



TRANSPORTATION AUTHORITY OF MARIN BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

SEPTEMBER 16, 2026
5:30 P.M.

TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA

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Suite 100
San Rafael
California 94901

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This meeting will be held in-person and via Zoom webinar.

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<https://us02web.zoom.us/j/89468409425?pwd=8QsJ08kokR9GK73O9Rur9ofFUQyGKa.1>

Webinar ID: 894 6840 9425
Passcode: 191779

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How to provide public comment (limited to 3 minutes or less):

Before the meeting: Please email your comment to info@tam.ca.gov, no later than 5:00 p.m. the day before the meeting to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

During the meeting: For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is considered by the Committee.

If watching this meeting online, click the "raise hand" feature in the webinar controls. This will notify TAM staff that you would like to comment. If participating by phone, "raise hand" by pressing *9 and wait to be called upon by the Chair or the Clerk. You will be asked to unmute your device when it is your turn to speak and your comments will become part of the public record.



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The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

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AGENDA

1. Call Meeting to Order
2. Committee Member Comments
3. TAM Updates
4. Open Time for Public Expression
5. Adoption of Meeting Minutes from March 30, 2026 (Action)
6. Complete Streets Checklist Review for MTC Grants (Discussion)
7. One Bay Area Grant Cycle 4 (OBAG 4) Call for Projects Framework (Action)
8. West Marin Bike Facilities Presentation (Discussion)
9. Adjournment



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MARCH 30, 2026
5:30 PM

TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Cheryl Longinotti, Larkspur/Corte Madera
Don Magdanz, San Rafael
Joe Mulligan, At-Large Member
Kristin Drumm, At-Large Member
Mark Birnbaum, Novato/Northern Marin, Chair
Mike Howe, West Marin

Members Absent: Ben Berto, Ross Valley
Kevin McGowan, Marin Public Works Association, Vice-Chair

Staff Members Present: Anne Richman, Executive Director
Audrey Veyssiere, Assistant Project Delivery Manager
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming and Legislation
Jennifer Doucette, Executive Assistant/Clerk of the Board
Joanne O'Hehir, Administrative Assistant
Ray Rodriguez, Assistant Project Delivery Manager
Scott McDonald, Principal Transportation Planner

1. Call Meeting to Order

The meeting was called to order at 5:31 p.m. Chair Birnbaum welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum of the Bicycle/Pedestrian Advisory Committee (BPAC). A quorum of the Committee was confirmed and detailed information about how the public may participate was provided.

2. Committee Member Comments

Chair Birnbaum provided a brief update on the "orphan path" between Hanna Ranch Road and Frosty Lane in Novato. Portions of the path have been cleared, but debris remains on the southern end. Caltrans owns the path, and future improvements may be needed to keep it rideable, especially if it becomes a key connection to the Vintage Oaks path.

3. TAM Updates

Director of Programming and Legislation David Chan and Principal Transportation Planner Scott McDonald provided highlights from the TAM Updates presentation, which was distributed to the TAM BPAC and posted on the TAM website as supplemental information.

Chair Birnbaum asked if any members of the public wished to speak, and hearing none closed public comment.

4. Open Time for Public Expression

Chair Birnbaum asked if any members of the public wished to speak, and hearing none closed public comment.

5. Adoption of Minutes from September 29, 2025 (Action)

Chair Birnbaum asked if any members of the public wished to speak, and hearing none, asked for a motion.

Member Howe moved to approve the Minutes of the September 29, 2025 meeting. Member Mulligan seconded the motion, which passed unanimously.

6. Election of BPAC Chair and Vice-Chair (Action)

Chair Birnbaum asked if any members of the public wished to speak, and hearing none asked for a nomination and a motion.

On the matter of the election of the BPAC Chair, Member Drumm nominated and moved Chair Birnbaum to continue in the position of Chair. Member Mulligan seconded the motion, which passed unanimously.

On the matter of the election of the BPAC Vice-Chair, Member Magdanz nominated and moved Vice-Chair McGowan to continue in the position of Vice-Chair, which was seconded by Member Howe. A roll call vote was conducted. Members Magdanz and Howe voted yes; Members Birnbaum and Drumm voted no; and Members Mulligan and Longinotti abstained. The motion did not carry.

A second motion was made. Chair Birnbaum nominated and moved Member Mulligan for the position of Vice-Chair, which was seconded by Member Drumm. A roll call vote was conducted. Members Birnbaum, Drumm, Howe, and Longinotti voted yes; and Members Magdanz and Mulligan abstained. The motion carried by a vote of 4-0, with 2 abstentions.

7. Complete Streets Checklist Review for Novato Creek Bridge (Discussion)

Assistant Project Delivery Manager Audrey Veyssiere and Director of Project Delivery Dan Cherrier presented this item for discussion.

Committee members and staff discussed the bicycle and pedestrian approaches for the Novato Creek Bridge, as well as the concrete fill plan and potential pre-built design options for the project site. Staff noted that the project details are being administered by Caltrans.

Chair Birnbaum asked if any members of the public wished to speak.

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells inquired about interim access to the multi-use path during Phase 1 of the project; commented that, while the path would not yet provide a full connection to Atherton Avenue, it could still serve as a recreational and viewing area; and encouraged the project team to ensure there is a safe way for bicyclists to access the path from Hanna Ranch Road via Marsh Drive, particularly given the planned SMART pathway connection and expected bicycle traffic in the area.

Staff responded that Marsh Drive may not be within the project limits and that they were not aware of significant improvements planned for Marsh Drive beyond its immediate connection to the project. Staff indicated that they would look into the issue and could provide additional information to the Committee or follow up directly with Mr. Wells.

8. Highway 101 Interchange Improvements Update (Discussion)

Assistant Project Delivery Managers Audrey Veyssiere and Ray Rodriguez, and Director of Project Delivery Manager Dan Cherrier presented this item for discussion.

Committee members and staff discussed various elements of the proposed alternatives for the interchanges located at Tiburon Boulevard/East Blithedale Avenue, Manuel T. Freitas Parkway/Civic Center Drive, and Alameda Del Prado/Nave Drive.

Chair Birnbaum asked if any members of the public wished to speak.

WTB-TAM Director of Planning Matthew Hartzell expressed support for the recent workshop process that narrowed the alternatives for each interchange, stating that the remaining alternatives appear to be the appropriate ones for further consideration.

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells thanked staff and the consulting team for their openness to feedback, emphasized the importance of planning the interchange improvements as long-term, multi-generational investments, and expressed support for alternatives that provide all-ages-and-abilities, grade-separated bicycle and pedestrian routes, including Tiburon Boulevard/East Blithedale Avenue Alternative 3F, Manuel T. Freitas Parkway/Civic Center Drive Alternative 1B, and the roundabout alternative for Alameda Del Prado/Nave Drive.

The meeting was adjourned at 7:39 p.m.

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DATE: September 16, 2026

TO: Transportation Authority of Marin
Bicycle/Pedestrian Advisory Committee (BPAC)

FROM: Anne Richman, Executive Director
Scott McDonald, Principal Transportation Planner

SUBJECT: Complete Streets Checklist Review for MTC Grants (Discussion), Agenda Item No. 6

RECOMMENDATION

Discussion item only.

