

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

Thursday, February 2, 2017  
2:00 PM

NVTA Conference Room

### Technical Advisory Committee

All materials relating to an agenda item for an open session of a regular meeting of the Technical Advisory Committee (TAC) which are provided to a majority or all of the members of the TAC by TAC members, staff or the public within 72 hours of but prior to the meeting will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the TAC, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 4:30 p.m., except for NVTA holidays. Materials distributed to a majority or all of the members of the TAC at the meeting will be available for public inspection at the public meeting if prepared by the members of the TAC or staff and after the public meeting if prepared by some other person. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

Members of the public may speak to the TAC on any item at the time the TAC is considering the item. Please complete a Speaker's Slip, which is located on the table near the entryway, and then present the slip to the TAC Secretary. Also, members of the public are invited to address the TAC on any issue not on today's agenda under Public Comment. Speakers are limited to three minutes.

This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact the Administrative Assistant, at (707) 259-8631 during regular business hours, at least 48 hours prior to the time of the meeting.

This Agenda may also be viewed online by visiting <https://nctpa.legistar.com/Calendar.aspx>, click on the Technical Advisory Committee meeting date you wish to review.

Note: Where times are indicated for agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

1. Call To Order
2. Introductions
3. Public Comment
4. Committee Member and Staff Comments

## **5. PRESENTATIONS**

- 5.1 **Express Bus Technology Presentation (Kimley Horn) (Pages 5-7)**  
Kimley Horn, NVTa's consultant for the Express Bus Study, will provide a presentation on the Express Bus Technology report.
- Recommendation:** Information only
- Estimated Time:** 2:20 pm
- Attachments:** [Staff Report.pdf](#)

## **6. STANDING AGENDA ITEMS**

- 6.1 Congestion Management Agency (CMA) Report (Danielle Schmitz)
- 6.2 Project Monitoring Funding Programs\* (Alberto Esqueda)
- 6.3 Caltrans' Report\* (Ahmad Rahimi)
- 6.4 Vine Trail Update (Steve Palmer)
- 6.5 Transit Update (Matthew Wilcox)

Note: Where times are indicated for the agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

## **7. CONSENT AGENDA**

- 7.1 **Meeting Minutes of January 12, 2017 TAC Meeting (Kathy Alexander) (Pages 8-11)**
- Recommendation:** Approval
- Estimated Time:** 2:45 p.m.
- Attachments:** [Draft Minutes.pdf](#)

**8. REGULAR AGENDA ITEMS****8.1                    Transportation Fund for Clean Air (TFCA) Fund Estimate and Call For Projects Fiscal Year End (FYE) 2018 (Diana Meehan) (Pages 12-29)**

**Recommendation:** That the TAC review and recommend that the NVTB Board approve the FYE 2018 Transportation for Clean Air (TFCA) Expenditure Plan (Attachment 1) and adopt the selection criteria shown in Attachment 2 for the purpose of issuing a call for projects consistent with the Bay Area Air Quality Management District (BAAQMD) TFCA County Program Manager Fund Policies for FYE 2018.

**Estimated Time:** 2:45 p.m.

**Attachments:** [Staff Report.pdf](#)

**8.2                    Transportation Development Act Article 3 (TDA-3) Call For Projects (Diana Meehan) (Pages 30-47)**

Staff will review the TDA-3 Call for Projects

**Recommendation:** That the Technical Advisory Committee provide comments on TDA-3 Call for Projects materials.

**Estimated Time:** 2:55 p.m.

**Attachments:** [Staff Report.pdf](#)

**8.3                    Regional Measure 3 (RM3) Review (Danielle Schmitz) (Pages 48-58)**

Staff will review the RM3

**Recommendation:** Information only

**Estimated Time:** 3:05 p.m.

**Attachments:** [Staff Report.pdf](#)

**8.4                    California Road Charge Pilot Program (RCPP) Overview and Update (Mike Blasky) (Pages 59-62)**

Staff will provide an overview and update of the CPP.

**Recommendation:** Information only

**Estimated Time:** 3:15 p.m.

**Attachments:** [Staff Report.pdf](#)

**8.5 One Bay Area Grant Cycle 2 (OBAG 2) Update (Danielle Schmitz) (Pages 63-215)**

One Bay Area Grant (OBAG) 2 Call for Projects initial review of project submittals and recommendations

**Recommendation:** Staff is requesting that the TAC do an initial review of project submittals and provide feedback on the various project proposals.

**Estimated Time:** 3:20 p.m.

**Attachments:** [Staff Report.pdf](#)

**8.6 Legislative Update\* (Kate Miller)**

**Recommendation:** Information only. Staff will review the state and federal legislative updates.

**Estimated Time:** 3:45 p.m.

**8.7 February 15, 2017 Board Meeting Draft Agenda\* (Kate Miller)**

**Recommendation:** Information only. Staff will review the February 15, 2017 NVTB Board meeting draft agenda.

**Estimated Time:** 3:50 p.m.

**9. FUTURE AGENDA ITEMS**

**10. ADJOURNMENT**

**10.1 Approval of Next Regular Meeting Date of March 2, 2017 and Adjournment.**

I, Kathy Alexander, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTB offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on January 26, 2017.

Kathy Alexander (e-sign)

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Kathy Alexander, Deputy Board Secretary

\*Information will be available at the meeting





## **NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter**

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**TO:** Technical Advisory Committee (TAC)  
**FROM** Kate Miller, Executive Director  
**REPORT BY:** Alberto Esqueda, Associate Planner  
(707) 259-5976 | [aesqueda@nvta.ca.gov](mailto:aesqueda@nvta.ca.gov)  
**SUBJECT:** Kimley Horn Presentation on Vine Express Bus Study

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

At the January 12, 2017 TAC meeting the committee received an update on Vine Express Bus Study. After the meeting an email with a link to the Survey Results Memo, the Existing Conditions Report, the Needs Assessment memorandum and the Infrastructure & Technology Matrix was sent to TAC members for their review. A follow-up email was sent on Wednesday, January 25th as a reminder to review the documents by the February TAC meeting.

Kimley-Horn will be present at the February 2, 2017 meeting to discuss findings and potential solutions.

The goal of the Express Bus Study is to improve operations for Vine Transit's regional express routes. The Study will analyze various performance aspects such as on-time performance, average bus speed, and ridership to recommend potential improvements and increase ridership and reduce travel times. The study will also evaluate what capital improvements are needed to better serve riders on major corridors that will improve running times. NVRTA has met with partner agencies, Soltrans, Solano Transportation Authority and potential partnering agency, the Napa Valley Wine Train, to discuss transit service coordination along the SR 29 corridor to better serve transit users in both counties. Additional meetings with Sonoma County Transit (SCT) and Sonoma Marin Area Rapid Transit (SMART) are also being scheduled.

The final Express Bus Plan will be a flexible financial plan that will allow for the selection of individual transportation elements or enhancements to allow the agency to be

strategic in investments to improve the Vine express bus system in order to encourage ridership and reduce highway congestion.

### **FISCAL IMPACT**

Is there a fiscal impact? No

### **BACKGROUND AND DISCUSSION**

Kimley-Horn drafted an Existing Conditions report where they detail the analysis conducted of the five regional routes operated by Vine Transit Route 10, 11, 21, 25 and 29. Some of the elements analyzed are the on-time performance, connections and transfers to other transit services, on-time performance, service levels, ridership and fare revenue all relative to NVRTA's Service Standards developed in the Short Range Transit Plan. These route profiles were created for each express route, by examining ridership and provided a boarding per day by month and hour summary, revenue per route and per boarding, the use of Clipper, analyzed boardings by rider type, trip time and delays were also analyzed.

In conjunction with route profiles the Study also looks at regional employment density in Napa, Sonoma, Marin, Solano and Contra Costa Counties and how that employment density contributes to regional commute patterns. Simultaneously, while analyzing express bus service Kimley Horn was conducting an asset inventory that includes park-and-ride locations, profiles, parking spaces and amenities such as electric vehicle chargers and analyzed occupancy and usage.

To supplement the analysis on the existing conditions Kimley Horn administered an express bus survey to get the community's input and perception of the express bus. 760 responses were received, from those 704 responded to most of the questions. To capture a wider audience a mobile version of the survey was created and 19% of responses were made via a mobile device. The Survey was also translated to Spanish to garner participation from the Spanish-speaking community, however only 2.1% of responses were in Spanish. While 65% of the survey participants noted they very rarely or never use transit, 28% of respondents were not aware of the existence of the express routes. Another interesting finding was that 48% of survey participants use local Vine Transit Routes at least one time per month. Respondents had the opportunity to weigh in on desired express bus route improvements and the top five priorities according to respondent are:

1. Increased frequency and transfers
2. Shorter trip time
3. A more expansive service area
4. Improved route reliability
5. Lower fares

Kimley-Horn administered the survey and summarized findings in a memorandum, it conducted an analysis of the express bus routes existing conditions and summarized its findings in a report. They then developed a needs assessment memorandum to identify significant point of congestion on the road network as well as other issues that impact the express bus system and cause delays. To address some of the delay-causing issues Kimley-Horn researched and compiled a list of treatments to optimize bus operations and reduce express bus travel time.

**SUPPORTING DOCUMENTS**

None. Presentation will be distributed at meeting.

## **Napa Valley Transportation Authority**

625 Burnell Street  
Napa, CA 94559

### **DRAFT Meeting Minutes Technical Advisory Committee**

**Thursday, January 12, 2017**

**2:00 PM**

**NVTA Conference Room**

#### **1. Call To Order**

**Chair Eric Whan called the meeting to order at 2:03 p.m.**

**Present:** 6 - Vice Chair Nathan Steele

Mike Kirn  
Eric Whan  
Steve Palmer  
Dana Ayers  
Lorien Clark

**Absent:** 9 - Member Rick Marshall

Jason Holley  
Brent Cooper  
Rick Tooker  
Joe Tagliaboschi  
Doug Weir  
Ahmad Rahimi  
Ursula Vogler  
Juan Arias

#### **2. Introductions**

Chair Whan asked everyone in attendance to introduce themselves.

#### **3. Public Comment**

No public comment was received.

#### **4. Committee Member and Staff Comments**

Eric Whan - City of Napa - The recent storm tested the Napa River flood project and it worked as designed, including diverting overflow to the bypass.

## **5. STANDING AGENDA ITEMS**

### **5.1 Congestion Management Agency (CMA) Report (Danielle Schmitz)**

Danielle Schmitz provided the following:

- An update on the status of the renewal of Caltrans' National Environmental Policy Act (NEPA) delegation that sunset in December 2016.
- A reminder to the jurisdictions to update their StreetSaver programs for MTC's Regional Pavement Condition Update. There have been revisions in pavement surface distress rating protocol. In early 2016, the weathering and raveling distress was split into two separate distresses.
- An update on grant funding from the Volkswagen \$800 million settlement. Jurisdictions are invited to submit applications directly to VW for this first round of funding for electric vehicle charging stations. MTC is considering submitting a region wide project for a future funding round.
- An update on MTC's release of the region wide Active Transportation Program recommendations - projects of interest to Napa County are the Napa SR29 Undercrossing and the Napa Valley Vine Trail Vallejo - Ferry Terminal segment.
- An update on NVTAs One Bay Area Grant Cycle 2 (OBAG 2) Call For Projects - 14 projects totaling \$27.5 million in funding requests were received, however, there is only \$6.5 million available in the first round of funding. Staff will provide a list of first round recommendations at the February TAC meeting.

Kate Miller noted the 5310 Call for Projects for elderly and disabled transportation services was released on January 10, 2017. A letter of interest must be submitted to NVTAs by 5:00 PM on Wednesday, January 25<sup>th</sup>.

### **5.2 Project Monitoring Funding Programs (Alberto Esqueda)**

Alberto Esqueda reviewed the changes to the Project Monitoring spreadsheets.

### **5.3 Caltrans' Report (Ahmad Rahimi)**

No report - Ahmad Rahimi was unable to attend the meeting.

### **5.4 Vine Trail Update (Steve Palmer)**

Diana Meehan provided a report on the December 21, 2016 Napa Valley Vine Trail Coalition (NVVTC) Board meeting:

- NVVTC is working on the Ehlers Lane alignment negotiations and options for the Bothe Park entry road alignment and has submitted an OBAG 2 request to help cover cost overruns for those sections.
- The County of Napa and the City of Napa are in discussions with NVVTC regarding maintenance for the Oak Knoll segment.

- The bike and pedestrian counters on the Tulocay section are collecting data - from October to December over 20,000 people used the path.

Herb Fredricksen reported the traffic signals on the Oak Knoll segment should be operating in February.

Eric Whan reported staff is reviewing the 60% plans for the gap closure and they plan to hold a team meeting to discuss the plans before moving forward.

## **5.5 Transit Update (Matthew Wilcox)**

Matthew Wilcox reviewed the 2nd Quarter Fiscal Year 2016-17 Vine Fixed Route, VineGo, and Shuttle Service Operational Summary Reports.

## **6. PRESENTATIONS**

### **6.1 Sustainable Napa County – Electric Vehicle Charging Stations Map**

Margo Stirt from Sustainable Napa County (SNC) provided a presentation on SNC's Electric Vehicle Infrastructure Study and invited the Committee to provide feedback on the project.

## **7. CONSENT AGENDA**

### **7.1 Meeting Minutes of December 1, 2016 TAC Meeting (Kathy Alexander) (Pages 5-9)**

**MOTION by PALMER, SECOND by KIRN to APPROVE the December 1, 2016 TAC Meeting Minutes as presented. The motion was unanimously approved.**

## **8. REGULAR AGENDA ITEMS**

### **8.1 Express Bus Study Update (Alberto Esqueda) (Pages 10-12)**

Alberto Esqueda provided an update on the Express Bus Study survey results. Alberto will email the Technology Assessment report to the Committee. Kimley Horn will attend the February TAC meeting to discuss their potential solutions with the Committee. Additionally, Alberto invited the Committee to attend the open house sessions on Thursday, January 26<sup>th</sup> at either 5:30 - 8:00 a.m. and 3:30 - 7 p.m.

### **8.2 Vine Comprehensive Operational Analysis (COA) (Matthew Wilcox) (Pages 13-15)**

Matthew Wilcox provided an update on the Vine Comprehensive Operational Analysis, which will supplement the Express Bus Study by focusing on the local routes.

### **8.3 Measure T Marketing Plan (Mike Blasky) (Pages 16-17)**

Mike Blasky reviewed the results of the Logo Tournament for the Measure T Marketing logo and presented the "winning design" along with "runner up" designs. Mike will be convening an ad-hoc Measure T marketing committee. He will be contacting local PIO/Marketing staff from each jurisdiction.

Eric Whan stated he wanted to have the City of Napa management and elected officials review the logo before moving forward.

#### **8.4 Caltrans District 4 and State Bicycle Plan Updates (Diana Meehan) (Pages 18-22)**

Diana Meehan updated the Committee on the Caltrans State and Regional Bicycle Plans. She also noted that the local bicycle plans feed the County of Napa Bicycle Plan, which in turn feeds into the Caltrans Regional and State Bicycle Plans.

Caltrans is reviewing issues with the online bicycle facility map portion for the District 4 Regional Plan, including the ability to show alternate routes when a bicycle facility is not available.

#### **8.5 Legislative Update (Kate Miller)**

Kate Miller reviewed the Legislative Update.

#### **8.6 NVTA January 18, 2017 Board Meeting Draft Agenda (Kate Miller)**

Kate Miller reviewed the January 18, 2017 NVTA Board meeting draft agenda.

### **9. FUTURE AGENDA ITEMS**

- Kimley Horn - Express Bus Study potential solutions discussion
- OBAG 2 update
- Regional Measure 3
- Transportation for Clean Air Call for Projects
- Transportation Development Act Article 3 (TDA 3) Call for Projects
- Road Charge Test Pilot Program Update

### **10. ADJOURNMENT**

#### **10.1 Approval of Next Regular Meeting Date of February 2, 2017 and Adjournment.**

The meeting adjourned at 3:39 p.m.

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Kathy Alexander, Deputy Board Secretary



## NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

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**TO:** Technical Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Associate Planner  
(707) 259-8327 / Email: dmeehan@nvta.ca.gov  
**SUBJECT:** Transportation Fund for Clean Air (TFCA) - Call for Projects  
FYE 2018

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### **RECOMMENDATION**

That the TAC review and recommend that the NVTA Board approve the FYE 2018 Transportation for Clean Air (TFCA) Expenditure Plan (Attachment 1) and adopt the selection criteria shown in Attachment 2 for the purpose of issuing a call for projects consistent with the Bay Area Air Quality Management District (BAAQMD) TFCA County Program Manager Fund Policies for FYE 2018.

### **EXECUTIVE SUMMARY**

NVTA annually allocates funds generated under AB 434. The funds come from a four-dollar vehicle license fee imposed by the Bay Area Air Quality Management District (BAAQMD) and are known as Transportation Fund for Clean Air (TFCA).

40% of these funds are returned to NVTA for distribution to local projects. Projects must be beneficial to air quality and be cost effective. The remaining 60% is allocated by BAAQMD on an air district-wide competitive basis. The Program Expenditure Plan for the Program Managers Funds is due in March 2017.

In general, the Air District TFCA policies only allow funds to be retained for two (2) years unless the NVTA originally requests additional time or the project is making reasonable progress and is granted a one (1) year extension. **Bicycle Projects must be completed in 2 years and will not be granted a time extension beyond this limit.**

*Beginning in FYE 2017, the Air District and the County Program Managers are directed to enforce the two-year time limit for bicycle projects (i.e., any projects under Policy # 29), the County Program Managers should cancel any projects that are not completed*



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*within the two-year time limit, and the Air District will not consider any extension requests for bicycle projects that have already been granted a two-year extension from the County Program Manager.*

### **FISCAL IMPACT**

Is there a Fiscal Impact? Yes. Approximately \$209,098

### **BACKGROUND AND DISCUSSION**

Annually the NVTa adopts a list of projects for the TFCA Program Manager funds. NVTa receives about \$190,000 each year in DMV revenues. Six and one quarter percent of the revenues can be used for administration of the program.

