MTC has directed CTAs to issue a Call for Projects for the County Programs after MTC releases the OBAG 4 Programming Policies. Prior to issuing the Call for Projects, TAM is required to develop schedule and criteria for the Marin OBAG 4 County Program to be submitted to MTC for review. Staff plans to submit the schedule and criteria to MTC before Call for Projects is released.

Upon adoption by the TAM Board on April 23, 2026, a Call for Projects will be issued to local and transit agencies no later than May 1, 2026. Applications will be due to TAM on July 1, 2026. Applications will be reviewed for prioritization up to the nomination target.

The final recommendations will be presented to the TAM Board on October 24, 2026 for adoption. Prioritized project nominations are due to MTC on October 31, 2026. All requisite documentation and compliance requirements from applicants of recommended applications are also due to MTC by October 31, 2026. MTC staff will evaluate and recommend final projects for all OBAG 4 County Programs to the MTC Commission for adoption in early 2027.

TAM's OBAG 4 Schedule	
Milestone	Date
TAM Board approves the issuance of an OBAG 4 Call for Projects	April 23, 2026
TAM issues OBAG 4 Call for Projects	May 1, 2026
Applications due to TAM	July 1, 2026
Evaluate applications and prioritizes funding, including convening the BPAC to evaluate Complete Street review	August/September 2026
FP&L Executive Committee recommends applications	October 14, 2026
TAM Board adopts applications for submittal to MTC	October 24, 2026
Project nominations due to MTC	October 31, 2026
MTC adopts final project selection for funding	Early 2027

Evaluation Criteria

MTC has established three criteria for CTAs to evaluate applications. The evaluation criteria include the following:

- **Needs 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 Priority/Community Support** – 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.

MTC also allow CTAs to include optional additional criteria under an “Other” category. TAM is proposing the following:

- **Other** – Prioritize projects that are considered countywide significant, adhere to the Countywide Transportation Plan (CTP), are located in multiple jurisdictions, and/or include greater funding contributions than the requisite federal local match requirement.

Staff is proposing to weigh the criterion in the following percentage:

Evaluation Criteria	
Needs and Benefits	40%
Local Priority/Community Support	30%
Equity Impacts	20%
Other	10%
Total	100%

Contingency Projects

Sponsors may submit applications for OBAG4 funds as well as other upcoming and anticipated funding sources such as the Active Transportation Program (ATP), Regional Measure 3 (RM3) Safe Routes to Transit/Bay Trail Program, and others. If these applications were selected for OBAG 4 funding but also selected for receiving funding from other sources, TAM would withdraw these applications from consideration for OBAG 4 funds. TAM’s nomination list may include contingency projects for MTC to consider in the event that TAM’s nominated projects receive funding from other sources.

Outreach

MTC requires CTAs to conduct sufficient public outreach for the County Program that complies with Title VI of the Civil Rights Act of 1964 which prohibits discrimination based on race, color, or national origin in programs receiving federal financial assistance, ensuring that no person is excluded from participation or denied benefits under such programs.

The Call for Projects will be posted on the homepage of TAM's website to ensure public awareness. The public will be encouraged to submit ideas to eligible applicant in their respective jurisdiction for application consideration. The prioritization of recommended applications will be presented to various stakeholders for input, such as the Bicycle Pedestrian Advisory Committee (BPAC), Marin Public Works Association (MPWA), Community Oversight Committee (COC), and others. BPAC and COC meetings are public meetings with in-person and virtual options for public participation.

Applicants are also required to submit Letters of Support from their governing body for their applications. The approval for the Letter of Support for all Marin agencies are conducted at public meetings to allow public comments.

TAM's outreach efforts, as described above, in prior OBAG cycles were considered to be sufficient. TAM will be submitting a similar outreach plan to MTC. TAM will work with MTC in OBAG 4 to ensure compliance.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN

Many principles of OBAG 4, including the Evaluation Criteria, align with the CTP. When evaluating applications for OBAG 4 funding, a factor on CTP alignment is also included as an Evaluation Criteria.