BACKGROUND

In 2022, the Metropolitan Transportation Commission (MTC) updated its Complete Streets Policy requiring that all projects with a total project cost of \$250,000 or more applying for discretionary transportation funding from MTC submit a Complete Streets Checklist to MTC. Review of these projects seeking MTC funding is required by a local city or county level Bicycle and Pedestrian Advisory Committee (or equivalent) providing an opportunity for comments. This is intended to encourage integrated planning for projects. The MTC Complete Streets Checklist encourages project implementation to consider bicycle/pedestrian needs and safety improvements – to the extent feasible – as part of projects affecting the physical or operational state of transportation facilities and public rights-of-way.

DISCUSSION

For the following MTC grants, TAM staff has been in communication with local applicants regarding the complete streets requirement.

Program	Administering Agency	Call for Projects	Applications Due
One Bay Area Grant Program Cycle 4	MTC	May 2026	July 2026
Community Action Resource and Empowerment (CARE) Program	MTC	May 2026	July 2026
CARE Participatory Budgeting (PB)	MTC	May 2026	July 2026
Regional Measure 3 Safe Routes to Transit and Bay Trail Program (SR2TBT) Cycle 2	MTC	June 2026	October 2026

- OBAG 4 Grant – Program is comprised of federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds and covers a four-year period from FY26/27 to FY29/30.
- CARE – 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.
- CARE PB – Program where residents directly engage with an agency to develop and recommend projects as part of a budget process.
- SR2TBT Grant – Includes infrastructure, plans, infrastructure projects with non-infrastructure components, and quick build projects focusing on bicycle and pedestrian access improvements on and near state-owned toll bridges connecting to rail transit stations and ferry terminals or along the Bay Trail.

Attached are Complete Streets Checklists provided by project sponsors now available for BPAC review and comments.

Note that agencies that submitted project complete streets checklists to the TAM BPAC previously for another grant program, or directly to their local BPAC for review, are not required to submit checklists at this time if seeking these additional grant sources for the same project. Additionally, some projects for which checklists are being reviewed may apply to other/future grant programs instead or in addition to the particular programs listed above.

NEXT STEPS

Following the TAM BPAC review, any comments provided will be shared with the agencies applying for these fund sources.

ATTACHMENTS

Attachment A – County of Marin - East Sir Francis Drake Blvd Trail Gap Closure Project
Attachment B – County of Marin - Marin City Secondary Access Study
Attachment C – San Rafael - San Rafael Canal Crossing Project
Attachment D – TAM-U.S. 101 Interchange Improvements Project

Section 1: Contact and Project Information

Contact Information

Contact Name	Sahar Shirazi
Email Address	sahar.shirazi@marincounty.gov
Contact Phone Number	415-473-6287
Project Sponsor	County of Marin
County	Marin
Is your project seeking regional discretionary funds or an endorsement?	Yes
Include the name of the regional discretionary funding program that this project is seeking. If you are unsure, please email completestreets@bayareametro.gov	RM3 Safe Routes to Transit and Bay Trail Program

Project Information

Project Name/Title	East Sir Francis Drake Boulevard Bay Trail Gap Closure Project
Project Location	East Sir Francis Drake Boulevard from Remillard Park to Andersen Drive, County of Marin

- Please upload a project area map and save the file as Project Name_YourJurisdictionName_Map

Project Description. Please include scope of project, project extents, length of segment(s), street names, transit stops/stations, etc. (500 character limit) Complete the design engineering, right-of-way acquisition, and construction phases to close an existing Bay Trail gap approximately 0.6 miles in length by providing a safe, comfortable, multi-use path on East Sir Francis Drake Boulevard from the current Bay Trail terminus east of Remillard Park to Andersen Drive. The project will allow people to connect key destinations throughout the community and in the East Bay without a vehicle while providing recreational and placemaking benefits.

Please choose the project phase(s): ☐ Planning ☒ Environmental

- | |
|--|
| ☐ Preliminary engineering
☒ Design engineering
☒ Right-of-Way acquisition
☒ Construction
☐ Operating and maintenance |
|--|

Please check all the modes that the project includes:	
☒ Bicycle ☒ Pedestrian ☐ Roadway transit (bus, light rail, streetcar) ☐ Non-roadway transit (heavy rail, ferries, etc.) ☐ Driver/automobile	

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?	Yes/ <u>No</u>
Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?	Yes/ <u>No</u>

Section 2: Pedestrian, Bicycle, and Transit Planning

Topic: Pedestrian, Bicycle and Transit Planning

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

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

Please provide details on plan recommendations affecting the project area, if any, with plan adoption date:

The East Sir Francis Drake Boulevard Bay Trail Gap Closure Project implements recommendations from multiple adopted local and regional plans that identify this corridor as a critical gap in the active transportation network. The Marin Countywide Plan 2050 (the County's comprehensive long-range general plan), adopted in 2023, calls for development of a safe, connected, and equitable multimodal transportation system that expands walking, bicycling, and transit access while reducing reliance on single-occupancy vehicles. Similarly, the Marin Countywide Transportation Plan 2050 (adopted in 2024) envisions a primary active transportation network with major routes where future investments should be prioritized. The project location is a key part of this network. The project advances these goals by closing a longstanding gap in the Bay Trail, improving first- and last-mile connections to regional transit, and providing a safe, accessible facility for users of all ages and abilities.

The project directly implements recommendations from the Marin County Unincorporated Area Bicycle and Pedestrian Master Plan, originally identified in the 2008 plan and carried forward in the 2018 adopted update, which identifies East Sir Francis Drake Boulevard as a planned active transportation improvement corridor. Building on this work, the San Quentin Area Bicycle and Pedestrian Access Study, adopted in 2011 and updated in 2021, evaluated multiple alternatives for closing the Bay Trail gap between Remillard Park and Andersen Drive, including shared-use paths, bicycle facilities, crossing improvements, and a tunnel option. The current project advances these recommendations by refining the alternatives, identifying a preferred alignment, and completing environmental review and preliminary design.

The project is also consistent with the Marin County Local Road Safety Plan, adopted in 2024, which identifies the East Sir Francis Drake Boulevard corridor as part of the County's High Collision Network and prioritizes improvements that reduce conflicts between vehicles and people walking and bicycling. The proposed project addresses these recommendations by providing separated active transportation facilities, improving crossings, and closing a documented safety gap.

Finally, the project directly implements the San Francisco Bay Trail Gap Closure Implementation Plan, adopted in 2024, which identifies this segment as the third-highest priority Bay Trail gap closure project in Marin County and the 28th highest priority of 146 regional gaps. Completion of this missing regional trail connection will improve continuity of the Bay Trail, strengthen regional bicycle and pedestrian connectivity, enhance access to transit and the Richmond-San Rafael Bridge corridor, and advance the region's vision for a continuous, safe, and accessible shoreline trail.