### **APPLICATIONS**

**Applications** are **due Friday, March 17<sup>th</sup> by 5:00 PM**. The application must consist of a completed Project Information Form with a detailed project description and a completed project cost effectiveness worksheet.

#### **Basic Eligibility**

1. Reduction of emissions
2. TFCA cost-effectiveness
3. Eligible recipients
4. Consistent with existing plans and programs
5. Public agencies applying on behalf of non-public Entities

#### **TFCA Project Types**

1. Bicycle Facility Improvements
2. Arterial Management
3. Transit or Vanpool Incentive Programs
4. Shuttle/Vanpool Feeder Program
5. Smart Growth

Updated worksheets and BAAQMD FYE 2018 Program Policies (includes updated maximum cost-effectiveness for all eligible project types) can be found here:

[http://www.baaqmd.gov/~media/files/strategic-incentives/tfca/program-manager-fund/fye-2018/fye-2018-tfca-county-program-manager-policies\\_clean-pdf.pdf?la=en](http://www.baaqmd.gov/~media/files/strategic-incentives/tfca/program-manager-fund/fye-2018/fye-2018-tfca-county-program-manager-policies_clean-pdf.pdf?la=en)

### **SUPPORTING DOCUMENTS**

Attachments: (1) TFCA Expenditure Plan for FYE 2018  
(2) FYE 2018 TFCA Program Application and Guidelines for Napa County-Includes selection criteria

**SUMMARY INFORMATION****ATTACHMENT 1  
TAC Agenda Item 8.1  
February 2, 2017**County Program Manager Agency Name: Napa Valley Transportation AuthorityAddress: 625 Burnell St., Napa, CA 94559**PART A: NEW TFCA FUNDS**

- |   |                |                  |
|---|----------------|------------------|
| 1. Estimated FYE 2018 DMV revenues (based on projected CY2016 revenues):            | Line 1:        | <u>\$192,500</u> |
| 2. Difference between prior-year estimate and actual revenue:                       | Line 2:        | <u>\$6,736</u>   |
| a. Actual FYE 2016 DMV revenues (based on CY2015): <u>\$199,596.71</u>              |                |                  |
| b. Estimated FYE 2016 DMV revenues: <u>\$192,861.15</u>                             |                |                  |
| <i>('a' minus 'b' equals Line 2.)</i>   |                |                  |
| 3. Estimated New Allocation for projects and administration (Sum of Lines 1 and 2): | <b>Line 3:</b> | <u>\$199,236</u> |

**PART B: INTEREST FOR PROGRAMMING AND TFCA FUNDS AVAILABLE FOR REPROGRAMMING**

- |  |                |                    |
|--|----------------|--------------------|
| 4. Total available for programming/reprogramming to other projects.  | <b>Line 4:</b> | <u>\$22,315.13</u> |
| a. Amount available from previously funded projects: <u>\$19,116.62</u>  |                |                    |
| <i>(Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)</i> |                |                    |
| b. Interest income earned on TFCA funds in CY 2016: <u>\$3,198.51</u>  |                |                    |
| <i>('a' plus 'b' equals Line 4.)</i>   |                |                    |

**PART C: TOTAL AVAILABLE TFCA FUNDS**

- |  |                |                     |
|--|----------------|---------------------|
| 5. Total Available TFCA Funds (Sum of Lines 3 and 4)                                 | <b>Line 5:</b> | <u>\$221,551.13</u> |
| a. Estimated TFCA funds budgeted for administration: <sup>1</sup> <u>\$12,452.25</u> |                |                     |
| <i>(Note: This amount may not exceed 6.25% of Line 3.)</i>                           |                |                     |
| b. Estimated Total TFCA funds available for projects <u>\$209,098.88</u>             |                |                     |
| <i>(Line 5 minus Line 5.a.)</i>  |                |                     |

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature: \_\_\_\_\_

Date: \_\_\_\_\_

<sup>1</sup> The "Estimated TFCA funds budgeted for administration" amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, County Program Managers must limit their administrative costs to no more than 6.25% of the actual total revenue received from the Air District.

**Complete if there are TFCA Funds available for reprogramming.**



Guide and Application for the  
Transportation Fund for Clean Air Program  
(TFCA) for Napa County Program Manager Funds



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

FYE 2018 Applications Due to NVTA: March 17, 2017

NVTA  
625 Burnell Street  
Napa, CA 94559  
Phone: 707-259-8631  
Fax: 707-259-8638  
[www.nvta.net](http://www.nvta.net)

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February 15, 2017

## **Greetings Participants!**

The Napa Valley Transportation Authority is pleased to announce a “Call for Projects” for the Transportation Fund for Clean Air, Program Manager Funds.

The Transportation Fund for Clean Air (TFCA) is a grant program, funded by a \$4 surcharge on motor vehicles registered in the Bay Area. This generates approximately \$22 million per year in revenues. The purpose of the TFCA program is to provide grants to implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and thereby improve air quality. Projects must be consistent with the 1988 California Clean Air Act and the Bay Area Ozone Strategy.

The TFCA program can fund a wide range of project types, including the construction of new bicycle lanes; shuttle and feeder bus services to train stations; ridesharing programs to encourage carpool and transit use; bicycle facility improvements such as bicycle racks and lockers; and arterial management projects that reduce traffic congestion such as signal interconnect projects.

NVTA is pleased that your agency or organization has chosen the TFCA program as a potential funding source to complete your eligible project. This packet has been created to help guide you in submitting a successful application for funding.

The available funding for Napa County TFCA projects for FYE 2018 will be approximately \$209,098 dollars. The TFCA Applications for FYE 2017 will be due to NVTA by 5:00 PM on Friday, March 17, 2017.

If you have any questions, you may contact Diana Meehan, TFCA Program Manager at:

NVTA TFCA Program  
625 Burnell Street  
Napa, CA 94559  
Phone: 707-259-8327

Sincerely,

Kate Miller  
Executive Director  
Napa Valley Transportation Authority

## **Introduction**

On-road motor vehicles, including cars, trucks, and buses, constitute the most significant source of air pollution in the Bay Area. Vehicle emissions contribute to unhealthy levels of ozone (summertime "smog") and particulate matter.

To protect public health, the State Legislature enacted the California Clean Air Act in 1988. As part of the requirements, the Air District prepared the Bay Area Clean Air Plan (CAP) and the Bay Area 2005 Ozone Strategy, which describes how the region will work toward compliance with the State one-hour ozone standard. To reduce emissions from motor vehicles, the Bay Area 2005 Ozone Strategy contains transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as "any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions." MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies, which result not only in the reduction of ozone precursor emissions, but also of greenhouse gas emissions.

## **The TFCA Program**

To fund the implementation of TCMs and MSMs, the State Legislature authorized the Bay Area Air Quality Management District to impose a \$4 surcharge on motor vehicle registration fees paid within the San Francisco Bay Area. These revenues are allocated by the Air District through the Transportation Fund for Clean Air (TFCA). TFCA grants are awarded to public and private entities to implement eligible projects.

TFCA-funded projects have many benefits, including the following:

- Conserving energy and helping to reduce greenhouse gas emissions
- Reducing air pollution, including air toxics such as benzene and diesel particulates
- Improving water quality by decreasing contaminated runoff from roadways
- Improving transportation options
- Reducing traffic congestion

Forty percent (40%) of these funds are allocated to the designated program manager within each county and are referred to as the TFCA Program Manager Fund. NVTA is the program manager for Napa County. Sixty percent (60%) of these funds are awarded directly by the Air District through the TFCA Regional Fund.

### **Your Responsibilities as Project Sponsor:**

1. Submit projects to the Program Manager that comply with Air District policies.
2. Prepare and submit your project's information form and cost-effectiveness worksheet to the Program Manager.
3. Adhere to the Program Manager's timeline and submit deliverables on time.
4. Submit project status report forms on time.
5. Complete your TFCA project two years from the effective date of the Master Agreement between the Program Manager and the Air District (July 2020).
6. Provide proof of Air District credit for vehicles purchased, published materials, and construction funded or partially funded through the TFCA program.
7. Provide itemized invoices to the Program Manager for reimbursement of your project.
8. Provide proof of general liability insurance with a limit of not less than \$1,000,000 per occurrence.

### **NVTA's Responsibilities as Program Manager:**

1. Provide guidance, offer technical support to project sponsors.
2. Review Project Sponsor's Project Information forms, cost-effectiveness sheets, and reporting forms.
3. Administer program in accordance with applicable legislation, including Health and Safety Code Sections 44233, 44241, and 44242, and with Air District Board-Adopted TFCA County Program Manager Fund Policies
4. Hold one or more public meeting each year for the purpose of adopting criteria for the expenditure of the funds and to review expenditure of revenues received.
5. Provide funds only to projects that comply with Air District Policies and Procedures.
6. Encumber and expend funds within two years of the receipt of funds.
7. Provide information to the Air District and to auditors on the expenditures of TFCA funds.



## **Basic Eligibility**

**Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible. Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and the Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE 2016. Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

**TFCA Cost-Effectiveness:** Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total emissions reduced, unless a different value is specified in the policy for that project type. (See "Eligible Project Categories" below.) Cost-effectiveness is based on the ratio of TFCA funds divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter 10 microns in diameter and smaller (PM10) reduced (\$/ton). All TFCA-generated funds (e.g., TFCA Regional Funds, reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route, etc.), each component must achieve this cost-effectiveness requirement.

**Eligible Projects, and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.

**Consistent with Existing Plans and Programs:** All projects must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved plan for achieving and maintaining State and national ambient air quality standards, which are adopted pursuant to HSC sections 40233, 40717 and 40919, and, when specified, with other adopted State, regional, and local plans and programs.

**Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District.

- A. Public agencies are eligible to apply for all project categories.
- B. Non-public entities are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).

**Readiness:** Projects must commence by the end of calendar year 2018. For purposes of this policy, “commence” means a tangible action taken in connection with the project’s operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. “Commence” can mean the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle/feeder bus and ridesharing service, or the delivery of the award letter for a construction contract.

**Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years. Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

### **APPLICANT IN GOOD STANDING**

**Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for five (5) years from the date of the Air District’s final audit determination in accordance with HSC section 44242, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

**Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District’s award of County Program Manager Funds. County Program Managers may only incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) after the Funding Agreement with the Air District has been executed.

**Insurance:** Both the County Program Manager and each grantee must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

## **Use of TFCA Funds**

- 1. Cost of Developing Proposals:** The costs of developing grant applications for TFCA funding are not eligible to be reimbursed with TFCA funds.
- 2. Combined Funds:** TFCA County Program Manager Funds may NOT be combined with TFCA Regional Funds for the funding.
- 3. Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year. A County Program Manager may, if it finds that significant progress has been made on a project, approve a (1-year) extension. **Bicycle Projects must be completed in 2 years and will not be granted a time extension beyond this limit.**

*Beginning in FYE 2017, the Air District and the County Program Managers are directed to enforce the two-year time limit for bicycle projects (i.e., any projects under Policy # 29), the County Program Managers should cancel any projects that are not completed within the two-year time limit, and the Air District will not consider any extension requests for bicycle projects that have already been granted a two-year extension from the County Program Manager.*

## **TFCA Project Types**

- 1. Ridesharing projects**
- 2. Shuttle/Feeder Bus**
- 3. Bicycle Facility Improvements**
- 4. Smart Growth**
- 5. Clean Air Vehicle Purchase**
- 6. Arterial Management**

## **Ineligible Project Types**

- 1. Duplication:** Grant applications for projects that duplicate existing TFCA-funded projects (including Bicycle Facility Program projects) and therefore do not achieve additional emission reductions are ineligible.
- 2. Planning Activities:** Feasibility studies are not eligible, nor are projects that only involve planning activities and that do not include an implementation phase.
- 3. Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to employees of the project sponsor are not eligible.

### **Recent Project Examples in Napa County**

<u>Project Name</u>	<u>Sponsor</u>	<u>TFCA Funds</u>	<u>Total Project \$</u>
Donaldson Way Sidewalk Gap Closure Project	City of American Canyon	\$101,249	\$500,000
Electric Vehicle Charging Stations	City of Calistoga	\$8,000	\$14,500
Napa Commute Challenge (2yrs)	SNCI	\$50,000	\$50,000

### **Dates of Importance**

**March 17, 2017**      **Project submittals are due to NVTA**

**July 14, 2017**      Deadline: Within three months of Board approval, Program Manager submits request for Air District approval of any projects that do not conform to TFCA policies (date tentative)

**November 3, 2017**      Deadline: Within six months of Board approval, Program Manager (NVTA) provides Cost-Effectiveness Worksheets and Project Information forms for new FYE 2018 projects to the Air District (date tentative)

### **Project Selection Process**

The project selection process is as follows. The NVTA Technical Advisory Committee (TAC), with representation from all six Napa County jurisdictions, will serve as the selection and prioritization committee. NVTA staff will run the prospective projects through an initial qualification process based on project eligibility, and present their findings to the TAC. TAC's recommendations will be forwarded to the NVTA Board.

Projects will be evaluated on a cost effective and project readiness basis.

### **TFCA Program Manager Selection Criteria for Napa County**

- 1) The proposed project must improve the quality of the air as determined by the BAAQMD.
- 2) The project must fall into one or more of the statutory expenditure categories, which are:

- The implementation of ridesharing programs.
- The purchase or lease of clean fuel buses for school districts and transit operators.
- The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
- Implementation and maintenance of local arterial traffic management.
- Implementation of rail-bus integration and regional transit information systems.
- Implementation of low-emission and zero-emission vehicle programs and of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit.
- Implementation of a smoking vehicles program (Air District project).
- Implementation of an automobile buy-back scrappage program operated by a governmental agency (Air District project).
- Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
- The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions.
- Implementation of vehicle-based projects to reduce mobile source emissions, including but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.

3) Geographic equity in the Napa region.

4) The project proponent has expended past allocations of funds in a timely manner.

5) Meet the requirements of the Air District Board-Approved TFCA County Program Manager Fund Policies.

### **Application Instructions:**

TFCA project applications for FYE 2017 must be submitted to NVTA no later than 5:00 pm on Friday, March 17, 2017. Applications may be emailed to Diana Meehan at [dmeehan@nvta.net](mailto:dmeehan@nvta.net). Applications may be in the form of a completed Project Information Form that provides a detailed project scope and includes a cost effectiveness calculation. To obtain a cost effectiveness calculation worksheet contact Diana Meehan.

### **What Happens After Submission?**

After applications are submitted to NVTA the evaluation process will begin. NVTA plans on the following action timeline:

- March – April 2017 – NVTA will evaluate the potential FYE 2018 TFCA projects
- May 4, 2017 – NVTA will take proposed projects to the NVTA Technical Advisory Committee (TAC) for recommendation to NVTA Board (date tentative)
- May 17, 2017 – NVTA will take proposed final projects for FYE 2016 to the NVTA Board for approval (date tentative)
- July- August 2017 – NVTA sends out agreements to project sponsors (date tentative)

### **TFCA Do's and Don'ts**

#### **Do**

- Establish a clear link to the air quality benefits of your project
- Provide clear and detailed cost estimates
- Have good back-up documentation including maps and pictures
- Have a clearly defined project scope and timeline
- Keep NVTA in “the loop” the greater understanding the Program Manager has of your project, the better

#### **Don't**

- Bite off more than you can chew – if the project cannot be completed in two years apply for funding in phases, it will not hurt your chances of eligibility
- Scope creep – when you fill out your **Project Information Form** this is your application. You have to adhere to the project description you write on this form
- Forget to ask for help – NVTA is here as a resource, do not assume, rather ask for clarification
- Apply for the TFCA funds now, and figure out where the rest of your project's funding is going to come from later

### **Frequently Asked Questions**

#### **1. Is there a local match requirement to apply for TFCA funding?**

No, there is no requirement for a local match.

#### **2. Can TFCA Program Manager Funds be combined with TFCA Regional Funds?**

No, TFCA funds cannot be combined with TFCA Regional funds but may be combined with other funding sources, local, federal, state.

#### **3. What is the TFCA funding limit for alternative fuel vehicles?**

TFCA funds awarded to alternative fuel vehicle projects may not exceed incremental cost after all other applicable manufacturer and local/state rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the

difference in cost between the purchase or lease price of the vehicle and/or retrofit and its new conventional vehicle counterpart that meets, but does not exceed 2011 emissions standards.

### **Contact Information**

Napa County TFCA Program Manager:

Diana Meehan

625 Burnell Street

Napa, CA 94559

Phone: (707) 259-8327

[dmeehan@nvta.net](mailto:dmeehan@nvta.net)

NVTA Main Office

625 Burnell Street

Napa, CA 94559

Phone: (707) 259-8631

Fax: (707) 259-8638

[www.nctpa.net](http://www.nctpa.net)

Bay Area Air Quality Management District:

Strategic Incentives Division

Karen Schkolnick

Phone: (415) 749-5070

[kschkolnick@baaqmd.gov](mailto:kschkolnick@baaqmd.gov)

## Appendix A

### PROJECT INFORMATION

A. Project Number: 18XX01

*Use consecutive numbers for projects funded, with year, county code, and number, e.g., 18MAR01, 18MAR02 for Marin County. Zero (e.g., 18MAR00) is reserved for County Program Manager TFCA funds allocated for administration costs.*

B. Project Title: \_\_\_\_\_

*Provide a concise, descriptive title for the project (e.g., "Elm Ave. Signal Interconnect" or "Purchase Ten Gasoline-Electric Hybrid Light-Duty Vehicles").*

C. TFCA County Program Manager Funds Allocated: \$ \_\_\_\_\_

D. TFCA Regional Funds Awarded (if applicable): \$ \_\_\_\_\_

E. Total TFCA Funds Allocated (sum of C and D): \$ \_\_\_\_\_

F. Total Project Cost: \$ \_\_\_\_\_

*Indicate the TFCA dollars allocated (C, D and E) and total project cost (D). Data from Line E (Total TFCA Funds) should be used to calculate C-E.*

G. Project Description:

*Grantee will use TFCA funds to \_\_\_\_\_. Include information sufficient to evaluate the eligibility and cost-effectiveness of the project. Ex. of the information needed include but are not limited to: what will be accomplished by whom, how many pieces of equipment are involved, how frequently it is used, the location, the length of roadway segments, the size of target population, etc. Background information should be brief. For shuttle/feeder bus projects, indicate the hours of operation, frequency of service, and rail station and employment areas served.*

H. Final Report Content: Final Report form and final Cost Effectiveness Worksheet

*Reference the appropriate Final Report form that will be completed and submitted after project completion. See <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/TFCA/County-Program-Manager-Fund.aspx> for a listing of the following forms:*

☐ *Form for Ridesharing, Shuttles, Transit Information, Rail/Bus Integration, Smart Growth, and Traffic Calming Projects. (Includes Transit Bus Signal Priority.)*

☐ *Form for Clean Air Vehicle and Infrastructure Projects*

☐ *Form for Bicycle Projects*

☐ *Form for Arterial Management Projects*



I. Attach a completed Cost-effectiveness Worksheet and any other information used to evaluate the proposed project. *For example, for vehicle projects, include the California Air Resources Board Executive Orders for all engines and diesel emission control systems. Note, Cost-effectiveness Worksheets are not needed for TFCA County Program Managers' own administrative costs.*

J. Comments (if any):  
*Add any relevant clarifying information in this section.*

DRAFT



## NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

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**TO:** Technical Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Associate Planner  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** TDA-3 Call for Projects

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### **RECOMMENDATION**

That the Technical Advisory Committee provide comments on TDA-3 Call for Projects materials.