FISCAL CONSIDERATION

There are no immediate fiscal impacts to TAM by authorizing staff to issue a Call for Projects. However, upon TAM Board adoption, TAM will request MTC to include the request for additional CTA Planning/SRTS set aside (amount to be determined). TAM's Budget will be updated when a funding agreement is finalized to reflect funds received and expenditures expected with these additional requested funds. Any other potential fiscal impacts from OBAG 4 on TAM will be reported to the TAM Board at later meetings when they become finalized. The minimum amount of CTA Planning funds has been anticipated and included in TAM's draft FY 26/27 Annual Budget.

NEXT STEPS

Upon adoption by the TAM Board, the proposal for TAM's OBAG 4 Call for Projects will be communicated to MTC and TAM's OBAG 4 Call for Projects will be issued by May 1, 2026.

ATTACHMENTS

Attachment A – PowerPoint Presentation

THIS PAGE LEFT BLANK INTENTIONALLY



ATTACHEMENT A

One Bay Area Grant Cycle 4 (OBAG 4)

Transportation Authority of Marin
Funding, Programs & Legislation Committee

April 13, 2026

One Bay Area Grant (OBAG) Program Background

- MTC created OBAG in 2012 to distribute federal transportation funds, covering a four-year period (*TAM \$10 million*)
- Intended to encourage land-use and housing policies that support housing production with transportation investments
- OBAG Cycle 2 (OBAG 2) introduced the Regional Housing Needs Allocation (RHNA) allocation as a factor to determine county's share; also covered a five-year period (*TAM \$10.9 million*)
- OBAG 3 used funds from IIJA, placed an emphasis on meeting regional climate change and air quality improvement goals; covered a four-year period (*\$9.6 million*)



OBAG Cycle 4

- Established by MTC earlier this year to cover a four-year period from FY 26/27 to FY 29/30
- Intended to support implementation of Plan Bay Area 2050+ priorities for transportation, housing, and the environment
- Includes federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds



Funding Available for OBAG 4

- Total of \$820 million estimated available
- SB 125 Commitment (December 2024) of \$100 million to assist transit operators is deducted off the top, leaving \$720 million for the Regional and County Programs
- The Regional and County Programs receive 50% each of the remaining funds at \$360 million each

OBAG 4 Funding Framework	
(in millions)	
SB 125 Commitment	\$100
Regional Program (50%)	\$360
County Program (50%)	\$360
Total Programming Capacity	\$820

General Requirements for Regional & County Programs



- Projects must be eligible for federal STP and CMAQ funds
- Projects must be consistent with Play Bay Area 2050+
- Sponsors/projects must be consistent with federal civil rights requirements, including Title VI of the Civil Rights Act, the Americans with Disabilities Act (AD), and public participation
- Project sponsors must contribute at least the minimum non-federal matching funds: 11.47%
- Projects must meet Air Quality Conformity regulations

Regional Programs

- Administered by MTC in six categories
 - **Planning and Implementation:** staff support to carry out planning and programming activities (includes CTA Planning funds)
 - **Growth Framework:** create housing options that align with Plan Bay Area
 - **Environment:** reduce transportation emissions and protect/enhance open space.
 - **Complete Streets:** maintain/improve local streets and roads for all users
 - **Multimodal Network:** improve mobility options and services
 - **Set-Asides:** incentivize TOC Policy implementation
- MTC will issue Calls for Projects for these programs during the four-year period
- TAM staff will monitor the Calls and share funding opportunities with locals

TOC Policy - North Bay Augmentation

- New in OBAG 4 – Transit Oriented Communities Policy
- \$5 million set aside from Regional Program TOC Incentive funds, to support the unique land use and transportation needs of the North Bay
- Marin, Napa, Solano, and Sonoma to receive \$1.25 million each
- To be included in North Bay Counties' Call for Projects



Adobe Stock | #636369354

County Program

- To be administered by TAM for Marin via a call for projects
- TAM is responsible for:
 - project screening and compliance
 - project evaluation
 - making project nominations to MTC
- TAM is provided with a nomination target
- However, MTC makes final project selections for all CTAs
- A project nominated by a CTA is not guaranteed to be approved by MTC
- Incentivizes nominating most competitive projects for regional consideration



Eligible Project Types for County Program

- Many **capital & planning** project types are eligible, such as (but not limited to):
 - CTA planning and program implementation activities
 - Transportation Demand Management programs
 - Mobility Hub planning and implementation
 - 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
 - Complete streets/sustainable streets improvements
 - Local streets and roads preservation projects on the federal-aid system
 - Transit capital improvements, including vehicles for new or expanded service
 - Transit station improvements
- **Not generally eligible:** road projects that expand capacity for SOVs; operations; routine maintenance