Topic: Active Transportation Network

Does the project area contain segments of the regional Active Transportation (AT) Network? See MTC's AT Network map here	<u>Yes</u> /No
If yes, describe how the project adheres to the National Association of City Transportation Official's (NACTO's) " Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities " and/or the Architectural and Transportation Barriers Compliance Board's " Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way ." :	
Background: MTC's Complete Streets Policy states, "Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities" contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) (adopted July 2024,) by the U.S. Access Board should also be referenced during design."	
The East Sir Francis Drake Boulevard Bay Trail Gap Closure Project is consistent with the principles of the National Association of City Transportation Officials' (NACTO) Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities by closing a critical gap in the regional active transportation network with a continuous, comfortable facility designed to serve users of all ages and abilities. The project prioritizes physical separation from high-speed motor vehicle traffic through a shared-use path rather than relying on on-street bicycle facilities, reducing exposure to traffic and improving user comfort. The project also improves network connectivity by eliminating a longstanding barrier along the Bay Trail, enhancing access to regional destinations, transit, the Richmond-San Rafael Bridge corridor, the San Quentin community, and the planned Oak Hill Apartments, which will provide 250 units of affordable housing in the study area. Throughout the alternatives analysis, user comfort, perceived safety, and connectivity have been primary evaluation criteria, consistent with NACTO's emphasis on designing facilities that encourage bicycling by people of varying ages and experience levels.	
The project also supports the U.S. Access Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) by providing a continuous pedestrian facility where none currently exists: this eliminates a significant accessibility gap along East Sir Francis Drake Boulevard. Preliminary design and environmental review will incorporate applicable PROWAG requirements, including accessible shared-use path design, pedestrian crossings, grades, cross slopes, clear widths, and connections to adjacent pedestrian facilities. The project replaces informal roadway shoulder travel with a dedicated, accessible pathway, improving mobility and safety for people with	

disabilities, older adults, families with children, and other pedestrians while creating a more inclusive connection between planned housing, regional trails, transit, and surrounding destinations.

Is there a MTC Mobility Hub (map) within the project area?	Yes/ <u>No</u>
If yes, please describe outreach to mobility providers, and the project's Hub-supportive elements. Please view the Mobility Hubs Playbook Play 1 :	

Topic: Safety and Comfort

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	<u>Yes</u> /No
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Please summarize the traffic safety conditions and describe the project's traffic safety countermeasures. The Bay Area Vision Zero System may be a helpful resource (no word limit) The East Sir Francis Drake Boulevard project corridor presents significant safety challenges for people walking and bicycling due to the absence of dedicated active transportation facilities, requiring users to travel within or adjacent to roadway shoulders on a high-volume arterial that serves as a regional connection to the Richmond-San Rafael Bridge. The corridor has constrained geometry, including horizontal and vertical curves that limit sight distance, numerous conflict points near Andersen Drive, Remillard Park, and San Quentin, and a critical discontinuity in the Bay Trail that forces people walking and bicycling to mix with motor vehicle traffic. These existing conditions contribute to the corridor's designation on the Marin County Local Road Safety Plan High Collision Network, reflecting its elevated safety risk and need for targeted improvements. The project addresses these safety concerns by closing the Bay Trail gap with a continuous, separated shared-use path that removes pedestrians and bicyclists from the roadway and provides a comfortable facility for users of all ages and abilities. The project will eliminate a major network gap, reduce conflicts between motor vehicles and active transportation users, and provide safer access between the planned Oak Hill apartments, San Quentin community, the Richmond-San Rafael Bridge bicycle path, regional transit, and the Larkspur area. The alternatives analysis has prioritized treatments that maximize real and perceived safety while eliminating solutions that would introduce unacceptable operational or safety impacts for motorists, resulting in a project that advances Safe System principles by reducing conflict exposure and creating a more predictable, forgiving transportation environment for all roadway users.

Topic: Bicycle, Pedestrian and Transit Facility Design

Please check all the infrastructure elements that are included in this phase of the Project:

- ☒ Sidewalk Gap Closure
- ☐ Sidewalk Widening
- ☐ New Crosswalk
- ☐ Updated Crosswalk/Crosswalk Enhancements
- ☐ Pedestrian Safety Island(s)
- ☐ Curb Extensions
- ☒ Class I Multi-Use Trail or Path
- ☐ Class 2 Bike Lane or Buffered Bike Lane
- ☐ Class 3 Bicycle Boulevard / Slow Street
- ☐ Class 3 Bike Route - Sharrow
- ☐ Class 4 Separated Bikeway
- ☐ Speed Hump/Table/Cushion/Raised Sidewalk
- ☐ Daylighting/Corner Parking Restrictions
- ☐ Speed Limit Reduction
- ☐ New Traffic Signal or Control Device
- ☐ Upgrade to Existing Traffic Signal or Other Control Device
- ☐ Transit Signal Priority
- ☐ Transit Queue-Jump Lanes
- ☐ Transit Lanes
- ☐ HOV Lanes
- ☐ Bus-on-Shoulder Lanes
- ☐ Transit Stop Design (transit bulbs, boarding islands, etc.)
- ☐ Transit Supportive Stop Placement/Spacing
- ☐ Other (Specify):

Topic: Equity

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC) ?	<u>Yes</u> /No
Please list census tracts that are designated as EPCs and affected by this project:	06041112202

Topic: Resilience

Will the project integrate green infrastructure?	Yes/ <u>No</u>
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Section 3: Compliance and Exception Review**Topic: Statement of Compliance**

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?	<u>Yes</u> /No
Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?	<u>Yes</u> /No

Topic: Transit Agency Review

Any project on a roadway with qualifying transit services must provide documentation of coordination with the affected transit agencies to ensure the project considers the needs of transit and/or mitigates project elements that may adversely impact transit operations. Project sponsors must share project information with affected transit agencies, document coordination via a Transit Agency Review Form or equivalent documentation (e.g., email correspondence) and upload the documentation here. Transit agencies must finish their review and provide comments to project sponsors within 20 business days of receipt of project information. For complex projects or extenuating circumstances, transit agencies may request an additional 10 days to complete the review. See [MTC Transit Priority Policy for Roadways: Guidance for Implementing Agencies](#) for Roadways for details.

Project Sponsors can check for the presence of transit service within the project area and surrounding community by using the [Transit Route Identification Tool](#) and coordinating with the appropriate transit agency points of contact listed in the [Transit Agency Contact List](#). Please contact transitpriority@bayareametro.gov for questions on transit coordination and the Transit Priority Policy for Roadways (TPPR).

Please select the transit agency (or agencies) that serve the community where the project is located:	Marin Transit, Golden Gate Transit
When coordinating with the transit agency (or agencies), did they notify you that they do NOT have service (including non-revenue or detours, etc.) in your project area?	<u>Yes</u> /No
If no, Please describe the transit routes and stations in the project area, and include information about measures to mitigate project impacts to transit and/or transit-supportive design elements included in the project:	
N/A	

Have all potentially affected transit agencies had the opportunity to review this project?	<u>Yes</u> /No
If yes, please upload copy of signed Transit Agency Review Form .	

Topic: Bicycle and Pedestrian Advisory Committee/Commission Review

If a project is seeking an exception, BPAC review is still required.

Has a local Bicycle and Pedestrian Advisory Committee/Commission (BPAC) reviewed this Checklist?	Yes/No
Please provide the meeting date(s)	
Please provide a summary of meeting comments:	



LEGEND



Project Area



Bay Trail Gap



Active Transportation Facilities



Bus Stops



Equity Priority Community



Shopping Center



SMART Train Station



SMART Train Line



City Boundary

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MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

sahar shirazi

Email Address:

sahar.shirazi@marincounty.gov

Contact Phone Number:

4154736287

Project Sponsor:

Marin County Public Works

County:

Marin

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Marin City Secondary Access Study

Project Location:

Unincorporated Marin

Project Description:

This project will study a priority recommendation of the Marin City CBTP- a secondary, multimodal access point in and out of Marin City, an EPC community in unincorporated Marin County. It will include engagement, building on CBTP efforts, preliminary concept design, and preparation for environmental review.