### **EXECUTIVE SUMMARY**

The FY 2017-18 TDA-3 Call for Projects will be opened by the NVTA Board at its February meeting with project selections approved by the Board in April 2017. TAC is requested to comment on and recommend approval to the Board on the program provisions.

### **FISCAL IMPACT**

Is there a Fiscal Impact? No, not for this action, however, once the Call for Projects is issued, approximately \$316,093 will be available for project allocation.

### **BACKGROUND AND DISCUSSION**

The TDA-3 program is a grant program funded by approximately 2% of the ¼ cent Statewide Sales Tax. This generates approximately \$150,000 per year in revenues for Napa jurisdictions. The purpose of the TDA-3 program is to provide grants for local bicycle and pedestrian projects.

The TDA-3 program funds a wide range of project types including:

- capital construction and design engineering of bicycle and pedestrian projects
- maintenance of a Class I bikeways
- restriping Class II bicycle lanes

- development or support of a bicycle safety education program;
- development of a comprehensive bicycle and/or pedestrian facilities plan (once every 5 years)

The last TDA-3 call for projects was conducted in FY 2016-17. In this call for projects \$388,152 of TDA-3 funds were allocated to four projects in the cities of American Canyon, Calistoga, St. Helena and the Napa Valley Vine Trail-Oak Knoll Segment.

As of November 16, 2016 the TDA-3 fund estimate was \$159,421. The FY 2016-17 projected allocation is \$156,672 bringing the total funds available for allocation in FY 2017-18 to \$316,093.

	<b>FY 2015-16</b>	<b>FY 2016-17 *</b>	<b>TOTAL</b>
<b>REVENUES</b>	\$159,421	\$156,672	\$316,093
<b>* Estimated amounts pending final audit and funding allocation February 2016</b>			

### **PROPOSED TIMELINE**

<b>ITEM</b>	<b>DATE</b>
Board Approval	February 15, 2017
Issue Call For Projects	February 15, 2017
Applications - <i>due to NVTa by 5:00 PM</i>	March 17, 2017
Draft Program Review by ATAC	March 27, 2017
Draft Program Review by TAC	April 6, 2017
Board Approval	April 19, 2017

### **SUPPORTING DOCUMENTS**

Attachment(s) : (1) ) Guide and Application for Transportation Development Act – Part 3 (TDA-3) Funds for Napa County  
(2) TDA-3 Fund Estimate as of November 2016



Guide and Application for  
Transportation Development Act – Part 3 (TDA-3) Funds  
for Napa County

FY 2017-18 Applications  
Due to NVTA: March 17, 2017

NVTA  
625 Burnell Street  
Napa, CA 94559  
Phone: 707-259-8631  
Fax: 707-259-8638  
[www.nvta.net](http://www.nvta.net)

February 15, 2017

The Napa Valley Transportation Authority is pleased to announce a Call for Projects for Transportation Development Act, Part 3 (TDA-3) funds available to Napa County jurisdictions.

The TDA-3 program is a grant program, funded by approximately 2% of the ¼ cent Statewide Sales Tax. This generates approximately \$150,000 per year in revenues for Napa jurisdictions. The purpose of the TDA-3 program is to provide grants for local bicycle and pedestrian projects.

The TDA-3 program can fund a wide range of project types including:

- capital construction and design engineering of bicycle and pedestrian projects
- maintenance of a Class I bikeways
- restriping Class II bicycle lanes
- development and support of a bicycle safety education programs
- development of a comprehensive bicycle and/or pedestrian facilities plan (once every 5 years)

NVTA is pleased that your agency or organization has chosen the TDA-3 program as a potential funding source to complete your eligible project. This packet has been created to help guide you in submitting a successful application for funding.

The available funding for Napa County TDA-3 projects for FY 2017-18 will be approximately \$316,093 dollars. The TDA Applications will be due to NVTA by 5:00 PM on Friday, March 17, 2017.

If you have any questions, you may contact Diana Meehan, TDA-3 Program Manager at:

625 Burnell Street  
Napa, CA 94559  
Phone: 707-259-8631

Sincerely,

Kate Miller  
Executive Director  
Napa Valley Transportation Authority

## **The TDA-3 Program**

The State Legislature passed the Transportation Development Act (TDA) in 1971. The TDA provides one of the major funding sources for public transportation in California. Transportation Development Act (TDA) funds are generated from a statewide ¼ cent sales tax. Article 3 of TDA is a set-aside of approximately 2% of those monies. Under Article 3 of the TDA, funds are also used by local jurisdictions for bicycle and pedestrian projects.

The Metropolitan Transportation Commission (MTC) administers TDA3, which is distributed based on population. Each year, an annual fund estimate or “entitlement” is developed for each jurisdiction. Unused “entitlement” is accumulated as credit. A jurisdiction’s claim in any given year cannot exceed the sum of their accumulated credit plus their projected entitlement for the following two years.

Funds are obtained by local jurisdictions via a three-step process: (1) apportionment, (2) allocation, and (3) payment (reimbursement). Apportionment in the San Francisco Bay Area follows a Metropolitan Transportation Commission (MTC) formula based upon population. Allocation is the discretionary action by MTC that designates funds for a specific claimant for a specific purpose. NVTA submits TDA allocation requests to MTC on a regular basis, and unused TDA funds allocated to any project may be rolled over from one fiscal year to the next. No matching funds are required, but the project must meet the funding objectives and be developed in cooperation with the community. The basic objectives of the grant source are to fund projects that increase the safety, security, and efficiency of bicycle and pedestrian travel, and to provide for a coordinated system. The MTC requires supporting resolutions from the sponsoring Council.

There are no matching requirements with this funding source. TDA 3 projects are required to meet Caltrans safety design criteria and CEQA requirements; be completed within three years; be maintained; be consistent with adopted bicycle plans; and be authorized by a governing council or board.

This “Call for Projects” will be issued on February 15, 2017 upon approval by the NVTA Board of Directors. In addition to the application, project sponsors must deliver documentation of environmental clearance and maps/documents showing project locations and design parameters. Projects must be approved by MTC.

As part of the grant process, MTC also requires the City Council to adopt a resolution making certain findings as follows:

- (i) the City is eligible to request grant funding under State law,
- (ii) there is no pending or threatened litigation that adversely affects the project
- (iii) the grant application is accurate,
- (iv) The jurisdiction has committed adequate staffing resources to complete the projects
- (v) The jurisdiction will comply with CEQA,
- (vi) the completed projects will be maintained by the jurisdiction for the benefit of the public, and
- (vii) the adopted resolution will be sent to NVTA

## **Basic Eligibility for TDA-3 Funding**

TDA Article 3 funds may be used for the following activities relating to pedestrian and bicycle facilities (including sidewalk wheelchair ramps):

- Engineering expenses leading to construction.
- Right-of-way acquisition.
- Construction and reconstruction.
- Retrofitting existing bicycle and pedestrian facilities, including installation of signage, to comply with the Americans with Disabilities Act (ADA).

- Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates.
- Purchase and installation of bicycle facilities such as
  - secure bicycle parking,
  - benches, drinking fountains, changing rooms, rest rooms and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public.
- Maintenance of Class I bikeways (unlimited)
- Maintenance of Class II bikeways. Countywide, the total funds allocated to Class II bikeway maintenance cannot exceed 20% of the total countywide TDA estimate
- Bicycle Safety Education Programs (not more than 50% of the project's budget and not more 5% of the countywide TDA Article 3 funds)
- Comprehensive Bicycle & Pedestrian Facilities Plans (not more than once per jurisdiction every 5 years)
- Projects identified in a recent (within 5 years) comprehensive local bicycle or pedestrian plan
- Annual TDA Article 3 Audits

TDA Article 3 funds may not be used to fully fund the salary of any one person working on these programs.

### **Bicycle Advisory Committee Requirement**

Cities and counties may not receive TDA Article 3 funds for bicycle projects unless the jurisdiction has established a Bicycle Advisory Committee (BAC) and the project is included in an adopted plan as stipulated in the MTC TDA Article 3 Rules and Procedures. This requirement does not apply to pedestrian projects. For Napa County, the NVTA Active Transportation Advisory Committee fulfills this requirement. However, for those jurisdictions with additional local Bicycle Advisory Committees, the approval of that committee is also required.

### **Recent Project Examples in Napa County**

<b>Project Name</b>	<b>Sponsor</b>	<b>TDA-3 Funds</b>	<b>Total Project \$</b>	<b>Costs must be incurred by</b>
ADA Curb Ramp Reconstruction CON	St. Helena	\$50,000	\$60,000	6/30/2018
Sidewalk Installation at Logvy Park CON	Calistoga	\$51,500	\$61,500	6/30/2018
Sidewalk Gap Closure Donaldson Way CON	American Canyon	\$127,652	\$400,000	6/30/2018
Vine Trail – Solano Ave, CON	NVTA	\$159,000	\$6,100,000	6/30/2018

### **Project Selection Process**

The project selection process is as follows. NVTA staff will run the prospective projects through an initial qualification process based on project eligibility, and present their findings to the NVTA Active Transportation Advisory Committee (ATAC) which will serve as the initial selection and prioritization committee. The ATAC recommendations will be forwarded to the NVTA Technical Advisory Committee (TAC) for their review and recommendation. The recommendation from both Committees will be forwarded to the NVTA Board for their decision.

Projects will be evaluated on a cost effective and project readiness basis.

### **TDA-3 Project Selection Criteria for Napa County**

#### For Bicycle Projects

- The project is listed in the jurisdiction's adopted Bicycle Plan
- The project priority level is "high" as indicated in the jurisdiction's Bicycle Plan
- Environmental Clearance is secured

#### For Pedestrian Projects

- The project is listed in the jurisdiction's Capital Improvement Plan or Pedestrian Plan
- Environmental Clearance is secured

#### Additional credit will be given to projects that

- are on the Countywide "Primary Bikeway Network"
- provide additional local matching funds (not required)



### **Application Instructions:**

TDA-3 project applications for FY 2016-17 must be submitted to NVTA no later than 5:00 pm on Friday March 17, 2017. Applications may be emailed to Diana Meehan at [dmeehan@NVTA.net](mailto:dmeehan@NVTA.net)

Applications must include:

- MTC project application (attached)
- Resolution of local support following MTC requirements (attached)

### **What Happens After Submission of the TDA-3 application?**

After applications are submitted to NVTA the evaluation process will begin. NVTA plans on the following action timeline:

ITEM	DATE
Board Approval – Call For Projects	February 15, 2017
Issue Call For Projects	February 15, 2017
TDA-3 Applications - due to NVTA by 5:00 PM	March 17, 2017
Draft Program Review by ATAC	March 27, 2017
Draft Program Review by TAC	April 6, 2017
Board Approval – Program of Projects	April 19, 2017

### **Contact Information**

Napa County TDA-3 Program Manager:

Diana Meehan  
625 Burnell Street  
Napa, CA 94559  
Phone: (707) 259-8327  
[dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)

NVTA Main Office  
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Fax: (707) 259-8638  
[www.nvta.ca.gov](http://www.nvta.ca.gov)

Metropolitan Transportation Commission  
TDA & RM2 Operating Program Manager  
Cheryl Chi  
510-817-5939  
[cchi@mtc.ca.gov](mailto:cchi@mtc.ca.gov)

# Metropolitan Transportation Commission

## Transportation Development Act Article 3 Funds Bicycle and Pedestrian Projects

### **Instructions for the Use of the Model Governing Body Resolution by Claimants**

*(A model resolution follows these instructions)*

The model resolution contains four parts:

1. Abstract of the purpose of the resolution (optional)
2. Body of the Resolution
3. Attachment A to the Resolution – Required Findings
4. Attachment B to the Resolution – MTC Claim Form(s)

All TDA Article 3 claimants should use this model resolution since it includes proper wording for findings to be made by the claimant.

One resolution may be used for requesting allocations for multiple projects.

A claimant may reformat the resolution for administrative purposes, but any wording changes should be approved by MTC in advance.

Attachment A, the “Findings,” must be included as part of the resolution. If you have questions about revising any of the text in the resolution or in Attachment A, or altering any of the findings, please contact MTC for prior approval.

For attachment B – local Congestion Management agency or county-approved forms may be used in lieu of MTC’s standard format if basic identifying information about the project and the project sponsor is included. A separate “Project Application” form must be used for each project. If the claim covers multiple projects, the multiple claim forms still constitute only one Attachment B. In other words, Attachment B can be one to “n” number of claim forms, and the total number of pages of Attachment B is the total number of pages of all of the claim forms (including any accompanying pages).

Where you see **INSERT NUMBER**, insert – in black type – the number you assign to the resolution.

Where you see **INSERT NAME OF CLAIMANT**, insert – in upper and lower case black type – the official name of the city or county (e.g., “the City of Oakland,” “the County of Solano”).

Where you see **INSERT NAME OF COUNTY**, insert – in upper and lower case black type – the name of the county from which the claim is being submitted (e.g., “Napa County”).

Resolution No. **INSERT NUMBER**

Abstract [Optional]

This resolution approves the request to the Metropolitan Transportation Commission by the **INSERT NAME OF CLAIMANT** for an allocation of Transportation Development Act Article 3 Pedestrian and Bicycle Project funding for fiscal year **INSERT FISCAL YEAR**.

Re: Request to the Metropolitan Transportation Commission for the allocation of fiscal year **INSERT FISCAL YEAR** Transportation Development Act Article 3 Pedestrian/Bicycle project funding

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, entitled “Transportation Development Act, Article 3, Pedestrian/Bicycle Projects,” which delineates procedures and criteria for submission of requests for the allocation of “TDA Article 3” funding; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, the **INSERT NAME OF CLAIMANT** desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists; now, therefore, be it

RESOLVED, that the **INSERT NAME OF CLAIMANT** declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code, and furthermore, be it

RESOLVED, that there is no pending or threatened litigation that might adversely affect the project or projects described in Attachment B to this resolution, or that might impair the ability of the **INSERT NAME OF CLAIMANT** to carry out the project; and furthermore, be it

RESOLVED, that the **INSERT NAME OF CLAIMANT** attests to the accuracy of and approves the statements in Attachment A to this resolution; and furthermore, be it

RESOLVED, that a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of **INSERT NAME OF COUNTY** for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

The **INSERT NAME OF CLAIMANT** adopted this resolution on **INSERT DATE**.

AYES:

NAYS:

Certified to by (signature):\_\_\_\_\_

**TYPE NAME OF CERTIFYING INDIVIDUAL HERE**

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year **INSERT FISCAL YEAR** Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding

## Findings

Page 1 of 1

1. That the **INSERT NAME OF CLAIMANT** is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the **INSERT NAME OF CLAIMANT** legally impeded from undertaking the project(s) described in “Attachment B” of this resolution.
2. That the **INSERT NAME OF CLAIMANT** has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the **INSERT NAME OF CLAIMANT** within the prior five fiscal years.
8. That the project(s) described in Attachment B which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That any project described in Attachment B that is a “Class I Bikeway,” meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project(s) described in Attachment B are ready to commence implementation during the fiscal year of the requested allocation.
11. That the **INSERT NAME OF CLAIMANT** agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

### TDA Article 3 Project Application Form

Fiscal Year of this Claim: \_\_\_\_\_ Applicant: \_\_\_\_\_

Contact person: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

E-Mail Address: \_\_\_\_\_ Telephone: \_\_\_\_\_

Secondary Contact (in event primary not available) \_\_\_\_\_

E-Mail Address: \_\_\_\_\_ Telephone: \_\_\_\_\_

**Short Title Description of Project:** \_\_\_\_\_

Amount of claim: \$ \_\_\_\_\_

**Functional Description of Project:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Financial Plan:**

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

**Project Elements:** \_\_\_\_\_

\_\_\_\_\_

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3					
list all other sources:					
1.					
2.					
3.					
4.					
<b>Totals</b>					

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) _____	
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	

**Instructions for the Use of the Model Resolution for Use by Countywide Agencies for Submittal of the Countywide Coordinated Claim**

A copy of the resolution follows these instructions.

The exact text of the body of the model resolution must be submitted to MTC; however, a claimant may reformat the resolution for administrative purposes.

Attachment A, the prioritized list of projects, must be completed and included as part of the resolution.

Where you see **INSERT NUMBER**, insert – in black type – the number you assign to the resolution.

Where you see **INSERT NAME OF COUNTY**, insert – in upper and lower case black type – the name of the county from which the claim is being submitted. (e.g., “Napa County”).