CTA Planning Funds

- MTC providing \$3.85 million in CTA Planning funds to be used to support planning and programming activities for the four-year period
- CTAs may request more, though this reduces available programming capacity
- TAM staff considering requests for:
 - Local Road Safety Plan (LSRP) Update - \$200,000
 - Countywide Transportation Plan (CTP) Update - \$200,000
 - Community Based Transportation Plans (CBTP):
 - Los Ranchitos (New) - \$200,000
 - Novato (Update) - \$200,000
- CTAs are also allowed to program OBAG 4 funds “off the top” for SRTS Programs
- TAM staff considering \$600,000 for SRTS Program, pending results from program evaluation underway

Nomination Target

- Maximum funding request that each CTA may nominate
- Targets for each County are based on:
 - 50% population
 - 30% housing production
 - 20% planned growth (RHNA)
- Nomination target is 120% of available funds

Nomination Target (cont.)

Marin's OBAG 4 Funds						
Marin County Target Share	County Target	+ North Bay Augmentation	= Subtotal County Target	120% Nomination Target	- CTA Planning/ SRTS Additional Requests (Potential)	= Adjusted Nomination Target
2.9%	\$9,275,000	\$1,250,000	\$10,525,000	\$12,630,000	\$1,400,000	\$11,230,000

- MTC: nomination targets do not commit or imply a guaranteed share
- MTC will attempt to select projects amounting to the targeted share for each CTA as close as possible
- Some CTAs may receive slightly more or less funds than their targets

Other Funds

- TAM’s Call for Projects will also include non-OBAG funds for programming
- Included to make more cohesive programming decisions and better address funding needs of Marin agencies

Total Available Funds for Programming				
Adjusted Nomination Target	+ TFCA Bikeway Funds	+ MTC CARE CBTP TA Funds	+ MTC CARE PB Funds	= All Funds Total
\$11,230,000	\$938,000	\$668,000	\$668,000	\$13,504,000

Other Funds (cont.)

- **Transportation Fund for Clean (TFCA) Bikeway Funds**
 - \$938,000 for the construction and implementation of new bicycle facilities.
 - TFCA Bikeway funds are non-federal funds from BAAQMD
- **Community Action Resource and Empowerment (CARE) Program**
 - \$668,000 in non-federal funds from MTC to support transportation initiatives that have been identified as a high priority by local communities
 - Project development support for projects in or supporting Equity Priority Communities
- **CARE Participatory Budgeting (PB)**
 - \$668,000 in non-federal funds from MTC to support construction of community supported projects developed through the CBTP process or derived from an eligible PB community-driven process

TAM Proposed Evaluation Criteria

- MTC requires certain criteria, TAM allowed to add on
- TAM staff proposes:
 - Needs and Benefits (MTC) 40%
 - Local Priority/Community Support (MTC) 30%
 - Equity Impacts (MTC) 20%
 - Other (TAM) 10%
- “Other” to include: countywide significant, adheres to the Countywide Transportation Plan (CTP), located in multiple jurisdictions, and/or includes greater than the requisite local match.



Contingency Projects

- TAM's nomination list may include contingency projects
- Sponsors may submit applications for OBAG 4 funds as well as other sources open this year (ATP, RM3, etc.)
- If selected for OBAG 4 funding and other sources, TAM would withdraw these applications from consideration for OBAG 4 – and go to projects on contingency list



Schedule

Milestone	Date
TAM Board approves the issuance of an OBAG 4 Call for Projects	April 23, 2026
TAM issues Call for Projects	May 1, 2026
Applications due to TAM	July 1, 2026
Evaluate applications and prioritize funding, including convening BPAC for Complete Streets review	August/September 2026
FP&L Executive Committee recommends applications	October 14, 2026
TAM Board adopts applications for submittal to MTC	October 24, 2026
Project nominations due to MTC	October 31, 2026
MTC adopts final project selection for funding	Early 2027

Next Steps



- Continue to work with MTC to ensure compliance of TAM's Call for Projects
- Upon approval from the TAM Board, released a Call for Projects with OBAG 4 funds

Questions & Comments

Thank you!

THIS PAGE LEFT BLANK INTENTIONALLY