Project Phase(s):

Planning (PLN)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar), Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

Details on plan recommendations affecting the project area (with adoption date):

the study came as a priority recommendation from the most recent CBTP, and includes multi-modal access analysis with a Vision Zero lens (including segments prioritized in our Local Road Safety Plan)

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

Marin County is currently incorporating NACTO guidance into our project design and review processes as appropriate, including recommended treatments and design for Vision Zero projects. Within the appropriate context-sensitive design, NACTO guidance will be incorporated into projects coming out of the study. Additionally, the County is undergoing a SETP process to inventory and update assets to PROWAG guidelines through an updated transition plan. All recommendations coming from this study will incorporate PROWAG guidelines.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

The study will work with community members, transit agencies, and other mobility providers as appropriate to address connection needs that will support enhanced access for Marin City residents and visitors.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The Local Road Safety Plan, 2024, identified parts of Marin City, including Drake and Donahue avenues, as being on the High Injury Network. Our current Vision Zero Action Plan is refining countermeasures to be more context sensitive to movement and place typologies, and any countermeasures or safety enhancements that are identified will be implemented as practicable through this process.

Infrastructure elements included in this phase of the project:

Class I Multi-Use Trail or Path, Class 2 Bike Lane or Buffered Bike Lane, Sidewalk Gap Closure, Updated Crosswalk/Crosswalk Enhancements, New Traffic Signal or Control Device, Other: all of these may be included-- this is a planning study, so everything is an option

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

129000

Will the project integrate green infrastructure?

N/A

Section 3: Compliance and Exception Review

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

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District), Marin Transit (Marin County Transit District)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

There are local and regional connections in Marin City, connecting Marin Transit to Golden Gate Transit, the ferry system, and the greater Bay Area transit network. This study will ensure that transit access is enhanced and improved by the recommendations. Staff has already been coordinating with Marin Transit in the Marin City area regarding potential needs at the Marin City Hub- a transit connection point. Additionally, the engagement for this project will ensure inclusion and analysis of the needs of those who cannot or choose not to drive.

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-09-16

Summary of BPAC meeting comments:

this is slated to be reviewed by the BPAC on Sep 16, 2026

Generated on: 8/13/2026

This is a DRAFT version - not yet submitted

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Section 1: Contact and Project Information

Contact Information

- **Contact Name:** April Miller
- **Email Address:** april.miller@cityofsanrafael.org
- **Contact Phone Number:** (415) 485-3355
- **Project Sponsor:** San Rafael Public Works Department
- **County:** Marin
- **Is your project seeking regional discretionary funds or an endorsement?** Regional Discretionary Funds
- **Include the name of the regional discretionary funding program that this project is seeking.** If you are unsure, please email completestreets@bayareametro.gov OBAG

Project Information

- **Project Name/Title:** San Rafael Canal Crossing Project
- **Project Location:** San Rafael
- **Please upload a project area map and save the file as Project Name_YourJurisdictionName_Map**
- **Project Description.** Please include scope of project, project extents, length of segment(s), street names, transit stops/stations, etc. (500 character limit)

Complete preliminary and design engineering for a new pedestrian and bicycle bridge across the San Rafael Canal between Canal Street and Third Street in San Rafael. The project includes key enhancements to the pedestrian and bicycle network connections with street and intersection improvements on either side of the bridge, new park facilities and beautification at both bridge landings, and seawall modifications at San Rafael Creek. The project will create a safe, all-ages-and-abilities connection between the Canal neighborhood (an Equity Priority Community), downtown San Rafael, and regional transit.

- **Please choose the project phase:** Planning, Environmental, Preliminary Engineering, Design Engineering, Right-of-Way Acquisition, Construction, Operating and Maintenance
 - Preliminary Engineering
 - Design Engineering
- **Please check all the modes that the project includes:**
 - Bicycle
 - Pedestrian
- **Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?** No

- Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways? No

Section 2: Pedestrian, Bicycle, and Transit Planning

Topic: Pedestrian, Bicycle and Transit Planning

- Please check all of the relevant plans that this project helps to implement:
 - City/County General + Specific Area Plans
 - Bicycle, Pedestrian and/or Active Transportation Plan(s)
 - Community-Based Transportation Plan
 - ADA Transition Plan
 - Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan
- Please provide details on plan recommendations affecting the project area, if any, with plan adoption date (no word limit)

The proposed Canal Crossing has been identified as a priority active transportation project through more than two decades of adopted local and regional planning efforts. Key plans affecting the project area include:

- Canal Neighborhood Community-Based Transportation Plan (2006): The CBTP identified a new pedestrian and bicycle crossing of the San Rafael Canal as one of six high-priority projects to improve mobility and overcome longstanding transportation barriers for Canal neighborhood residents.
- City of San Rafael Bicycle and Pedestrian Master Plan (2018): The Plan identifies the Canal Crossing as a priority project to close a major gap in the City's active transportation network and improve connectivity between the Canal neighborhood, downtown San Rafael, and regional bicycle and pedestrian facilities.
- Canal Neighborhood Community-Based Transportation Plan (2022): The updated CBTP reaffirmed the Canal Crossing as the community's highest-priority transportation improvement based on extensive bilingual community engagement. The plan recommends the crossing to improve safety, active transportation access, and connections to schools, jobs, health care, shopping, and transit.
- City of San Rafael General Plan 2040 (2024): The Mobility Element commits the City to implementing key multimodal improvements, including "improved crossings of the San Rafael Canal, including a potential new crossing east of Grand Avenue."
- Marin Countywide Transportation Plan 2050 (2024): The Plan identifies a Canal crossing as part of the County's Primary Active Transportation Network and highlights the project as a community-informed investment that advances transportation accessibility, affordability, comfort, and equity for historically underserved communities.
- Citywide Bicycle and Pedestrian Plan Update (2026): To be adopted later this year, the updated Plan identifies a Canal crossing as one of the City's highest-priority active

transportation projects based on connectivity, comfort, public feedback, and consistency with Vision Zero principles.

Topic: Active Transportation Network

- Does the project area contain segments of the regional Active Transportation (AT) Network? Yes
- Is there a [MTC Mobility Hub](#) (map) within the project area? No

Topic: Safety and Comfort

- Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area? Yes
- Please summarize the traffic safety conditions and describe the project's traffic safety countermeasures. The [Bay Area Vision Zero System](#) may be a helpful resource (no word limit)

Currently, Francisco Boulevard East and the Grand Avenue Bridge provide the only pedestrian, bicycle, and vehicular connection between the Canal neighborhood and downtown San Rafael. Residents rely on this corridor to access schools, employment, shopping, health care, and the San Rafael Transit Center. However, Francisco Boulevard East is a high-volume roadway (20,700 ADT) with no dedicated bicycle facilities, sidewalks on only one side of the street, and has been identified as part of Marin County's High Collision Network in the 2024 Countywide Local Road Safety Plan due to its disproportionate number of fatal and injury crashes.