Where you see **INSERT NAME OF COUNTYWIDE AGENCY**, insert – in upper and lower case black type – the name of the agency from which the claim is being submitted. (e.g., “Napa County Transportation Planning Agency,” “Solano Transportation Authority,” “Contra Costa County Board of Supervisors,” “Santa Clara Valley Transportation Authority”).

Resolution No. **INSERT NUMBER**

Re: Submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for the Allocation of Fiscal Year **INSERT FISCAL YEAR** TDA Article 3 Pedestrian/Bicycle Project Funds to Claimants in **INSERT NAME OF COUNTY**

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

WHEREAS, the **INSERT NAME OF COUNTYWIDE AGENCY** has undertaken a process in compliance with MTC Resolution No. 875, Revised for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in **INSERT NAME OF COUNTY**, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

WHEREAS, each claimant in **INSERT NAME OF COUNTY** whose project or projects have been prioritized for inclusion in the fiscal year **INSERT FISCAL YEAR** TDA Article 3 countywide coordinated claim, has forwarded to the **INSERT NAME OF COUNTYWIDE AGENCY** a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it

RESOLVED, that the **INSERT NAME OF COUNTYWIDE AGENCY** approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

RESOLVED, that the **INSERT NAME OF COUNTYWIDE AGENCY** approves the submittal to MTC, of the **INSERT NAME OF COUNTY** fiscal year **INSERT FISCAL YEAR** TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;
- C. one copy of the governing body resolution and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim;



- E. confirmation that each project meets Caltrans' minimum safety design criteria and is ready to implement within the next fiscal year.

This resolution was adopted by **INSERT NAME OF COUNTYWIDE AGENCY** on **INSERT DATE**.

AYES:

NAYS:

Certified to by (signature): \_\_\_\_\_  
**TYPE NAME OF CERTIFYING INDIVIDUAL HERE**

Resolution No. **INSERT NUMBER**  
Attachment A

Re: Submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for the Allocation of Fiscal Year **INSERT FISCAL YEAR** TDA Article 3 Pedestrian/Bicycle Project Funds to Claimants in **INSERT NAME OF COUNTY**

**Prioritized List of Projects**

	<b>Short Title Description of Project</b>	<b>TDA Article 3 Amount</b>	<b>Total Project Cost</b>
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	<b>Totals</b>		

FY 2016-17 FUND ESTIMATE TRANSPORTATION DEVELOPMENT ACT FUNDS NAPA COUNTY											Attachment A Res No. 4220 Page 5 of 17 11/16/2016	
FY2015-16 TDA Revenue Estimate					FY2016-17 TDA Revenue Estimate							
FY2015-16 Generation Estimate Adjustment					FY2016-17 County Auditor's Generation Estimate							
1. Original County Auditor Estimate (Feb, 15)					7,600,000	13. County Auditor Estimate					8,160,000	
2. Actual Revenue (June, 16)					8,303,166							
3. Revenue Adjustment (Lines 2-1)					703,166							
FY2015-16 Planning and Administration Charges Adjustment					FY2016-17 Planning and Administration Charges							
4. MTC Administration (0.5% of Line 3)					3,516	14. MTC Administration (0.5% of Line 13)					40,800	
5. County Administration (Up to 0.5% of Line 3)					3,516	15. County Administration (0.5% of Line 13)					40,800	
6. MTC Planning (3.0% of Line 3)					21,095	16. MTC Planning (3.0% of Line 13)					244,800	
7. Total Charges (Lines 4+5+6)						17. Total Charges (Lines 14+15+16)					326,400	
8. Adjusted Generations Less Charges (Lines 3-7)					28,127	18. TDA Generations Less Charges (Lines 13-17)					7,833,600	
FY2015-16 TDA Adjustment By Article					FY2016-17 TDA Apportionment By Article							
9. Article 3 Adjustment (2.0% of line 8)					13,501	19. Article 3.0 (2.0% of Line 18)					156,672	
10. Funds Remaining (Lines 8-9)						20. Funds Remaining (Lines 18-19)					7,676,928	
11. Article 4.5 Adjustment (5.0% of Line 10)					661,538	21. Article 4.5 (5.0% of Line 20)					383,846	
12. Article 4 Adjustment (Lines 10-11)					33,077	22. TDA Article 4 (Lines 20-21)					7,293,082	
					628,461							
TDA APPORTIONMENT BY JURISDICTION												
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)		
Apportionment Jurisdictions	6/30/2015 Balance (w/o interest)	FY2014-15 Interest	6/30/2015 Balance (w/ interest) <sup>1</sup>	FY2014-16 Outstanding Commitments <sup>2</sup>	FY2015-16 Transfers/ Refunds	FY2015-16 Original Estimate	FY2015-16 Revenue Adjustment	6/30/2016 Projected Carryover	FY2016-17 Revenue Estimate	FY 2016-17 Available for Allocation		
Article 3	496,722	2,847	499,569	(421,689)	0	145,920	13,501	237,301	156,672	393,973		
Article 4.5	56,757	73	56,829	(401,127)	0	357,504	33,077	46,283	383,846	430,129		
SUBTOTAL	553,479	2,919	556,398	(822,816)	0	503,424	46,578	283,584	540,518	824,102		
Article 4/8												
NVT <sup>3</sup>	11,412,332	47,046	11,459,378	(15,607,662)	1,253,960	6,792,576	628,461	4,526,713	7,293,082	11,819,795		
SUBTOTAL	11,412,332	47,046	11,459,378	(15,607,662)	1,253,960	6,792,576	628,461	4,526,713	7,293,082	11,819,795		
GRAND TOTAL	\$11,965,811	\$49,965	\$12,015,776	(\$16,430,478)	\$1,253,960	\$7,296,000	\$675,039	\$4,810,297	\$7,833,600	\$12,643,897		

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 6/30/16.

3. NVT is authorized to claim 100% of the apportionment to Napa County.

Action Requested: **INFORMATION/ACTION**



**NAPA VALLEY TRANSPORTATION AUTHORITY**  
**ATAC Agenda Letter**

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**TO:** Technical Advisory Committee (TAC)  
**FROM** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Planning Manager  
(707) 259-5968 | [dschmitz@nvta.ca.gov](mailto:dschmitz@nvta.ca.gov)  
**SUBJECT:** Regional Measure 3 Project List Recommendation

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**RECOMMENDATION**

Staff is requesting that the TAC review and recommend the Regional Measure 3 (RM3) list of projects to be approved at the March 15 NVRTA Board Retreat.

**EXECUTIVE SUMMARY**

On December 14, 2016 MTC held its annual Commission Workshop, which included a Regional Measure 3 discussion. Regional Measure 3 is a proposed \$1-3 bridge toll increase on Bay Area Toll Bridges that would be placed on the ballot in November 2018 and include all 9 Bay Area counties. The Metropolitan Transportation Commission (MTC) has administered two other similar measures, RM1 and RM2. MTC has polled voters on the amount of a proposed increase and the \$1 increase tolled very promising. Consequently, MTC is leaning toward putting a \$1 increase on the ballot. It should be noted that in prior measures, Napa or Sonoma were not participating counties in the voter election. Preliminary indications by MTC suggest that Napa and Sonoma will be included in Regional Measure 3.

A \$1 dollar toll increase is projected to raise \$1.7 billion over a 25-year period, or \$127 million annually. Napa's return to source is roughly \$34 million in RM3 funds (based upon approximately 2% of tolls paid). Napa received a portion of the North Bay Express Bus project in Regional Measure 2 – roughly \$5.5 million for transit stations and buses, including \$2.5 million for the Soscot Gateway Transit Center. The Vine also receives annual operating revenues for the Route 29.

Regional Measure funds must support projects that relieve congestion on the bridge corridors. Since bridge tolls are fees and not taxes, the use of toll revenue must benefit

the payers of the fee. In other words, the projects funded by Regional Measure 3 should provide safety, mobility, access, or other related benefits in the toll bridge corridors. Staff is proposing to submit a Napa County RM3 project list which includes an array of transit capital, active transportation and transportation for livable communities' projects (Attachment 1).

### **FISCAL IMPACT**

Is there a fiscal impact? No

### **BACKGROUND AND DISCUSSION**

Unlike local sales tax measures where the Legislature has provided a general grant of authority to a county to create an expenditure plan to be placed on the ballot, RM1 and RM2 included an expenditure plan written and adopted by the Legislature as part of its normal bill passage process. The toll program is also unique in that it is regional in nature and the tolls are pooled to fund projects throughout the seven (7) State-owned bridges in the Bay Area. The toll revenue provides a benefit to those paying the fees (i.e. toll bridge users) or mitigates for the activity associated with the fees. As fees, toll increases are subject to a simple majority vote, rather than two-thirds. In the case of RM1 and RM2, and MTC's regional gas tax authorization statute, the vote is tallied region-wide, rather than county-by-county.

Regional Measure 1 was passed by Bay Area Voters in 1998 and increased tolls on the region's seven state-owned bridges to a uniform \$1. Revenues generated by the increase were dedicated to Highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridge corridors.

Regional Measure 2 was a ballot measure instituting a \$1 dollar toll increase that was passed in 2004. The expenditure plan for RM2 funded 37 capital projects, with an emphasis on transit improvements on the bridge corridor.

On December 14<sup>th</sup>, MTC held a Commission Workshop which included a Regional Measure 3 discussion. For both RM1 and RM2 MTC formed a Technical Advisory Committee made up of CMAs, transit agencies, and other interested parties to discuss project proposals in an open forum. MTC is expecting a similar process this time around.

### **SUPPORTING DOCUMENTS**

Attachment(s):       (1) Proposed Napa RM 3 Projects  
                              (2) MTC Memo on RM3

**Regional Measure 3**

Item		Description	Estimated Cost (2016 \$\$)	RM3 Request	Project Horizon	
					Start	End
<b>SR 29 (Broadway) /SR 221 (Soscol) Multi-Modal Improvements</b>						
<u>Park &amp; Ride Improvements - Technology/Access Upgrades</u>						
Redwood P&R		Bus charging station, electronic variable message signs (parking capacity, real time bus arrival, and traffic advisory)	250,000		2021	2022
American Canyon P&R (@ Crawford)		Includes Bike/Ped access corridor from lot to SR 29/passenger shelters/bulb outs, bus charging stations, electronic variable message signs (parking capacity, real time bus arrival, and traffic advisory) - improvements on east and west sides of highway - see ped overpass below.	840,000		2021	2023
American Canyon P&R - (2) Pedestrian Overpasses		Overpasses at AmCan existing P&R (American Canyon Road) and new P&R (Napa Junction)	7,000,000		2020	2023
Imola		Widen southbound SR 29 on-ramp and connect P&R to corridor, passenger shelter, paving, striping	2,000,000		2022	2024
<u>Park &amp; Rides New</u>						
American Canyon-City Hall		Acquire property at and construct park and ride, including retail space and passenger amenities. Bus charging station and electronic variable message signs (parking capacity, real time bus arrival, and traffic advisory)	1,750,000		2025	2027
<u>Curb Extensions (Bulb outs)/Rider Stations/Amenities</u>						
American Canyon - City Hall/Walmart on corridor @Napa Junction			125,000		2025	2027
Napa Valley College - SR 221/State Hospital			250,000			

Regional Measure 3

Item		Description	Estimated Cost (2016 \$s)	RM3 Request	Project Horizon	
<u>Bike/Ped Improvements/Landscaping</u>						
American Canyon - Napa Junction to Mimi Drive (2.6 miles)		Bike/Pedestrian - Both sides of Broadway/SR 29	5,200,000		2021	2025
Napa Valley College - Imola to Kennedy Park /Streblow Dr. (0.7 miles)		Bike/Pedestrian - Both sides of Soscol/221	875,000		2025	2026
<u>Intersection Improvements</u>		Signal prioity	750,000		2021	2025
		Queue jumps/intersection configuration improvements (3)	3,000,000			
Electric vehicles - Express Bus Expansion			14,000,000			
			36,040,000			

Other Priorities:

SR 37 Investments

Vallejo Ferry Operating Funds

Other - Competitive Program ideas

Transit Clean Vehicle program (off property infrastructure/fueling)

Transit Technology program (improve communications, predictability, etc. and encourage transit)



## *Memorandum*

TO: Commission

DATE: December 8, 2016

FR: Executive Director

RE: Regional Measure 3

### **Background**

Included in the Commission's Draft Advocacy Program for 2017 is a recommendation that the Commission sponsor legislation authorizing MTC to place on the ballot a measure asking Bay Area voters to approve a bridge toll increase to fund congestion relief projects for improved mobility in the bridge corridors. This memo and the attachments include information for your discussion and policy direction as we seek to pass legislation in 2017 to achieve this goal.

Attached to this memo are the following documents.

- A map showing the major investments included in Regional Measures 1 and 2 – RM1 and RM2 (Attachment A)
- Key Policy Considerations (Attachment B)
- Charts that include data on the county of origin of the toll payers, the relative size of the toll collections at each of the toll bridges and registered voter information (Attachment C)

### **Process**

Unlike local sales tax measures where the Legislature has provided a general grant of authority to a county to create an expenditure plan to be placed on the ballot, RM1 and RM2 included an expenditure plan written and adopted by the Legislature as part of its normal bill passage process. The toll program is also unique in that it is regional in nature and the tolls are pooled together to fund projects throughout the bridge system. The toll revenue provides a benefit to those paying the fees (i.e. toll bridge users) or mitigates for the activity associated with the fees. As fees, toll increases are subject to a simple majority vote, rather than two-thirds. In the case of RM1 and RM2, and MTC's regional gas tax authorization statute, the vote is tallied region-wide, rather than county-by-county.


In 2003, when RM 2 was under consideration by the Legislature, then Senate Pro Tem Don Perata created a special Select Committee that held a number of public hearings to solicit public input on the expenditure plan. Concurrently, MTC hosted a Technical Advisory Committee that met monthly to provide interested parties — transit operators, CMA's and other stakeholders — an opportunity to propose projects and discuss the attributes of proposals as they emerged in an open public forum.



We expect a similar process to begin in earnest when the Legislature convenes in January 2017, with a goal of passing a bill in 2017 so that a measure can be placed on the ballot in 2018.

**Workshop Focus**

At your December workshop, staff hopes to solicit your guidance on the key policy considerations and draft principles outlined in Attachment B as well as any other related issues of concern to the Commission. We would expect to return to the Legislation Committee at regular intervals in 2017 to review further details about the Regional Measure 3 bill as it develops, including specific projects proposed for potential funding.

  
Steve Heminger

SH:RR  
Attachments

J:\COMMITTEE\Commission\2016 Commission Workshop\Commission Workshop December 2016\2\_RM3 Workshop Memo.docx



# Voter Approved Toll Bridge Measures Deliver Big Returns

Year after year, in good economic times and bad, Bay Area residents rank transportation as one of their highest priorities. Voters have proved this time and again at the ballot box, including through the passage of Regional Measure 1 in 1988 and Regional Measure 2 in 2004. These measures raised tolls on the Bay Area’s seven state-owned toll bridges — and delivered dozens of the most important transportation investments of the past generation.

With these projects now completed or under construction, it’s time for voters to consider a third regional measure for the Bay Area’s next generation of improvements.



**New Benicia Bridge**  
Long backups on northbound Interstate 680 in Contra Costa County vanished after the 2007 opening of the new Benicia-Martinez Bridge.



**Cordelia Truck Scales**  
The 2014 relocation of the Cordelia Truck Scales is a key piece in the \$100 million package of Regional Measure 2 projects to speed up traffic through Solano County.

**Legend**

- Regional Measure 1 Capital Project
- Regional Measure 2 Capital Project
- Regional Measure 2 Operational Project

RM1 & RM 2 projects.ai | 2.3.15



**New Carquinez Bridge**  
Thousands of people turned out in late 2003 to celebrate the opening of the Al Zampa Bridge linking Solano and Contra Costa counties.



**Third Street Light Rail**  
San Francisco’s T-Third light-rail project provided faster and more reliable connections between downtown and the city’s southeastern neighborhoods.



**San Mateo Bridge Widening**  
The late Congressman Tom Lantos was on hand in 2003 to cut the ribbon for the newly widened San Mateo-Hayward Bridge.



**BART Warm Springs Extension**  
BART’s Warm Springs extension project, the first part of the ongoing extension to San Jose, will be completed in the fall of 2015.



**Caldecott Fourth Bore**  
Regional Measure 2 delivered \$45 million for the long-needed Caldecott Tunnel Fourth Bore project.



**BART-OAK Connector**  
The 2014 completion of the BART connection to Oakland International Airport was made possible by more than \$140 million of Regional Measure 2 funding.



**I-880/SR 92 Interchange**  
State Route 92 fell from the list of most congested Bay Area freeways following completion of a Regional Measure 1 project to replace its interchange with Interstate 880.

REGIONAL MEASURE 1	Amount (\$ millions)
New Benicia-Martinez Bridge	\$1,200
Carquinez Bridge Replacement	\$518
Richmond-San Rafael Bridge Rehabilitation	\$117
San Mateo-Hayward Bridge Widening	\$210
I-880/SR 92 Interchange Replacement	\$235
Bayfront Expressway Widening	\$36
Richmond Parkway	\$6
US 101/University Avenue Interchange Improvements	\$4

REGIONAL MEASURE 2	Amount (\$ millions)
Transbay Transit Center <sup>1</sup>	\$353
e-BART/Hwy 4 Widening <sup>2</sup>	\$269
BART to Warm Springs <sup>1,2</sup>	\$304
BART Oakland Airport Connector <sup>1</sup>	\$146
Solano Co. I-80 HOV Lanes & Cordelia Truck Scales <sup>1</sup>	\$123
SMART Rail	\$82
AC Transit Bus Rapid Transit <sup>2</sup>	\$78
Transit Center Upgrades and New Buses (Regionwide)	\$65
I-580 HOV Lanes	\$53
Ferry Vessels <sup>2</sup>	\$46
Caldecott Tunnel Fourth Bore	\$45
Transit Technology (Clipper®, 511®, Signals)	\$42
Contra Costa I-80 HOV Lanes	\$37
BART Tube Seismic Retrofit <sup>2</sup>	\$34
San Francisco Third Street Light Rail	\$30
BART Central Contra Costa Crossover	\$25
Safe Routes to Transit Projects	\$23
Other Regional Projects	\$356
Transit Operations Support (Annual)	\$41

<sup>1</sup> Amount shown includes other toll revenue in addition to RM2  
<sup>2</sup> Under construction



## Draft Principles for Regional Measure 3

### Bridge Nexus

Ensure all projects benefit toll payers in the vicinity of the San Francisco Bay Area's seven state-owned toll bridges

### Regional Prosperity

Invest in projects that will sustain the region's strong economy by enhancing travel options and improving mobility in bridge corridors

### Sustainability

Ensure all projects are consistent with Plan Bay Area 2040's focused growth and greenhouse gas reduction strategy

### State of Good Repair

Invest in projects that help restore bridges and transportation infrastructure in the bridge corridors

### Demand Management

Utilize technology and pricing to optimize roadway capacity

### Freight

Improve the mobility, safety and environmental impact of freight

### Resiliency

Invest in resilient bridges and approaches, including addressing sea level rise

## Regional Measure 3 — Key Policy Considerations



### When should the vote take place?

We recommend either the primary or general election in 2018. This will require the Legislature to pass the enabling legislation no later than the end of August 2017.

### How large of a toll hike should we seek?

A comparison of the revenue yield from a \$1–\$3 toll surcharge as well as a comparison of toll rates on other bridges are shown in the tables below. A multi-dollar toll surcharge could be phased in over a period of years.

Toll Surcharge Amount	Annual Revenue	Capital Funding Available (25-year bond)
\$1	\$127 million	\$1.7 billion
\$2	\$254 million	\$3.3 billion
\$3	\$381 million	\$5.0 billion

### Toll Rate Comparisons

Facility	Standard Auto Toll	Carpool Toll
BATA Bridges	\$5.00	\$2.50
Golden Gate Bridge	\$7.50/\$6.50 Plate/FasTrak	\$4.50
MTA Verrazano Narrows Bridge	\$11.08 <sup>1</sup> /\$16.00 EZ-Pass/Cash	\$3.08 <sup>1,2</sup>
Port Authority of New York/New Jersey (Bridges and Tunnels)	\$10.50/\$12.50/\$15.00 Off-Peak/Peak/Cash	\$6.50

<sup>1</sup>Results from EZ-Pass discount rate  
Average rate, based on 24 trips





### Which counties should vote on the toll increase?

Regional Measure 1 (1988) and Regional Measure 2 (2004) were placed on the ballot in only seven of the nine Bay Area counties; Napa and Sonoma were excluded. We propose that all nine counties be included in Regional Measure 3.

### Should toll revenue be used for operating purposes?

If a portion of toll revenue is reserved for operating funding (such as to subsidize transit service), the capital funding shown in the table on the prior page would be reduced. For example, for every 10% of total revenue reserved for operating purposes under a \$2 toll scenario, the capital yield from toll revenue bonds would be reduced by approximately \$300 million. Accordingly, we recommend restricting operating funding to the smallest possible amount. If an operating program is created, we recommend establishing performance standards similar to those in Regional Measure 2 as a condition of funding eligibility.

### Should congestion pricing be expanded?

The \$6 peak/\$4 off-peak weekday toll on the San Francisco-Bay Bridge has successfully reduced congestion on that span by encouraging some commuters to change their time or mode of travel. The \$6/\$4 differential toll also raises about the same amount of revenue as would a flat \$5 toll on that span. To further reduce congestion, we suggest consideration of a greater discount between the peak and off-peak rate for the Bay Bridge in Regional Measure 3.

### Should a FasTrak® discount be authorized?

The Golden Gate Bridge district offers FasTrak Discounts to incentivize more drivers to sign up for FasTrak, since electronic toll collection significantly speeds up traffic throughput on the bridge. RM 3 is an opportunity to remove a statutory restriction that currently prohibits BATA from offering similar FasTrak discounts. We recommend pursuing this change to help reduce delays and associated emissions.

### Should trucks pay an additional toll?

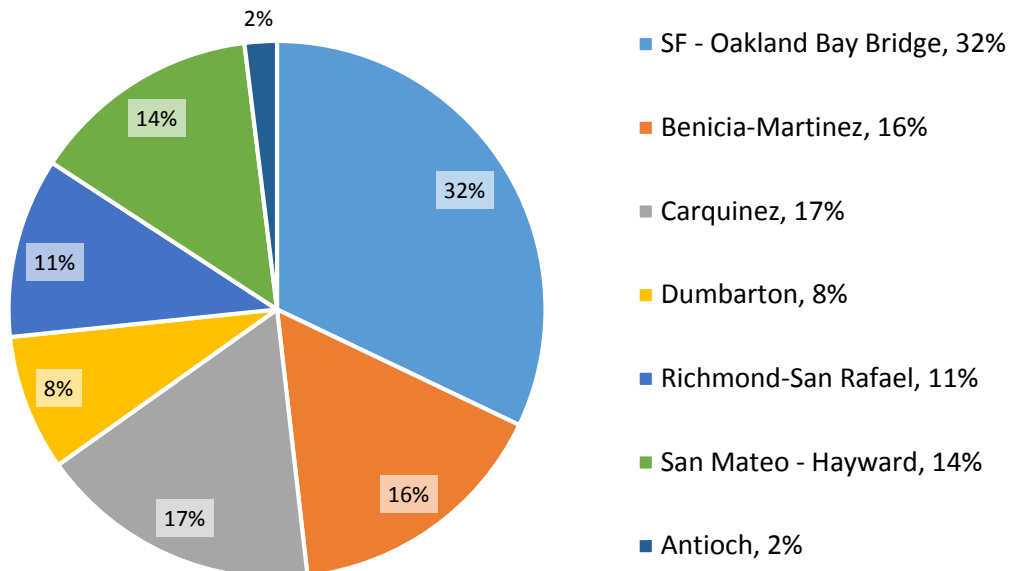
The last toll hike approved by the Bay Area Toll Authority (BATA) in 2010 included a substantial increase in the axle-based rate paid by commercial vehicles and trucks. As a result, we recommend that Regional Measure 3 be a flat surcharge added to all vehicles crossing the seven state-owned bridges.

### What kind of projects should be considered for funding?

Since bridge tolls are fees and not taxes, the use of toll revenue should benefit the payers of the fee. In other words, the projects funded by Regional Measure 3 should provide safety, mobility, access, or other related benefits in the toll bridge corridors. Regional Measure 1 funded primarily a small set of bridge replacement and expansion projects. By contrast, Regional Measure 2 funded a much larger set of both bridge, highway, and transit projects in the bridge corridors. Given the region's significant needs on all modes, we expect that Regional Measure 3 will resemble its immediate predecessor in the breadth and modal mix of projects.

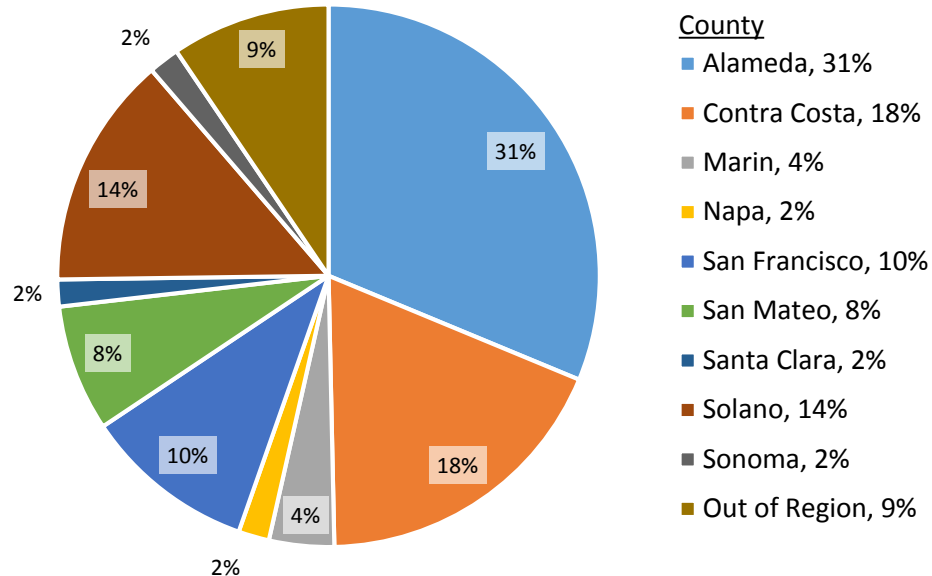


### Share of Bridge Toll Revenue by Bridge



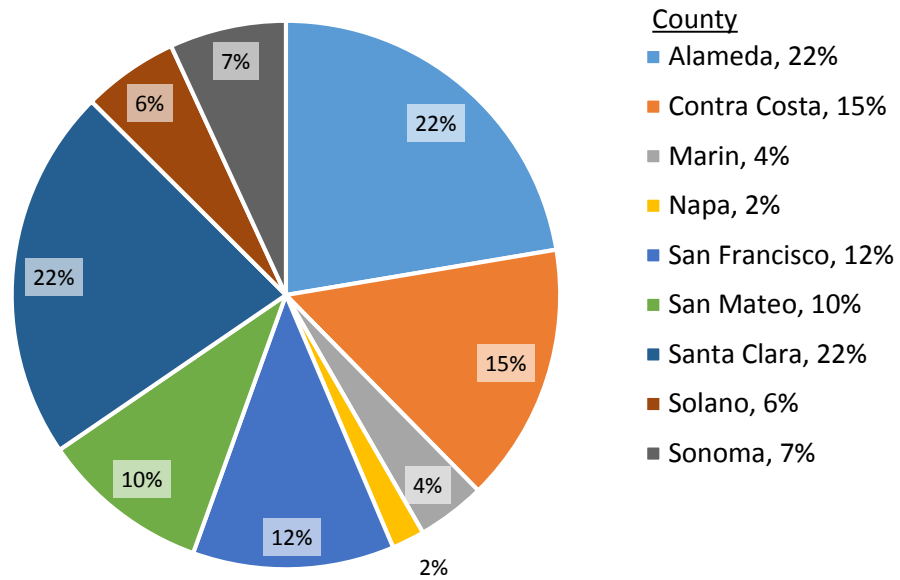
Source: FY16 Toll Revenues Collected by Bridge, MTC Comprehensive Annual Financial Report, June 30, 2016

### Share of Toll Revenue by County of Residence



Source: 2015 MTC FasTrak Data - Average Typical Weekday Transactions by County of Billing Address

### Share of Voters by County



Source: 2016 California Secretary of State Report of Registration (registered voters by county as of 10/24/2016)



## **NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter**

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**TO:** Technical Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Mike Blasky, Public Information Officer  
(707) 259-8327 / Email: [mblasky@nvta.ca.gov](mailto:mblasky@nvta.ca.gov)  
**SUBJECT:** California Road Charge Pilot Program – Overview and Update

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### **RECOMMENDATION**

That the TAC receive this informational report about the status of the nine-month California Road Charge Pilot Program, which began in July 2016 and concludes in March.

### **EXECUTIVE SUMMARY**

In 2014, Gov. Brown signed SB 1077 to direct the State of California to study whether a road charge could be a long-term replacement for the state's gas tax, which no longer generates revenues sufficient to maintain the state's transportation infrastructure. A road charge would be based on drivers' Vehicle Miles Traveled (VMT) rather than amount of fuel purchased.

CalSTA through the California Department of Transportation (Caltrans) and developed a nine-month statewide road charge pilot program with more than 5,000 volunteers that launched in July, 2016. The pilot, which will conclude in March 2017, is field testing several reporting methods for a new user-fee charging system.

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

### **BACKGROUND AND DISCUSSION**

California is one of many states facing critical transportation funding deficits because of falling gas tax revenues. The state gas tax has remained flat since 1994 and revenues have declined each year since 2007 due to increases in vehicle fuel efficiency and lower gasoline prices. The fuel excise tax only funds approximately \$2.3 billion of work to



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maintain the 50,000 lane-miles and nearly 13,000 state-owned bridges on the state highway system, according to the California State Transportation Agency (CalSTA). This leaves nearly \$5.7 billion in unfunded repairs each year. Following this trend of falling revenues, increasing shortfalls and deferred maintenance, repairing California's existing infrastructure will only become more costly without the development of an alternative funding system.

Of the approximately 5,000 vehicles included in the study, more than 91% of participants drove privately registered vehicles, with the remaining participants driving either light/heavy commercial vehicles or out-of-state vehicles. Of those privately driven vehicles, 46% of participants were located in Northern California, 40% were located in Southern California and the remaining 14% were reporting from Central California, according to December mid-program statistics reported by Caltrans.

The study offered users automated and manual reporting methods, with 83% choosing an automated reporting method. Despite privacy concerns about sharing location information, 65% of participants chose an automated reporting method that included general location data.

*Reporting Methods Breakdown, per Caltrans:*

- Time permit: Similar to a vehicle registration fee, the participant purchases unlimited road use for a specific period of time. (2 percent participants)
- Mileage permit: The participant pre-pays to drive a certain number of miles. (4 percent)
- Odometer: The participant pays a fee per mile based on periodic odometer readings. (11 percent)
- Automated mileage reporting without general location data: Smartphone app reports mileage automatically to an account manager—either provided by a state agency or a private company. The account manager periodically (monthly or quarterly) sends the motorist an invoice for road use. (18 percent)
- Automated mileage reporting with general location data: In-vehicle plug-in device reports mileage traveled to a third party account manager which invoices the participant. The equipment also provides general location data so the participant is credited for travel out-of-state or on private roads. (63 percent plug-in device; 1 percent telematics)

*Note: Remaining 1 percent was from heavy commercial vehicles' mileage meter*



Volunteers were not charged a fee for their participation in the program, but instead received a mock statements based on a hypothetical fee of 1.8 cents per mile, which equates to 5 years of average annual. That differs from road charge pilot programs in states such as Oregon, which charged users 1.5 cents per mile and reimbursed users with a fuel tax credit. The California Road Charge Pilot Program is no longer accepting volunteers.

### *What Users Said About the Pilot*

Compared to a pre-pilot survey, respondents to the mid-pilot survey said they were now more optimistic about a road charge user fee (per Caltrans):

- Based on responses, the ease of participating in the pilot has increased (88% to 93%).
- Pilot participants' overall satisfaction with the pilot has increased (64% to 83%).
- More than half of participants are satisfied with their mileage reporting option (73% to 91%).
- Nearly three-fourths of participants agree that paying per mile is more fair than paying by the amount of gas for roadway maintenance (66% to 71%).
- Respondents shared that their uncertainty about the concept of a road charge funding system has decreased (17% to 11%).

### *Next Steps*

After the live demonstration concludes in March, the state will evaluate and report findings. CalSTA will report on the results to the California Transportation Commission (CTC) and Legislature prior to June 30, 2017. The CTC will include pilot recommendations to the Legislature in their December 2017 Annual Report.

Other states are studying road charge programs to replace the gas tax. Arizona, California, Colorado, Idaho, Hawaii, Montana, Nevada, Oregon, Texas, Utah and Washington are part of the Western Road Usage Charge Consortium. Oregon last year received a \$2.1 federal grant to expand its road charge pilot program, and Washington will begin a two-year pilot program this fall.

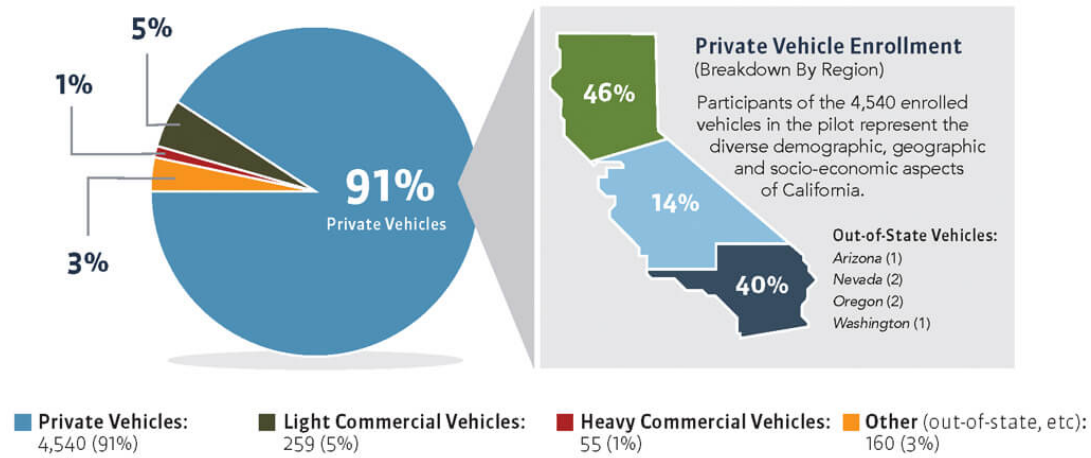
For more information visit: <https://www.californiaroadchargepilot.com/>

### **SUPPORTING DOCUMENTS**

Attachments: (1) California Road Charge Pilot Program – December Update / Fact Sheet

## ENROLLMENT OVERVIEW

The chart below represents the breakdown of the 5,014 total vehicle enrollments by category:



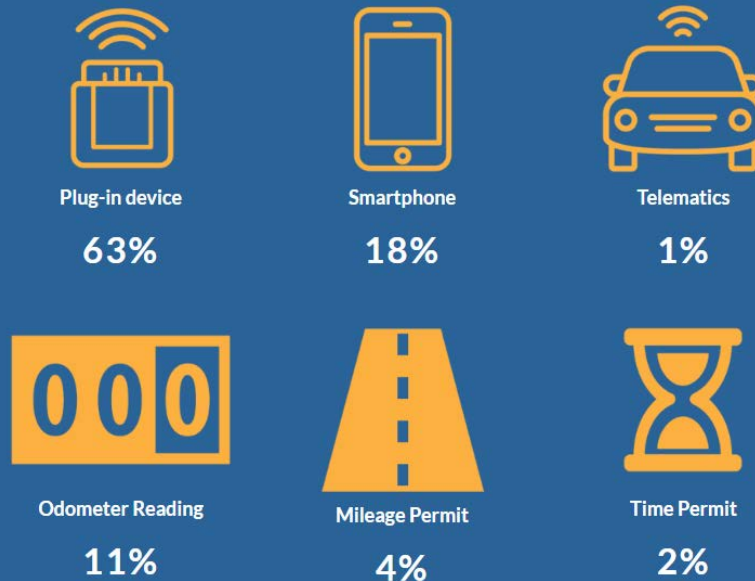
## INTERESTING FACTS ABOUT ENROLLED VEHICLES

**83%**  
Vehicles Using Automated Methods

**17%**  
Vehicles Using Manual Methods

While privacy is a great concern, 65% of participants using technology chose a location-based mileage reporting option.