Between 2019 and 2023, 11 crashes involving people walking or bicycling occurred along the existing route between the Canal neighborhood and downtown San Rafael, including nine bicycle crashes and two pedestrian crashes. Two bicycle crashes resulted in serious injuries, while the remaining crashes resulted in minor injuries.

The proposed Canal Crossing directly addresses these safety concerns by providing a dedicated, low-stress, all-ages-and-abilities pedestrian and bicycle facility that is fully separated from motor vehicle traffic. By creating a safe alternative to Francisco Boulevard East, the project will substantially reduce conflicts between motor vehicles and vulnerable road users while improving safe access to schools, jobs, transit, shopping, and other essential destinations.

Topic: Bicycle, Pedestrian and Transit Facility Design

- Please check all the infrastructure elements that are included in this phase of the Project:
 - Updated Crosswalk/Crosswalk Enhancements
 - Class 2 Bike Lane or Buffered Bike Lane
 - Class 3 Bicycle Boulevard/Slow Street
 - Class 4 Separated Bikeway
 - Class I Multi-Use Trail or Path
 - Other: Bike-Ped Bridge

Topic: Equity

- Will the project help to improve active transportation or transit in an [Equity Priority Community \(EPC\)](#)? Yes
- Please list census tracts that are designated as EPCs and affected by this project: 1122.02, 1122.03, 1122.04

Topic: Resilience

- Will the project integrate green infrastructure? Yes

Section 3: Compliance and Exception Review**Topic: Statement of Compliance**

- Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)? Yes
- Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)? Yes

Topic: Transit Agency Review

Any project on a roadway with qualifying transit services must provide documentation of coordination with the affected transit agencies to ensure the project considers the needs of transit and/or mitigates project elements that may adversely impact transit operations. Project sponsors must share project information with affected transit agencies, document coordination via a Transit Agency Review Form or equivalent documentation (e.g., email correspondence), and upload the documentation here. Transit agencies must finish their review and provide comments to project sponsors within 20 business days of receipt of project information. For complex projects or extenuating circumstances, transit agencies may request an additional 10 days to complete the review. See [MTC Transit Priority Policy for Roadways: Guidance for Implementing Agencies](#) for Roadways for details.

Project Sponsors can check for the presence of transit service within the project area and surrounding community by using the [Transit Route Identification Tool](#) and coordinating with the appropriate transit agency points of contact listed in the [Transit Agency Contact List](#). Please contact transitpriority@bayareametro.gov for questions on transit coordination and the Transit Priority Policy for Roadways (TPPR).

Please select the transit agency (or agencies) that serve the community where the project is located:
Marin Transit, Golden Gate Transit

When coordinating with the transit agency (or agencies), did they notify you that they do NOT have service (including non-revenue or detours, etc.) in your project area?

Have all potentially affected transit agencies had the opportunity to review this project?

If yes, please upload copy of signed [Transit Agency Review Form](#):



MTC Complete Streets Checklist

Topic: Bicycle and Pedestrian Advisory Committee/Commission Review

Has a local Bicycle and Pedestrian Advisory Committee/Commission (BPAC) reviewed this Checklist?

This Checklist will be reviewed by the San Rafael BPAC on August 12, 2026.

Please provide the meeting date(s): August 12, 2026

Please provide a summary of meeting comments: To be provided after the meeting.

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Section 1: Contact and Project Information

Contact Name:

Ray Rodriguez

Email Address:

rrodriguez@tam.ca.gov

Contact Phone Number:

4152260831

Project Sponsor:

Transportation Authority of Marin (TAM)

County:

Marin

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

U.S. 101 Interchange Improvements Project

Project Location:

Tiburon, Mill Valley, San Rafael, Novato, Unincorporated Marin

Project Description:

Interchange Improvements, Active Transportation Gap Closure & Intermodal Connectivity at three interchange locations:

- US 101/SR 131 Tiburon Blvd/E. Blithedale Ave - PM 5.69
- US 101/Manuel T. Freitas Parkway/Civic Center Dr. - PM 13.71
- US101/Alameda del Prado/Nave Dr. - PM 16.64

Project Needs/Opportunities: Throughout Marin County, Highway 101 serves as the primary north-south roadway and is a key link between communities. Accessing Highway 101 in Marin is a major source of congestion on local roads, which reduces the connectivity of communities across Marin. Interchanges vary in age and in needs for improvements. As communities around Marin have grown over the last 30-40 years, interchanges built in the 1950s and 1960s have not been altered to meet demands of vehicles, transit, bicyclists, and pedestrians. Many do not meet current design or operational standards.

In addition to the vehicular traffic these interchanges serve, many also provide bus stops for Marin Transit and Golden Gate Transit, which offer local and regional bus services but have poor connectivity with local land uses or for transfer between transit providers. Provisions for bike and pedestrian access are also typically poor, with missing, discontinuous, or generally unsafe paths of travel and a general lack of connectivity with the local pedestrian and bike networks.

The project addresses alleviating nonstandard features and upgrading the conditions for vehicular traffic, transit users, pedestrians, and bicyclists. Proposed improvements vary from readily implementable solutions, such as new crosswalks, curb ramp replacements and restriping new bike facilities, improved multimodal connectivity, and widened bridges. Many of the improvements recommended for the interchanges will strengthen the interchange's relationship with the surrounding area and new developments, and they will improve the operation and safety of these interchanges for all users, allowing for smoother travel to, from, and across Highway 101 and local roads.

The purpose of the proposed project common to all three interchanges are:

- Improve multimodal connectivity and equitable accessibility to, from, and across US 101 for users of all ages and abilities.
- Improve local and regional traffic operations.
- Enhance safety for all modes and active transportation options.

The project needs are:

- Pedestrians and separated bicycle routes are discontinuous across US 101, have poor connectivity with bus transit, and are not compliant with the American Disabilities Act (ADA), which limits regional and local travel options for all users, including equity communities.

- Vehicular traffic experiences peak-period congestion, resulting in extended travel times and delays for motorists.

Project intersections exhibit poor levels of service.

- Pedestrian and bicyclist safety is a concern within the interchanges due to points of conflict between motor vehicles, pedestrians, and bicyclists. Free-flowing traffic at ramp terminals are safety concerns for pedestrians and bicyclists, who must cross against traffic that is moving at high speeds. There are uncontrolled crossings of ramps to access, missing bus stops.

Project Phase(s):

Environmental (ENV)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar), Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning**Relevant plans this project helps to implement:**

Bicycle, Pedestrian and/or Active Transportation Plan(s), City/County General + Specific Area Plans, Transit Plan, Other

Other relevant plan (specify):

Marin Countywide Transportation Plan 2050

Details on plan recommendations affecting the project area (with adoption date):

N/A

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

One of the main elements of the projects' purpose statement is to 'improve multi-modal connectivity and equitable accessibility to, from, and across US 101 for users of all ages and abilities'. Also, the projects' need statement includes making routes of travel ADA compliant. Therefore, all build alternatives adhere to NACTO and/or PROWAG guidelines.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

Marin Transit and GGBHTD representatives are members of the Technical Advisory Committee for the project. Their comments and needs can be included early in the project.