## REPORTING METHOD BREAKDOWN



The heavy vehicle mileage meter used by our heavy vehicles represented in the pilot makes up 1% of the total.



**NAPA VALLEY TRANSPORTATION AUTHORITY**  
**ATAC Agenda Letter**

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**TO:** Technical Advisory Committee (TAC)  
**FROM** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Planning Manager  
(707) 259-5968 | [dschmitz@nvta.ca.gov](mailto:dschmitz@nvta.ca.gov)  
**SUBJECT:** One Bay Area Grant (OBAG) 2 Call for Projects initial review of project submittals and recommendations

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**RECOMMENDATION**

Staff is requesting that the TAC do an initial review of project submittals and provide feedback on the various project proposals.

**EXECUTIVE SUMMARY**

On July 27, 2016 the Metropolitan Transportation Commission (MTC) amended Resolution 4202 adding additional revenues and housing-related policies to the One Bay Area II (OBAG 2) Program. In turn, NVTA released a call for projects in October 2016 with project submittals due on December 23<sup>rd</sup>.

OBAG 2 is a 5-year Program covering FY 2017-18 through FY 2021-22

<b>Funding for OBAG 2 Projects</b>	
Safe Route to School (SRTS)	\$620,000
Priority Conservation Area (PCA)	\$2,050,000
Discretionary Funding	\$3,813,000
<i>PDA min. threshold</i>	\$840,000
<i>Anywhere</i>	\$2,973,000
<b>TOTAL</b>	<b>\$6,483,000</b>

The OBAG 2 funding sources are federal and require a local match of 11.47% and for local agency sponsors to follow the Caltrans Local Assistance Process. Eligible Project Types include:

- Planning and Outreach Activities
- Local Street and Roads Preservation
- Bicycle and Pedestrian Improvements
- Transportation for Livable Communities
- Safe Routes to School
- Priority Conservation Areas
- Federal Aid Secondary

NVTA received 14 OBAG 2 project submittals totaling \$27.6 million dollars. The project submittals can be found in Attachment 1 of this report. Staff has reviewed the proposals and grouped them in two categories: fully eligible and better funded with other sources. These groupings were based on projects meeting the eligibility requirements of OBAG 2 and evaluating the projects based on funding sources available. Further, staff has taken the fully eligible projects and created three evaluation perspectives for the TAC's consideration:

1. Funding all eligible projects but applying an equal reduction to all projects to meet the funding available. This will require funding exchanges to be able to meet sub-program funding constraints.
2. Placing projects in available funding categories such as PCA and then equally reducing the projects to meet available funding amounts.
3. Place eligible projects in appropriate program funding categories but limiting large projects to \$1 million.

Next steps would be for TAC to provide a preliminary list of recommended projects that would go before NVTA committees in February/March. ATAC will be performing a complete streets checklist review in February/March. Staff is hoping to take a final list of projects to the NVTA Board in April.

### **FISCAL IMPACT**

Is there a fiscal impact? No

### **BACKGROUND AND DISCUSSION**

Approximately every six (6) years, U.S. Congress enacts a surface transportation reauthorization act. On December 4, 2015, President Obama signed the latest transportation authorization bill Fixing America's Surface Transportation (FAST). The

Federal Highways Administration (FHWA) funding provided to the MTC region includes Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds.

The original One Bay Area Grant Program (OBAG-1) was approved by MTC in 2012 to better integrate the region's federal highway funding program with the Sustainable Communities Strategy (SCS). The latter is a condition of SB 375 which requires regions to integrate AB 32 greenhouse gas reductions into regional long-range transportation plans. OBAG supports the goals of Plan Bay Area, the region's SCS, by directing investments into the region's priority development areas (PDAs) and rewarding jurisdictions that meet housing production targets.

On November 18, 2015 the Metropolitan Transportation Commission adopted resolution No. 4202 the One Bay Area Grant 2 program. The resolution was revised on July 27, 2016 to include an additional \$72 million anticipated as part of the FAST Act and to include housing-related policies. The funding allocation formula that was adopted considers very-low, low, and moderate income levels in housing production and caps values at total Regional Housing Needs Allocations (RHNA's).

### **Priority Conservation Area (PCA)**

MTC has agreed to set aside \$2,050,000 (up from \$1.25 million in OBAG 1) for Priority Conservation Area (PCA) projects in OBAG 2, in each of the four North Bay Counties, including Napa. PCA projects are distinctly different and must be located in one of ten designated PCAs in Napa (PCA map and designations are attached). Project sponsors must provide a minimum of 11.47% In eligible matching funds. Note that federal funds may only be used for land acquisition for transportation right-of-way improvements. Elements of a project that include land acquisition, other than transportation right-of-way, would need to be funded through a local match beyond what is required to match the federal funds.

### **PCA PROGRAM GOALS**

Projects must meet one of the following program goals:

1. Protects or enhances "resource areas" or habitats as defined in California Government Code Section 65080.01
2. Provides or enhances pedestrian and bicycle access to open space / parkland resources.
3. Supports the agricultural economy of the region.

Eligible applicants include: cities, counties, towns, county congestion management agencies, tribes, water/utility districts, resource conservation districts, park and/or open space districts, land trusts and other land/resource protection nonprofit organizations. Applicants are strongly encouraged to collaborate and partner with other entities on

projects to leverage additional funding. Projects that leverage funding will be given higher priority in the grant award process. Partnerships are necessary with cities, counties, or Congestion Management Agencies (CMAs) in order to access federal funds.

**Priority Development Areas (PDAs)**

At least 50% of the OBAG 2 funds are required to be programmed to PDAs. The NVTa planning area has two designated PDAs – Downtown Napa – Soscol Gateway Corridor and American Canyon Hwy 29 Corridor. The PDA minimum threshold is taken out of the Base Distribution amount of \$5,501,000 for Napa County. The PDA minimum investment is half of this amount \$2,751,000. Fifty percent of the Planning Funds count toward meeting the PDA minimum leaving \$840,000 in discretionary funding that must be spent in the PDAs. Under OBAG 1 68% of investments were made in PDAs.

**Federal Aid Secondary**

FAS funds are used on rural roads in the unincorporated county. Each county receives a minimum amount by State statute. MTC has informed NVTa that Napa County has already received its guaranteed minimum FAS amount directly from Caltrans. This allows the FAS set-aside through the OBAG 2 program to be lumped in with other STP funds for the OBAG 2 call for projects.

**Safe Routes to School**

SRTS funds can be used for non-infrastructure projects, such as public education and outreach activities performed by Napa County Office of Education (NCOE), as well as infrastructure projects. Under OBAG 1, NVTa programmed 100% of the SRTS funds to non-infrastructure programs. Under OBAG 2 staff is proposing a non-infrastructure minimum of \$250,000. Both non-infrastructure and infrastructure needs have been identified in the recently adopted Napa Countywide Pedestrian Plan and the Napa Countywide Bicycle Plan.

**New Requirements**

In addition to the Complete Streets and Housing Element requirements, project sponsors must adhere to the Surplus Land Requirement. This requirement states that cities and counties receiving funds through the County OBAG Program must adopt a surplus land resolution by the date the CMAs submit their project recommendations to MTC (June 2017). The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, amended by AB 2134, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution. This requirement does not currently apply to charter cities.

Also new to OBAG 2 is a specific requirement for project scoring and evaluation. Under the project selection process MTC has added language related to affordable housing and anti-displacement:

*CMAs must adopt a specific scoring methodology for funding allocation to projects within PDAs or Transit Priority Areas (TPAs) that rewards jurisdictions with the most effective housing anti-displacement policies.*

In the past NVTa has evaluated OBAG projects on a qualitative process and is planning on keeping a consistent process for projects submitted under the OBAG 2 call. Projects will go through an initial screening process based on OBAG 2 criteria and then be prioritized based on prioritization criteria consistent with the Regional Transportation Plan and the Countywide Transportation Plan. Projects located within or in proximate access to a PDA will be evaluated qualitatively along with the rest of the projects but will be given an “anti-displacement and affordable housing ranking” (see supplemental PDA application).

Table 4. County Program Milestone and Timelines	
2016	
August	MTC Resolution No. 4202, Revised posted on the OBAG 2 website, along with a summary of the adopted program revisions
September	Overview of the OBAG 2 program revision and next steps to TAC
October 19	NVTa Opens OBAG 2 Call for Projects
December 23	OBAG 2 Applications due to NVTa
2017	
January-February	NVTa to review project applications and provide draft project recommendations
February/March	Bring draft project recommendations to committees – PCC, ATAC, CAC and TAC
April	Bring OBAG 2 draft project selections to NVTa Board for approval and submittal to MTC
May 1	Update to the PDA Investment & Growth Strategy to be adopted by CMA Board
August 31	Deadline for projects to be submitted into FMS along with Resolution of Local Support
Fall	MTC adoption of county programs & 2017 TIP amendment
2018	
October	First year of OBAG 2 funding availability for county program capital projects (FY 2018-19). Funds for preliminary engineering and CMA planning can be available starting FY 2017-18.

## **SUPPORTING DOCUMENTS**

Attachment(s):

- (1) OBAG 2 Project Submittal Matrix
- (2) OBAG 2 Project Submittal Applications
- (3) PCA Descriptions and Map
- (4) NVTa OBAG 2 Evaluation Criteria
- (5) MTC OBAG 2 Resolution 4202

OBAG 2 Submittals

	Project Title	Project Sponsor	Project Description	Project Location	Complete Streets	SRTS	PDA	PCA	COC	Project Tpye	OBAG Request	Local Match	Total Cost	% match	RTP	Map	Date of Request	Notes
Fully Eligible																		
1	Soscol Vine Trail Gap Closure	City of Napa	Construct the missing link to the Vine Trail class I path between Vallejo Street and Third Street along Soscol	Sosol from Vallejo St. to Third St.	✓	✓	✓	✓	✓	PCA/Active Transportation	\$650,000	\$100,000	\$750,000	200%	✓	✓	CON 18/19	High performer for PCA Program
2	Silverado Trail Five-way	City of Napa	Improvements at the intersection of Silverado Trail (SR 121), Third Street, Coombsville Road, East Ave.; Improvements will be consistent with the MTC RTP goals by reducing idling vehicles at the intersection and improving intersection operations	Silverado Trail, Third Street, East Ave, Coombsville Rd	✓	✓	✓			TLC/Active Transportation	\$2,300,000	\$2,372,000	\$9,500,000	100%	✓	✓	PE FY 17/18; ROW FY 19/20; CON FY 21/22	Have to have a match for each phase; priority project for the city
3	Napa County SRTS Program	NCOE/NVTA	Increase the number of youth walking and riding to school by providing safety and encouragement activities, conduct surveys and analysis of existing behaviors and perceptions about walking/biking to school, develop active transportation plan, provide high needs schools with safety and encouragment activites, bicycle rodea, community building activities, etc. promote walking school bus chaperones and regualr teacher-parent engagement.	Countywide with emphasis at 5 elementary schools	✓	✓			✓	SRTS/Active Transportation	\$227,000	\$42,000	\$270,000	18.5%	✓	✓	FY 17/18 - 19/20	
4	Vine Trail St. Helena to Calistoga	Vine Trail/NVTA	Ridge Trail/Vine Trail Connector - construct a separate shared use path adjacent to the park entry; the project is part of a larger 9.4 mil project connecting the cities of St. Helena and Calistoga	Bothe-Napa Valley State Park	✓			✓		Active Transportation	\$711,000	\$149,000	\$860,000	20%	✓	✓	FY CON 19/20	High performer for PCA Program
5	Silverado Trail Phase L	County of Napa	Pavement rehabilitation on a segment of Silverado Trail from Oak Knoll Ave to Hardman Ave. rehabilitate existing asphalt concrete pavement, retain class II bike lanes, replace existinig rumble dots along the bike lane.	Silverado Trail from Hardman to Oak Knoll	✓			✓		LSR/Active Transportation	\$2,184,000	\$294,000	\$2,478,000	13%	✓	✓	PE 17/18; CON 19/20	
6	Green Island Road Reconstruction Project	American Canyon	Reahbilitate and update railroad crossings on Green Island Road bewtween Commerce Blvd and SR 29; update ADA amenities, sidewalks, bike lanes,etc. to accommodate complete streets	Green Island Rd. between Commerce and SR 29	✓		✓			LSR/Active Transportation	\$3,000,000	\$9,000,000	\$12,000,000	300%	✓	✓	CON FY 19/20	cannot fund additional vehicle lanes with OBAG funds
7	Airport Blvd. Pavement Rehabilitation and Complete Streets	County of Napa	SR 29/12 to the Napa County Airport; reconstruct existinig asphalt and concrete pavement, upgrade curb ramps to current ADA standards, and close sidewalk gap on north side	Airport Boulevard	✓					LSR/Active Transportation	\$1,606,000	\$208,000	\$1,824,000	13%	✓	✓	PE 18/19; CON 20/21	
8	St. Helena Main St. Pedestrian Improvements	St. Helena	Pedestian facilities improvement and traffic calming devices along Main Street between Mitchell Dr. and Pine St.	Main St. from Mitchell Dr. to Pine St.	✓	✓			✓	TLC/Active Transportation	\$1,370,000	\$187,000	\$1,557,000	14%	✓	✓	PE 18/19; CON 20/21	Caltrans roadway, St. Helena's sidewalks
9	Grayson Ave. Resurfacing and Bike/Ped Improvements	St. Helena	Rehabilitate existinig pavement, upgrade ADA curb ramps, repair sidewalk, and expand the existinig sidewalk by 113 feet; install midblock crossings with LED signage; construct class II and III bike lanes which will connect to Valley Viee and Grayson Ave.	Grayson from Main St. to Valley View	✓	✓			✓	LSR/Active Transportation	\$913,000	\$124,000	\$1,037,000	14%	✓	✓	PE 18/19; CON 20/21	
10	Washington Park Accessibility Improvements	Yountville	Pedestrian improvements in Washington Park neighborhood; Forrester Lane, Redwood Drive and Mount Ave.	Mount Ln and Forrester Ln., Forrester and Vista Dr., and Redwood dr.	✓	✓				Active Trans.	\$404,550	\$60,450	\$465,000	15%	✓	✓	PE 17/18; CON 18/19	
	Better Funded with Other Sources																	
11	Broadway Livable Corridor	American Canyon	Creation of a livable corridor along Broadway in American Canyon PDA, implementing the Broadway specific plan. The Plan embodies a 6-lane modified boulevard concept that accomodates bicycles, pedestrians, and transit.	SR 29 from Napa Junction to American Canyon Road.	✓	✓	✓			TLC/Active Transportation	\$10,000,000	\$22,000,000	\$32,000,000	220%	✓	✓	CON FY 21/22	Better funded with RM 3
12	First Street Roundabouts	City of Napa	Construction of two roundabouts on the west side of SR 29, one at the intersection at Freeway Dr. and First St. and one at the on/off ramp of SR 29	First Street and Freeway Dr. and SR 29	✓	✓	✓		✓	TLC/Active Transportation	\$2,000,000	\$6,500,000	\$8,500,000	325%	✓	✓	CON FY 21/22	Not as far in the development process; deferred to other priorities
13	Browns Valley Complete Streets Improvements	City of Napa	Acquire ROW and widen Browns Valley Rd. to accommodate bike lanes and provide sidewalk, planter strip, curb and gutter and on-street parking between Westview and McCormick and east of Buhman and west of Reno Ct.	Browns Valley Rd. on Westview Dr. and McCormick Ln.	✓	✓				TLC/Active Transportation	\$1,500,000	\$2,000,000	\$3,500,000	133%	✓	✓	PE FY 19/20; ROW FY 19/20; CON FY 20/21	Not as far in the development process; deferred to other priorities
14	SR 29 Undercrossing	City of Napa	Construct a Class I SR 29 undercrossing that paralells First Street; the proposed bike and pedestrian path will connect Coffield Ave. with Ca. Blvd. and provide a critical east-west connection.	SR 29 post mile 11.67 undercrossing	✓	✓	✓		✓	Active Transportation	\$750,000	\$150,000	\$900,000	20%	✓	✓	CON FY 18/19	Received ATP Cycle 3 recommendation
											\$27,615,550							
											\$10,678,000							



OBAG 2 Submittals - Option 1 - Equal Reduction

	Project Title	Project Sponsor	Project Description	Project Location	Complete Streets	SRTS	PDA	PCA	COC	Project Tpye	OBAG Request	Adjusted	Local Match	Total Cost	% match	RTP	Map	Date of Request	Notes
Fully Eligible																			
1	Soscol Vine Trail Gap Closure	City of Napa	Construct the missing link to the Vine Trail class I path between Vallejo Street and Third Street along Soscol	Sosol from Vallejo St. to Third St.	✓	✓	✓	✓	✓	PCA/Active Transportation	\$650,000	\$338,401	\$100,000	\$750,000	200%	✓	✓	CON 18/19	High performer for PCA Program
2	Silverado Trail Five-way	City of Napa	Improvements at the intersection of Silverado Trail (SR 121), Third Street, Coombsville Road, East Ave.; Improvements will be consistent with the MTC RTP goals by reducing idling vehicles at the intersection and improving intersection operations	Silverado Trail, Third Street, East Ave, Coombsville Rd	✓	✓	✓			TLC/Active Transportation	\$2,300,000	\$1,197,417	\$2,372,000	\$9,500,000	100%	✓	✓	PE FY 17/18; ROW FY 19/20; CON FY 21/22	funding for each phase is difficult in local assistance process; priority project for the city; high local match
3	Napa County SRTS Program	NCOE/NVTA	Increase the number of youth walking and riding to school by providing safety and encouragement activities, conduct surveys and analysis of existing behaviors and perceptions about walking/biking to school, develop active transportation plan, provide high needs schools with safety and encoruagment activites, bicycle rodea, community building activities, etc. promote walking school bus chaperones and regualr teacher-parent engagement.	Countywide with emphasis at 5 elementary schools	✓	✓			✓	SRTS/Active Transportation	\$227,000	\$118,180	\$42,000	\$270,000	18.5%	✓	✓	FY 17/18 - 19/20	includes a high math and multiple jurisdictions
4	Vine Trail St. Helena to Calistoga	Vine Trail/NVTA	Ridge Trail/Vine Trail Connector - construct a separate shared use path adjacent to the park entry; the project is part of a larger 9.4 mil project connecting the cities of St. Helena and Calistoga	Bothe-Napa Valley State Park	✓			✓		Active Transportation	\$711,000	\$370,158	\$149,000	\$860,000	20%	✓	✓	FY CON 19/20	High performer for PCA Program
5	Silverado Trail Phase L	County of Napa	Pavement rehabilitation on a segment of Silverado Trail from Oak Knoll Ave to Hardman Ave. rehabilitate existing asphalt concrete pavement, retain class II bike lanes, replace exisitng rumble dots along the bike lane.	Silverado Trail from Hardman to Oak Knoll	✓			✓		LSR/Active Transportation	\$2,184,000	\$1,137,026	\$294,000	\$2,478,000	13%	✓	✓	PE 17/18; CON 19/20	lower performer for PCA funds
6	Green Island Road Reconstruction Project	American Canyon	Reahbilitate and update railroad crossings on Green Island Road bewtween Commerce Blvd and SR 29; update ADA amenities, sidewalks, bike lanes,etc. to accommodate complete streets	Green Island Rd. between Commerce and SR 29	✓		✓			LSR/Active Transportation	\$3,000,000	\$1,561,849	\$9,000,000	\$12,000,000	300%	✓	✓	CON FY 19/20	cannot fund additional vehicle lanes with OBAG funds; active transportation elements are eligible for funding
7	Airport Blvd. Pavement Rehabilitation and Complete Streets	County of Napa	SR 29/12 to the Napa County Airport; reconstruct exisitng asphalt and concrete pavement, upgrade curb ramps to current ADA standards, and close sidewalk gap on north side	Airport Boulevard	✓					LSR/Active Transportation	\$1,606,000	\$836,110	\$208,000	\$1,824,000	13%	✓	✓	PE 18/19; CON 20/21	
8	St. Helena Main St. Pedestrian Improvements	St. Helena	Pedestian facilities improvement and traffic calming devices along Main Street between Mitchell Dr. and Pine St.	Main St. from Mitchell Dr. to Pine St.	✓	✓			✓	TLC/Active Transportation	\$1,370,000	\$713,244	\$187,000	\$1,557,000	14%	✓	✓	PE 18/19; CON 20/21	St. Helena's sidewalks; identified in CTP as a priority project
10	Washington Park Accessibility Improvements	Yountville	Pedestrian improvements in Washington Park neighborhood; Forrester Lane, Redwood Drive and Mount Ave.	Mount Ln and Forrester Ln., Forrester and Vista Dr., and Redwood dr.	✓	✓				Active Trans.	\$404,550	\$210,615	\$60,450	\$465,000	15%	✓	✓	PE 17/18; CON 18/19	
										48%	\$12,452,550	\$6,483,000	\$6,483,000						

OBAG 2 Submittals - Option 2 - Placing projects in available funding categories such as PCA and then equally reducing the projects to meet available funding amounts.

	Project Title	Project Sponsor	Project Description	Project Location	Complete Streets	SRTS	PDA	PCA	COC	Project Tpye	OBAG Request	Adjust	Local Match	Total Cost	% match	RTP	Map	Date of Request	Notes
	PCA Projects																		
1	Soscol Vine Trail Gap Closure	City of Napa	Construct the missing link to the Vine Trail class I path between Vallejo Street and Third Street along Soscol	Sosol from Vallejo St. to Third St.	✓	✓	✓	✓	✓	PCA/Active Transportation	\$650,000	\$375,882	\$100,000	\$750,000	200%	✓	✓	CON 18/19	High performer for PCA Program
4	Vine Trail St. Helena to Calistoga	Vine Trail/NVTA	Ridge Trail/Vine Trail Connector - construct a separate shared use path adjacent to the park entry; the project is part of a larger 9.4 mil project connecting the cities of St. Helena and Calistoga	Bothe-Napa Valley State Park	✓			✓		Active Transportation	\$711,000	\$411,157	\$149,000	\$860,000	20%	✓	✓	FY CON 19/20	High performer for PCA Program
5	Silverado Trail Phase L	County of Napa	Pavement rehabilitation on a segment of Silverado Trail from Oak Knoll Ave to Hardman Ave. rehabilitate existing asphalt concrete pavement, retain class II bike lanes, replace exisitng rumble dots along the bike lane.	Silverado Trail from Hardman to Oak Knoll	✓			✓		LSR/Active Transportation	\$2,184,000	\$1,262,962	\$294,000	\$2,478,000	13%	✓	✓	PE 17/18; CON 19/20	lower performer for PCA program
								58%		2,050,000	\$3,545,000	\$2,050,000							
	OBAG 2 Projects																		
3	Napa County SRTS Program	NCOE/NVTA	Increase the number of youth walking and riding to school by providing safety and encouragement activities, conduct surveys and analysis of existing behaviors and perceptions about walking/biking to school, develop active transportation plan, provide high needs schools with safety and encoruagment activites, bicycle rodea, community building activities, etc. promote walking school bus chaperones and regualr teacher-parent engagement.	Countywide with emphasis at 5 elementary schools	✓	✓			✓	SRTS/Active Transportation	\$227,000	\$123,164	\$42,000	\$270,000	18.5%	✓	✓	FY 17/18 - 19/20	includes multiple jurisdictions;
2	Silverado Trail Five-way	City of Napa	Improvements at the intersection of Silverado Trail (SR 121), Third Street, Coombsville Road, East Ave.; Improvements will be consistent with the MTC RTP goals by reducing idling vehicles at the intersection and improving intersection operations	Silverado Trail, Third Street, East Ave, Coombsville Rd	✓	✓	✓			TLC/Active Transportation	\$2,300,000	\$1,247,919	\$2,372,000	\$9,500,000	100%	✓	✓	PE FY 17/18; ROW FY 19/20; CON FY 21/22	Have to have a match for each phase; prioirty project for the city
6	Green Island Road Reconstruction Project	American Canyon	Reahbilitate and update railroad crossings on Green Island Road bewtween Commerce Blvd and SR 29; update ADA amenities, sidewalks, bike lanes,etc. to accommodate complete streets	Green Island Rd. between Commerce and SR 29	✓		✓			LSR/Active Transportation	\$3,000,000	\$1,627,720	\$9,000,000	\$12,000,000	300%	✓	✓	CON FY 19/20	cannot fund additional vehicle lanes with OBAG funds; active transportation elements eligible
7	Airport Blvd. Pavement Rehabilitation and Complete Streets	County of Napa	SR 29/12 to the Napa County Airport; reconstruct exisitng asphalt and concrete pavement, upgrade curb ramps to current ADA standards, and close sidewalk gap on north side	Airport Boulevard	✓					LSR/Active Transportation	\$1,606,000	\$871,373	\$208,000	\$1,824,000	13%	✓	✓	PE 18/19; CON 20/21	
8	St. Helena Main St. Pedestrian Improvements	St. Helena	Pedestian facilities improvement and traffic calming devices along Main Street between Mitchell Dr. and Pine St.	Main St. from Mitchell Dr. to Pine St.	✓	✓			✓	TLC/Active Transportation	\$1,370,000	\$743,326	\$187,000	\$1,557,000	14%	✓	✓	PE 18/19; CON 20/21	St. Helena's sidewalks; identified in CTP as priority projecy
10	Washington Park Accessibility Improvements	Yountville	Pedestrian improvements in Washington Park neighborhood; Forrester Lane, Redwood Drive and Mount Ave.	Mount Ln and Forrester Ln., Forrester and Vista Dr., and Redwood dr.	✓	✓				Active Trans.	\$404,550	\$219,498	\$60,450	\$465,000	15%	✓	✓	PE 17/18; CON 18/19	
												\$4,833,000							
								54%		4,833,000	\$8,907,550								

OBAG 2 Submittals - Option 3 - Place eligible projects in appropriate program funding categories but limiting large projects to \$1 million.

	Project Title	Project Sponsor	Project Description	Project Location	Complete Streets	SRTS	PDA	PCA	COC	Project Tpye	OBAG Request	Award	Local Match	Total Cost	% match	RTP	Map	Date of Request	Notes
PCA Projects																			
1	Soscol Vine Trail Gap Closure	City of Napa	Construct the missing link to the Vine Trail class I path between Vallejo Street and Third Street along Soscol	Sosol from Vallejo St. to Third St.	✓	✓	✓	✓	✓	PCA/Active Transportation	\$650,000	\$650,000	\$100,000	\$750,000	200%	✓	✓	CON 18/19	High performer for PCA Program
4	Vine Trail St. Helena to Calistoga	Vine Trail/NVTA	Ridge Trail/Vine Trail Connector - construct a separate shared use path adjacent to the park entry; the project is part of a larger 9.4 mil project connecting the cities of St. Helena and Calistoga	Bothe-Napa Valley State Park	✓			✓		Active Transportation	\$711,000	\$711,000	\$149,000	\$860,000	20%	✓	✓	FY CON 19/20	High performer for PCA Program
5	Silverado Trail Phase L	County of Napa	Pavement rehabilitation on a segment of Silverado Trail from Oak Knoll Ave to Hardman Ave. rehabilitate existing asphalt concrete pavement, retain class II bike lanes, replace existng rumble dots along the bike lane.	Silverado Trail from Hardman to Oak Knoll	✓			✓		LSR/Active Transportation	\$2,184,000	\$689,000	\$294,000	\$2,478,000	13%	✓	✓	PE 17/18; CON 19/20	lower performer for PCA program
											\$3,545,000	\$2,050,000							
OBAG 2 Projects																			
3	Napa County SRTS Program	NCOE/NVTA	Increase the number of youth walking and riding to school by providing safety and encouragement activities, conduct surveys and analysis of existing behaviors and perceptions about walking/biking to school, develop active transportation plan, provide high needs schools with safety and encouragment activites, bicycle rodea, community building activities, etc. promote walking school bus chaperones and regualr teacher-parent engagement.	Countywide with emphasis at 5 elementary schools	✓	✓			✓	SRTS/Active Transportation	\$227,000	\$228,000	\$42,000	\$270,000	18.5%	✓	✓	FY 17/18 - 19/20	multiple jurisdictions; high match
2	Silverado Trail Five-way	City of Napa	Improvements at the intersection of Silverado Trail (SR 121), Third Street, Coombsville Road, East Ave.; Improvements will be consistent with the MTC RTP goals by reducing idling vehicles at the intersection and improving intersection operations	Silverado Trail, Third Street, East Ave, Coombsville Rd	✓	✓	✓			TLC/Active Transportation	\$2,300,000	\$1,050,000	\$2,372,000	\$9,500,000	100%	✓	✓	PE FY 17/18; ROW FY 19/20; CON FY 21/22	Have to have a match for each phase which could further delay federal project; priority project for the city
6	Green Island Road Reconstruction Project	American Canyon	Reahbilitate and update railroad crossings on Green Island Road bewtween Commerce Blvd and SR 29; update ADA amenities, sidewalks, bike lanes,etc. to accommodate complete streets	Green Island Rd. between Commerce and SR 29	✓		✓			LSR/Active Transportation	\$3,000,000	\$1,050,000	\$9,000,000	\$12,000,000	300%	✓	✓	CON FY 19/20	cannot fund additional vehicle lanes with OBAG funds but all active transportation elements are eligible
7	Airport Blvd. Pavement Rehabilitation and Complete Streets	County of Napa	SR 29/12 to the Napa County Airport; reconstruct existng asphalt and concrete pavement, upgrade curb ramps to current ADA standards, and close sidewalk gap on north side	Airport Boulevard	✓					LSR/Active Transportation	\$1,606,000	\$1,050,000	\$208,000	\$1,824,000	13%	✓	✓	PE 18/19; CON 20/21	
8	St. Helena Main St. Pedestrian Improvements	St. Helena	Pedestian facilities improvement and traffic calming devices along Main Street between Mitchell Dr. and Pine St.	Main St. from Mitchell Dr. to Pine St.	✓	✓			✓	TLC/Active Transportation	\$1,370,000	\$1,050,000	\$187,000	\$1,557,000	14%	✓	✓	PE 18/19; CON 20/21	St. Helena's sidewalks; identified in CTP as a priority project
10	Washington Park Accessibility Improvements	Yountville	Pedestrian improvements in Washington Park neighborhood; Forrester Lane, Redwood Drive and Mount Ave.	Mount Ln and Forrester Ln., Forrester and Vista Dr., and Redwood dr.	✓	✓				Active Trans.	\$404,550	\$405,000	\$60,450	\$465,000	15%	✓	✓	PE 17/18; CON 18/19	
												\$4,833,000							
								54%		4,833,000	\$8,907,550								



## Draft One Bay Area Grant 2 Application

The One Bay Area 2 Program is a funding program under the Metropolitan Transportation Commission (MTC) Resolution 4202. NVRTA has been delegated to be the program manager for Napa County OBAG 2 funds. The OBAG 2 funding cycle is from FY 2017-18 to FY 2021-22. Applications for the OBAG 2 call for projects are due no later than Friday, December 23, 2016.

### Required Attachments:

- ☒ Complete Streets Checklist
- ☒ Project Map (Including Priority Development Area (PDA) boundaries)

**Please complete the requested fields below:**

**Project Sponsor:** City of Napa

**Single Point of Contact (SPOC) for the Agency:** Eric Whan

**Point of Contact for project if different than SPOC:** John Ferons

**Email/Phone:** jferons@cityofnapa.org/707-257-9423

**Project Title:** Browns Valley Bike and Pedestrian Improvements

**Project Location/Description:** Acquire right-of-way and widen Browns Valley Road to accommodate bike lanes and provide sidewalk, planter strip, curb and gutter, and on-street parking between Westview Drive and McCormick Lane along Browns Valley Road on both sides of the roadway. Two smaller sections of Brown Valley Road will also be widened to include sidewalk, planter strip, curb and gutter, and on-street parking along of Browns Valley Road east of Buhman Avenue and west of Reno Court. Improvements total an approximate project length of 1,100 feet in four different locations within the project area shown on the project map.

**Project Type:** Check all that apply; indicate percentage of each if there is more than one element

- |   |            |
|---|------------|
| <input type="checkbox"/> Planning and Outreach Activities                             | _____ %    |
| <input type="checkbox"/> Transit Improvements   | _____ %    |
| <input checked="" type="checkbox"/> Bicycle and Pedestrian Improvements <sup>1</sup>  | 45 _____ % |
| <input checked="" type="checkbox"/> Local Streets and Roads Preservation <sup>2</sup> | 40 _____ % |
| <input checked="" type="checkbox"/> Safe Routes to Schools or Transit <sup>1</sup>    | 15 _____ % |
| <input type="checkbox"/> Transportation for Livable Communities <sup>1</sup>          | _____ %    |
| <input type="checkbox"/> Priority Conservation Areas                                  | _____ %    |

<sup>1</sup> Is project within the Bay Area Air Quality Management District (BAAQMD) Y ☒ N ☐

<sup>2</sup> Roads must be eligible for federal aid

## Draft One Bay Area Grant 2 Application

RTP Goals: *Please describe how the project is consistent with the goals of the MTC Regional Transportation Plan 2040 (RTP): Can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>*

Draft Plan Bay Area 2040 Performance Targets			Check all that apply
Goal/Outcome		Performance Target	
Climate Protection	1	Reduce per capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% (statutory requirement is for year 2035, per SB 375)	<input checked="" type="checkbox"/>
Adequate Housing	2	House 100% of the region's projected growth (from a 2010 baseline year) by income level (very low, low, moderate, above-moderate) without displacing current low-income residents (statutory requirements, per SB 375) and with no increase in in-commuters over the Plan baseline year.	<input type="checkbox"/>
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%.	<input checked="" type="checkbox"/>
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	<input type="checkbox"/>
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing 10%	<input type="checkbox"/>
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	<input type="checkbox"/>
	7	Reduce the share of households at risk of displacement to 0%	<input type="checkbox"/>
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	<input type="checkbox"/>
Transportation System Effectiveness	9	Increase non-auto mode share by 10%	<input checked="" type="checkbox"/>
	10	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	<input type="checkbox"/>
	11	Reduce per-rider transit delay due to aged infrastructure by 100%	<input type="checkbox"/>

*Please answer the following questions regarding the proposed project:*

1. Does Sponsor have Complete Streets Act of 2008 compliant General Plan (GP)? (attach reference or resolution) <b>See Letter Dated January 22, 2013</b>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
2. Does Sponsor have a Housing and Community Development (HCD)	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>

## Draft One Bay Area Grant 2 Application

approved GP or Housing Element? <i>In order to waive the above requirement GP Housing element must already be submitted to HCD for consideration. Date submitted to HCD: <b>Letter Received March 30, 2015</b></i>		
3. Is there a Complete Streets Checklist attached to this application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
4. Has the sponsor failed to comply with regional or state delivery milestones in the past 3 years?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
5. Is there a Project Map attached to the current application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
6. Is the proposed project inside the boundaries of an approved PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
7. Does the project provide proximate access to a PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
<i>If the project provides proximate access to a PDA please explain how.</i>		
8. Does the project serve a Community of Concern?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
9. Is the project in an approved PCA?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
10. Did sponsor do public outreach to develop this project specifically? <i>Please provide documentation of the public outreach process including dates and times of meetings help, notification process, etc.</i>	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>

**\*If the project is in a PDA or serves a PDA please fill out the supplemental PDA application attached.**

11. Funding Estimates: *Round to the nearest thousand for programming purposes*

Total Project Cost: \$3,500,000

Local Match: \$2,000,000

OBAG Request: \$1,500,000

Phase	FY 17/18		FY 18/19		FY 19/20		FY 20/21		FY 21/22	
	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match	Federal Funds	Local Match	Federal Funds	Local Match
Preliminary Engineering	\$	\$	\$	\$	\$250,000	\$250,000	\$	\$	\$	\$
Right-of-Way	\$	\$	\$	\$	\$250,000	\$250,000	\$	\$	\$	\$
Construction	\$	\$	\$	\$			\$500,000	\$1,000,000	\$	\$
Construction Engineering	\$	\$	\$	\$			\$500,000	\$500,000	\$	\$

Indicate source(s) of matching funds here:

Source	General Fund		
Amount	\$2,000,000	\$	\$

## Draft One Bay Area Grant 2 Application

12. Complete Streets Components: *Please indicate all the complete street elements proposed as part of this project:*

12a. sidewalks	12f. Choose an item.
12b. ADA ramps	12g. Choose an item.
12c. bike lanes	12h. Choose an item.
12d. signage	12i. Choose an item.
12e. cross walks	12j.