The existing suburban hub ID is 26243. The hub's supportive elements include an existing Park-and-Ride lot at Alameda del Prado and Nave Drive which will be kept operational. This lot supports two local bus routes: Marin Transit Route 71 and Golden Gate Transit (GGBHTD) District Route 54 which serve the Internal Marin and Marin-San Francisco service patterns, respectively. The demographic cohort of local transit riders, specifically the Internal Marin route passengers, qualify as a Community of Concern based on MTC definitions. Relocation of the existing bus stops is among the alternatives being considered to eliminate uncontrolled crossings of ramps to access the inline bus stops.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

The Tiburon Boulevard/East Blithedale Avenue and Manuel T. Freitas Parkway/Civic Center Drive interchanges exhibit documented collision patterns, including substantial numbers of injury collisions and incidents involving pedestrians and bicyclists. The Alameda del Prado/Nave Drive interchange presents pronounced exposure risks caused by uncontrolled crossings and free-flow ramp movements. Across all three locations, the principal safety issues include speed differentials, congestion-related rear-end collisions, complex motorist-movements where intersections and ramps meet the interchange, and inadequate separation or control for pedestrian and bicycle crossings. Among the proposed countermeasures, included are: grade-separated multi-use pathways, closing existing gaps in pedestrian and separated bicycle routes, and relocation of existing transit bus stops to safer locations with improved accessibility for all users.

Infrastructure elements included in this phase of the project:

Class I Multi-Use Trail or Path, Class 2 Bike Lane or Buffered Bike Lane, Class 4 Separated Bikeway, Sidewalk Gap Closure, Sidewalk Widening, Curb Extensions (including Bus Bulbs), New Traffic Signal or Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

108200

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

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

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District), Marin Transit (Marin County Transit District)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

Marin Transit has routes 245, 71, 49, and 57 that currently service the U.S. 101 corridor. Golden Gate Transit (GGBHTD) currently has routes 54/154, and 101 currently servicing the U.S. 101 corridor. Golden Gate Transit's route 72X/74/76/172 is an express route that provides direct transit service from/to Sonoma to San Francisco via U.S. 101.

Relocation of existing bus stops to improve access and connectivity is the primary transit-supportive design element that is expected to increase transit access, safety, and ridership.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-09-16

Generated on: 8/27/2026

This is a DRAFT version - not yet submitted



DATE: September 16, 2026

TO: Transportation Authority of Marin
Bicycle/Pedestrian Advisory Committee

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

SUBJECT: One Bay Area Grant Cycle 4 (OBAG 4) Call for Projects Framework (Action),
Agenda Item No. 7

RECOMMENDATION

The Bicycle/Pedestrian Advisory Committee (BPAC) reviews and provides input on the applications received. If available by the September 16 meeting, provide input on staff funding recommendations.

This item is also related to Item 6 on this agenda, as BPAC review of Complete Streets Checklists is a required element of the OBAG 4 process. However, feedback about particular Checklists should be conveyed under Item 6.

BACKGROUND

In February 2026, MTC established the framework for One Bay Area Grant Cycle 4 (OBAG 4) with federal funding to support implementation of Plan Bay Area 2050+ priorities for transportation, housing, and the environment. The federal funds for OBAG 4 are apportioned from the Infrastructure Investment and Jobs Act (IIJA) and its presumed successor legislation and cover a four-year period from FY 26/27 to FY 29/30.

A portion of the OBAG funds are available for programming by each County, with recommendations subject to MTC approval. On April 23, 2026, the TAM Board approved TAM's process and schedule and authorized staff to issue the OBAG 4 Call for Projects. The OBAG 4 Call for Projects was released May 7, 2026 with applications due July 22, 2026.

DISCUSSION

MTC has established the programming capacity for OBAG 4 at \$820 million. 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 has deducted the SB 125 commitment of \$100 million off the top of the OBAG 4 Program. 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

Regional Program

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

- 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 Transit Oriented Communities (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 with local agencies as they become available.

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 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.

As established in OBAG 3, MTC will make the final selection of projects for the County Programs. For OBAG 4, each County Transportation Agency (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, but are not limited to:

- CTA planning and program implementation activities.
- Mobility Hub planning and implementation.
- Parking reduction and curb management programs.
- Bicycle and pedestrian improvements and programs.

- Safe Routes to Schools (SRTS) projects and programs.
- Streetscape projects to encourage biking, walking, and transit use
- Local streets and roads preservation projects 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.
- 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).
- 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. These funds are separate from the call for projects.

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. TAM typically folds these funds into the annual budget to support staff performing various planning and programming activities per agreement with MTC.

CTAs may request additional funding to augment these base funding levels for countywide planning. CTAs may also program funds “off the top” for Safe Routes to Schools (SRTS) programs. However, additional funds requested for CTA Planning and SRTS Programs will reduce the available programming capacity for projects.

Staff is considering setting aside \$200,000 for the Countywide Transportation Plan (CTP) Update and \$600,000 for TAM's SRTS Program for a total of \$800,000.

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

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	\$800,000	\$11,830,000

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
\$11,830,000	\$938,000	\$668,000	\$668,000	\$14,104,000

- **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 BAAQMD.

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. 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.

- **CARE Participatory Budgeting (PB)**

CARE Participatory Budgeting (PB) is a process where residents directly engage with an 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 encouraged applicants with eligible projects to apply for CARE CBTP Technical Assistance and Participatory Budgeting funds. TAM reserved 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

The overall schedule for the Call for Projects is shown below.

TAM's OBAG 4 Schedule	
Milestone	Date
TAM Board approved the issuance of an OBAG 4 Call for Projects	April 23, 2026
TAM issued OBAG 4 Call for Projects	May 7, 2026
Applications due to TAM	July 22, 2026
Evaluate applications and prioritize funding, including convening the BPAC to evaluate Complete Street review	August/September 2026
FP&L Executive Committee recommends applications	October 12, 2026
TAM Board adopts applications for submittal to MTC	October 22 2026
Project nominations due to MTC (including compliance requirements)	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:

- **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.
- **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 allows CTAs to include optional additional criteria under an “Other” category. TAM included 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.

The criteria are weighed in the following percentages:

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 OBAG 4 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 to receive funding from other sources, TAM would withdraw these applications from consideration for OBAG 4 funds. Thus, 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.

Applications Received

By the deadline of July 22, 2026, TAM received nine applications from eight agencies, requesting approximately \$35 million in total. The applications include the following (in alphabetical order):

- Marin County – Marin City Secondary Access Study
- Marin County Parks & Open Space – Evolving Shorelines at Bothin Marsh
- Marin Transit – Operating and Maintenance Facility Site Electrification
- Mill Valley – Miller Ave and Montford Ave/La Goma St Intersection Safety Improvements
- Novato – North Redwood Blvd Corridor
- San Rafael – San Rafael Canal Crossing Project
- San Rafael – Merrydale Road Active Transportation Connectivity Project
- SMART – SMART Pathway (Smith Ranch Rd to Main Gate at SMART Hamilton Station)
- TAM – U.S. 101 Interchange Improvements Project

Attachment A provides a summary of applications received that includes descriptions, amounts requested, and other pertinent information used for evaluation. Applications are available for download linked in Attachment B.

Staff is in the process of evaluating the applications using a panel of TAM staff along with a representative from the Town of Corte Madera. Corte Madera did not submit an application and was requested to participate in the evaluation to provide perspectives from a local jurisdiction. Based on the evaluation criteria noted above, the evaluation committee intends to rank the nine applications in order of priority.

Staff will likely develop funding scenarios for the TAM Board to consider for adoption. One such scenario is a “top down” approach to recommend funding the highest ranked application for the amount requested before funding the next highest ranked application entirely until all funds have been exhausted. The top down approach would likely only fund a few applications before the funds are exhausted. This approach assures the highest ranked applications are fully funded.

Another approach is a “spread” approach, using a strategy to fund as many meritorious applications as possible. This approach will not be able to fund the larger applications with the amount requested simply because of insufficient funding available. It would however allow TAM to fund more applications than using the top down approach, by determining applications that are either scalable (with sponsors' inputs) or able to fully advance with a lower amount of funding than applied for by seeking other supplemental funds. Given that four of the nine applications are only requesting \$500,000 or less, the spread approach may provide the ability to fund a larger number of applications while still preserving a significant amount of the funds for the larger applications.

Applicants will be invited to attend the BPAC meeting to briefly discuss their applications and address questions. The BPAC will be asked to provide input on the applications.

Staff is still working with some of the applications to clarify issues. If ready by September 16, staff will bring funding recommendations to the BPAC meeting for review.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

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 an 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 FY 26/27 Annual Budget.

NEXT STEPS

Complete application evaluation and develop funding recommendations for TAM Board approval.

ATTACHMENT

Attachment A – Summary of Applications Received

Attachment B – [OBAG 4 Applications \(Hyperlink Only\)](#)

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OBAG 4 Project Applications Received														
No.	Sponsor	Project Name and Description	Project Type	Total Project Cost	OBAG Requested	CARE Requested	Phase(s) Requested	PDA	TOC	EPC	CTP Active Trans. Network	CTP Transit Priority Network	LRSP - High Collision Network	Notes
1	Marin County	Marin City Secondary Access Study - Conduct a study for a secondary, multimodal access point in and out of Marin City. It will include engagement, building on CBTP efforts, preliminary concept design, and preparation for environmental review.	SLR, Roadway	\$500,000		\$500,000	Study	Yes	No	Yes	N/A	N/A	N/A	Prefer non-federal funds
2	Marin County Parks & Open Space	Evolving Shorelines Project at Bothin Marsh - Complete National Environmental Policy Act (NEPA) environmental review for proposed sea level rise adaptation improvements to the Bay Trail and active transportation network within Bothin Marsh Open Space Preserve.	SLR, Bike/Ped	\$392,000		\$350,000	ENV	No	No	No	Yes	N/A	No	Not eligible for CARE funds
3	Marin Transit	Operating and Maintenance Facility Site Electrification - This project will fund the electrification components needed to store, operate, and maintain zero emission vehicles at the bus facility located at 1075 Francisco Boulevard East, San Rafael, CA in Marin County. This project is scalable.	Transit Facility	\$31,827,000	\$9,947,000		CON	Yes	No	Yes	No	Yes	N/A	Mid-level request \$5,238,00; Minimum request \$4,069,000
4	Mill Valley	Miller Ave and Montford Ave/La Goma St Intersection Safety Improvements - Miller Ave/Montford Ave/La Goma St multi modal intersection safety improvements in the City of Mill Valley. Proposed Project is a single-lane roundabout, Alternative B is a traffic signal, other alternatives include through movement restrictions. Miller Ave/Montford Ave/La Goma St multi modal intersection safety improvements in the City of Mill Valley. Proposed Project modifies an existing 4-lane street with a 4-way STOP on the Regional Active Transportation Network into a single-lane roundabout which includes over 400 LF of Class IV bicycle facilities, curbs and related striping/signage, ADA compliant curb ramps, and pedestrian median refuges to reduce crossing lengths. The Proposed Project relocates an existing bus stop and improves transit access, and also includes green infrastructure by modifying and improving an existing raingarden bioretention facility. Alternative B is a traffic signal, other alternatives include through movement restrictions.	Roadway, Bike/Ped	\$3,170,000	\$2,536,000		PE, CON	No	No	No	Yes	Yes	Yes	Not related to separate ATP Application
5	Novato	North Redwood Blvd Corridor - Redwood Blvd from Diablo Ave to Wood Hollow Dr: design multimodal corridor improvements including pedestrian and bicycle facilities, crosswalk and signal upgrades, ADA curb ramps, transit stop access, and streetscape enhancements.	Roadway, Bike/Ped	\$816,000	\$250,000		PE	No	Yes	No	No	Yes	Yes	CARE eligible
6	San Rafael	San Rafael Canal Crossing Project - Initiation and completion of preliminary & design engineering of a project to construct a new active transportation bridge crossing over the San Rafael Canal connecting 620 Canal Street in the Canal neighborhood to 101 Third Street in Downtown San Rafael. The Project also includes bridge landings, a new waterfront park at 620 Canal Street, reconstruction of a segment of the existing seawall, and connections to the proposed San Francisco Bay Trail extension. The bridge will provide a direct pedestrian and bicycle connection between the Canal neighborhood, Downtown San Rafael, regional transit, and the Bay Trail.	Bridge, Bike/Ped	\$9,725,000	\$5,000,000	\$5,000,000	PE	Yes	No	Yes	Yes	N/A	No (but current access is)	
7	San Rafael	Merrydale Road Active Transportation Connectivity Project - Constructs a Class I path on Merrydale Rd, a Class IV bikeway across the overpass, and a Class I path beneath Hwy 101 along SMART, reconnecting Rafael Meadows to schools, transit, and regional bikeways while closing critical network gaps.	Access to Transit, Bike/Ped (Class 1)	\$8,044,000	\$6,852,000		CON	No	Yes	Yes	No	No	No	TFCA eligible. Applied for ATP, pending
8	SMART	SMART Pathway/Great Redwood Trail/Bay Trail Gap Closure (Smith Ranch Rd. to Main Gate Rd. at SMART Hamilton Station) - Project would construct 2.65 miles of Class 1 paved non-motorized pathway utilizing a design-build or progressive design build project delivery method.The Project is located in and along the SMART public owned rail right of way from Smith Ranch Road in San Rafael and Main Gate Road in Novato, through unincorporated Marin County.	Access to Transit, Bike/Ped (Class 1)	\$19,241,127	\$4,500,000		PE, CON	Yes	Yes	No	Yes	N/A	No	TFCA eligible
9	TAM	U.S. 101 Interchange Improvements Project - Conduct PA&ED Phase of a project to improve multimodal connectivity and equitable accessibility to, from, and across US 101 for all users, improve local and regional traffic operations, and enhance safety for all modes and active transportation options. The locations of the interchanges include East Blithedale Ave./Tiburon Blvd, Freitas Parkway/Civic Center Drive, and Alameda del Prado/Nave Drive.	Roadway	\$12,250,000	\$250,000		ENV	Yes	Partial (manual t Freitas)	No	Yes	Yes	Yes	
			Total	\$85,965,127	\$29,335,000	\$5,850,000								

CARE - Community Action Resource and Empowerment Program; TFCA - Transportation Fund for Clean Air; CTP - Countywide Transportation Plan
PDA - Priority Development Area; TOC - Transit-Oriented Communities; EPC - Equity Priority Communities

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DATE: September 16, 2026

TO: Transportation Authority of Marin
Bicycle/Pedestrian Advisory Committee

FROM: Anne Richman, Executive Director
Scott McDonald, Principal Transportation Planner

SUBJECT: West Marin Bike Facilities Presentation (Discussion), Agenda Item No. 8

RECOMMENDATION

Discussion item only.

BACKGROUND

The TAM BPAC will receive an update from the County of Marin Department of Public Works staff on existing and planned bicycle projects in the West Marin region, as well as upcoming opportunities to engage with bike/ped planning and projects in the next calendar year.

DISCUSSION

The County of Marin Department of Public Works (DPW) oversees the public roads in unincorporated Marin County, including active transportation facilities other than parks trails. West Marin has highly attractive bike routes, including some identified in the Bike Ped Master Plan for Unincorporated Marin County, as well as many constraints on possible enhancements for those routes. The County of Marin considers multimodal review and complete streets enhancements in every paving project, and where possible, simple additions, such as additional shoulder spacing or sharrows, are included. DPW will discuss some roads and current plans for them.

Additionally, the County of Marin has embarked on numerous processes that allow the West Marin community to voice their needs and provide their ideas into the future of West Marin biking and walking. These include the current Vision Zero Action Plan, the upcoming Offsite Objective Design and Development Standards (ODDS) update for rural areas, the upcoming bike ped master plan comprehensive update, and updated options for the County through resources like the National Association of City Transportation Officials (NACTO).

The County will also listen to any requests or suggestions and ensure they are incorporated into the upcoming plans and processes as appropriate.

Also supporting bicyclists and pedestrians in West Marin include TAM's Crossing Guard Program with crossing guards supplied at the Bolinas-Stinson Union School District's Bolinas campus at Olema-Bolinas Rd (in Front of School), the Lagunitas School District at Sir Francis Drake Blvd & Meadow Way, and to the Shoreline Unified School District in in front of West Marin-Inverness School along Shoreline Hwy in Point Reyes Station. This investment in crossing guards through TAM's sales tax expenditure plan supports families in these West Marin school districts.

RELATIONSHIP TO THE COUNTYWIDE TRANSPORTATION PLAN (CTP)

These projects fit the goals of multiple elements within the CTP 2050. Elements include Safe Travel for All, Easy & Safe School Travel, Accessible & Walkable Communities, Complete Active Transportation Network, Higher Quality Transit, and Connected & Complete Community Corridors.

FISCAL IMPACTS

None.

NEXT STEPS

Receive the presentation and discuss subsequent activities with County of Marin staff.

ATTACHMENTS

Attachment A – Presentation



West Marin Bike Facilities Presentation

Transportation Authority of Marin
Bicycle/Pedestrian Advisory Committee

September 16, 2026

Agenda

1. Current Plans and Work
2. Upcoming Opportunities to Engage
3. Discussion



Photo: [Felix Wong](https://felixwong.com) | felixwong.com

Ongoing Work



Nicasio Valley Road

Upcoming Opportunities to Engage

1. Vision Zero Action Plan
2. Bike Ped Master Plan Update
3. Objective Development Design Standards (ODDS), rural
4. Quick Build Opportunities

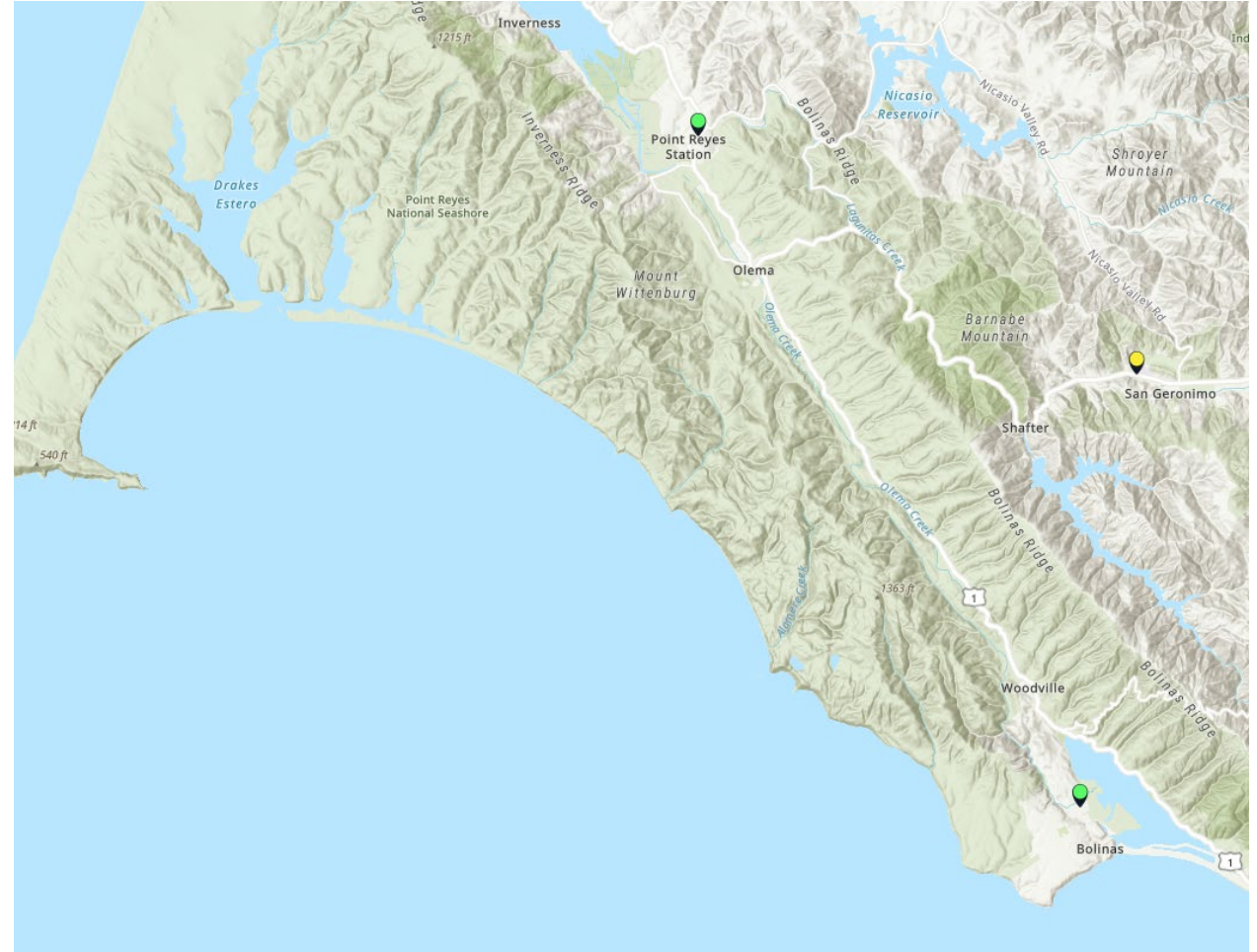


Marin County Unincorporated Area Bicycle and Pedestrian Master Plan

Adopted February 27, 2018

West Marin Crossing Guard Locations

Location	School District
Olema-Bolinas Rd (in front of school)	Bolinas-Stinson Union
Sir Francis Drake Blvd & Meadow Way	Lagunitas
Shoreline Hwy (in front of West Marin School)	Shoreline



THANK YOU