13. Schedule: Please provide project development schedule:

Phase	Begin MO/YR	End MO/YR
ENV	January 2019	April 2020
PSE	January 2019	April 2020
R/W	April 2019	April 2020
CON	August 2020	December 2021

*Please indicate the dates sponsor anticipates achieving the following milestones:*

- a. Field Review: **January 2018**
- b. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B: **Completed October 2016 and will be submitted annually**
- c. Request for Authorization: (Please indicate Phases if seeking funding for multiple phases):  
**PE: March 2018**  
**R/W: June 2018**  
**CE & CON: November 2019**
- d. Recipient of Authorization (E-76):  
**PE: January 2019**  
**R/W: April 2019**  
**CE & CON: March 2020**

14. If a Local Street and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed:

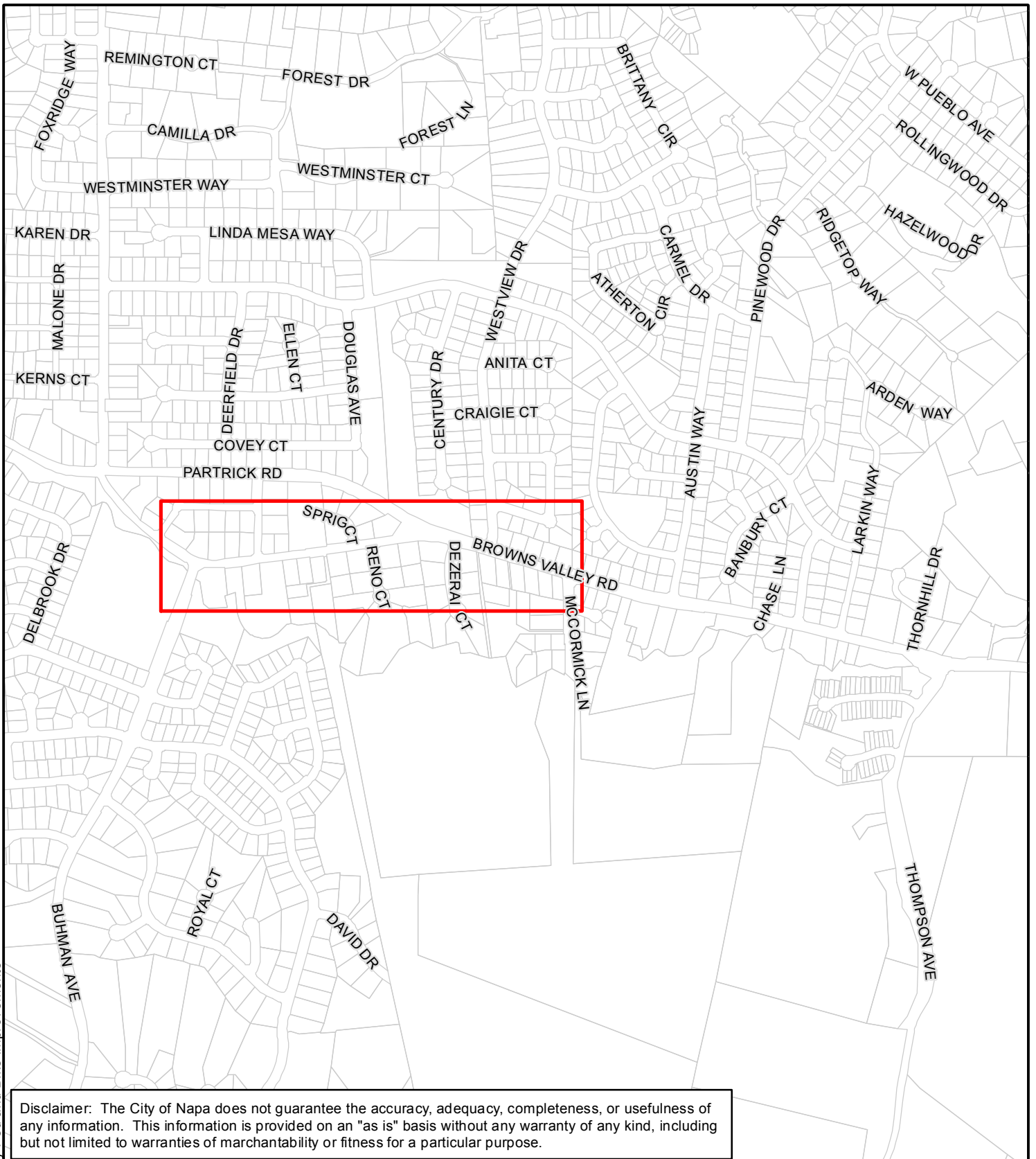
**Browns Valley Road (Minor Arterial/Collector)**

15. If LS&R project, what type?

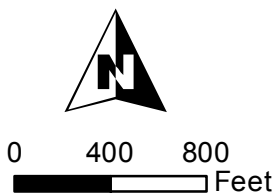
- ☐ Pavement Rehabilitation (<70 PCI)
- ☒ Preventive Maintenance (≥ 70 PCI)
- ☐ Non-pavement

16. Does the sponsor have a current, certified Pavement Management Program?

- a. Please indicate the date of last certification:  
**Yes. December 16, 2015 (see attached)**



Disclaimer: The City of Napa does not guarantee the accuracy, adequacy, completeness, or usefulness of any information. This information is provided on an "as is" basis without any warranty of any kind, including but not limited to warranties of merchantability or fitness for a particular purpose.



### Legend

- Project Location
- Water Body
- Priority Development Area

### Project Map

**Browns Valley Bike and Pedestrian Improvements**

**OBAG2 Funding Program**





## Draft One Bay Area Grant 2 Application

The One Bay Area 2 Program is a funding program under the Metropolitan Transportation Commission (MTC) Resolution 4202. NVRTA has been delegated to be the program manager for Napa County OBAG 2 funds. The OBAG 2 funding cycle is from FY 2017-18 to FY 2021-22. Applications for the OBAG 2 call for projects are due no later than Friday, December 23, 2016.

### Required Attachments:

- ☒ Complete Streets Checklist
- ☒ Project Map (Including Priority Development Area (PDA) boundaries)

**Please complete the requested fields below:**

**Project Sponsor:** City of Napa

**Single Point of Contact (SPOC) for the Agency:** Eric Whan

**Point of Contact for project if different than SPOC:** John Ferons

**Email/Phone:** jferons@cityofnapa.org/707-257-9423

**Project Title:** First Streets Roundabouts

**Project Location/Description:** Construction of two roundabouts on the west side of State Route 29. One at the intersection at Freeway Drive and First Street and one at First Street and the on/off ramp for State Route 29.

**Project Type:** Check all that apply; indicate percentage of each if there is more than one element

- |  |                  |
|--|------------------|
| <input checked="" type="checkbox"/> Planning and Outreach Activities                 | _____ 10 _____ % |
| <input checked="" type="checkbox"/> Transit Improvements                             | _____ 70 _____ % |
| <input checked="" type="checkbox"/> Bicycle and Pedestrian Improvements <sup>1</sup> | _____ 20 _____ % |
| <input type="checkbox"/> Local Streets and Roads Preservation <sup>2</sup>           | _____ %          |
| <input type="checkbox"/> Safe Routes to Schools or Transit <sup>1</sup>              | _____ %          |
| <input type="checkbox"/> Transportation for Livable Communities <sup>1</sup>         | _____ %          |
| <input type="checkbox"/> Priority Conservation Areas                                 | _____ %          |

<sup>1</sup> Is project within the Bay Area Air Quality Management District (BAAQMD) Y ☒ N ☐

<sup>2</sup> Roads must be eligible for federal aid

**RTP Goals:** Please describe how the project is consistent with the goals of the MTC Regional Transportation Plan 2040 (RTP): Can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>

Draft Plan Bay Area 2040 Performance Targets

Check all

## Draft One Bay Area Grant 2 Application

Goal/Outcome		Performance Target	that apply
Climate Protection	1	Reduce per capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% (statutory requirement is for year 2035, per SB 375)	<input checked="" type="checkbox"/>
Adequate Housing	2	House 100% of the region's projected growth (from a 2010 baseline year) by income level (very low, low, moderate, above-moderate) without displacing current low-income residents (statutory requirements, per SB 375) and with no increase in in-commuters over the Plan baseline year.	<input type="checkbox"/>
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%.	<input checked="" type="checkbox"/>
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	<input type="checkbox"/>
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing 10%	<input type="checkbox"/>
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	<input type="checkbox"/>
	7	Reduce the share of households at risk of displacement to 0%	<input type="checkbox"/>
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	<input checked="" type="checkbox"/>
Transportation System Effectiveness	9	Increase non-auto mode share by 10%	<input checked="" type="checkbox"/>
	10	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	<input type="checkbox"/>
	11	Reduce per-rider transit delay due to aged infrastructure by 100%	<input type="checkbox"/>

*Please answer the following questions regarding the proposed project:*

1. Does Sponsor have Complete Streets Act of 2008 compliant General Plan (GP)? (attach reference or resolution) <b>See Letter Dated January 22, 2013</b>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
2. Does Sponsor have a Housing and Community Development (HCD) approved GP or Housing Element? <i>In order to waive the above requirement GP Housing element must already be submitted to HCD for consideration. Date submitted to HCD:</i> <b>Letter Received March 30, 2015</b>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
3. Is there a Complete Streets Checklist attached to this application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>

## Draft One Bay Area Grant 2 Application

4. Has the sponsor failed to comply with regional or state delivery milestones in the past 3 years?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
5. Is there a Project Map attached to the current application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
6. Is the proposed project inside the boundaries of an approved PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
7. Does the project provide proximate access to a PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
<i>If the project provides proximate access to a PDA please explain how.</i>		
8. Does the project serve a Community of Concern?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
9. <b>See Attachment from Vision 2040</b>		
10. Is the project in an approved PCA?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
11. Did sponsor do public outreach to develop this project specifically?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
<i>Please provide documentation of the public outreach process including dates and times of meetings help, notification process, etc.</i>		

**\*If the project is in a PDA or serves a PDA please fill out the supplemental PDA application attached.**

12. Funding Estimates: *Round to the nearest thousand for programming purposes*

Total Project Cost: \$8.5M

Local Match: \$6.5M

OBAG Request: \$2.0M

Phase	FY 17/18		FY 18/19		FY 19/20		FY 20/21		FY 21/22	
	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match	Federal Funds	Local Match	Federal Funds	Local Match
Preliminary Engineering	\$	\$	\$	\$		\$1.5M	\$	\$	\$	\$
Right-of-Way	\$	\$	\$	\$	\$	\$	\$2.0M	\$	\$	\$
Construction	\$	\$	\$	\$	\$	\$	\$	\$	\$2.0M	\$2.5M
Construction Engineering	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$0.5M

Indicate source(s) of matching funds here:

Source	(General Fund, Gas Tax, SIF)		
Amount	\$6.5M	\$	\$

13. Complete Streets Components: *Please indicate all the complete street elements proposed as part of this project:*

12a. sidewalks	12f. Choose an item.
12b. ADA ramps	12g. Choose an item.
12c. bike lanes	12h. Choose an item.
12d. signage	12i. Choose an item.
12e. cross walks	12j. Pedestrian/Bike Signals (RRFB)



## Draft One Bay Area Grant 2 Application

14. Schedule: Please provide project development schedule:

Phase	Begin MO/YR	End MO/YR
ENV	January 2020	May 2021
PSE	January 2020	May 2021
R/W	May 2020	May 2021
CON	April 2022	December 2023

*Please indicate the dates sponsor anticipates achieving the following milestones:*

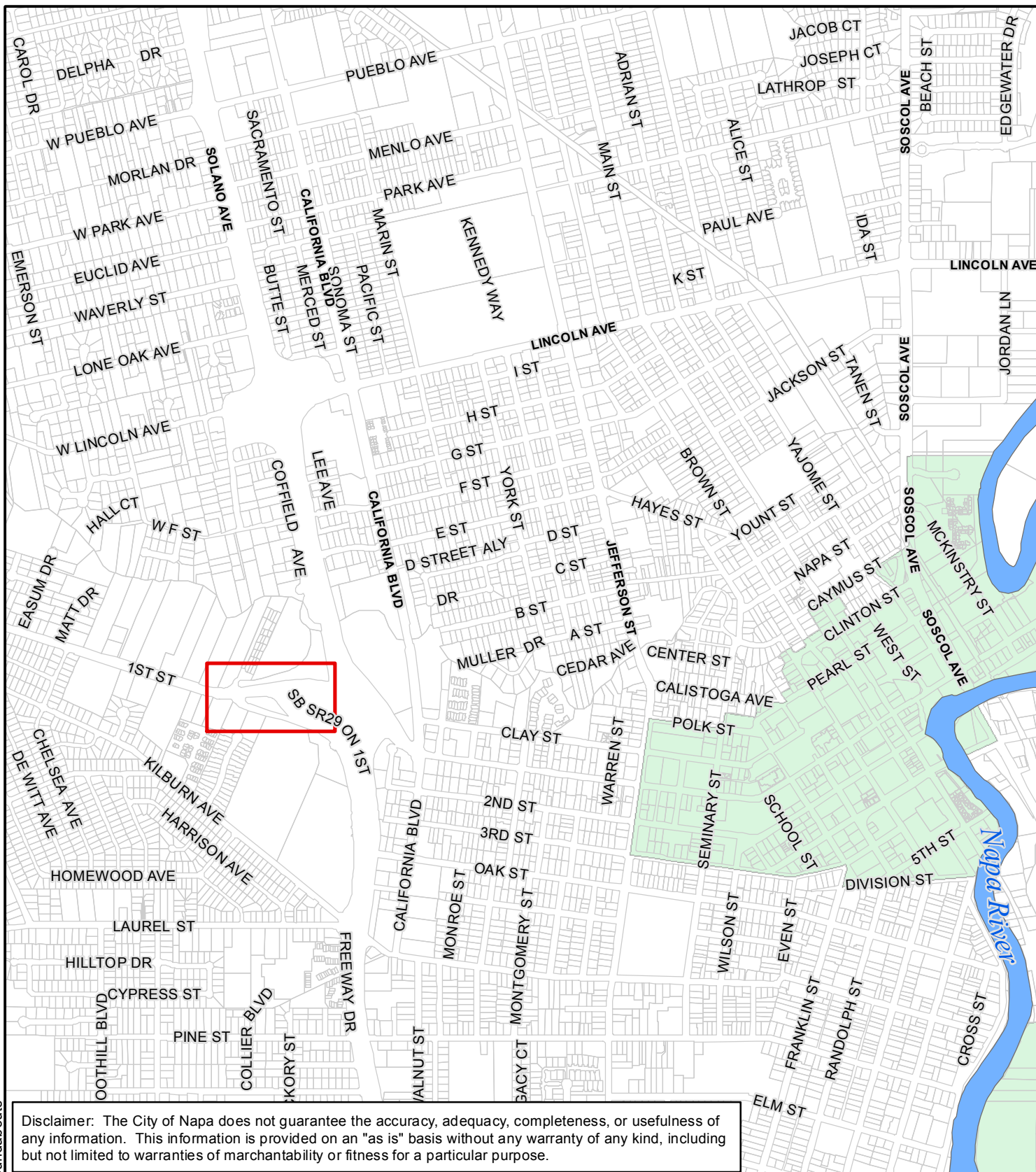
- a. Field Review: **June 2019**
- b. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B:  
**Completed October 2016 and will be submitted annually**
- c. Request for Authorization: (Please indicate Phases if seeking funding for multiple phases):  
**R/W: November 2019**  
**CE & CON: November 2020**
- d. Recipient of Authorization (E-76):  
**R/W: June 2020**  
**CE & CON: May 2021**

15. If a Local Street and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed:  
**First Street (Minor Arterial)**

16. If LS&R project, what type?

- ☐ Pavement Rehabilitation (<70 PCI)
- ☒ Preventive Maintenance (≥ 70 PCI)
- ☐ Non-pavement

17. Does the sponsor have a current, certified Pavement Management Program?  
Please indicate the date of last certification: **Yes. December 16, 2015 (see attached)**





## Draft One Bay Area Grant 2 Application

The One Bay Area 2 Program is a funding program under the Metropolitan Transportation Commission (MTC) Resolution 4202. NVTa has been delegated to be the program manager for Napa County OBAG 2 funds. The OBAG 2 funding cycle is from FY 2017-18 to FY 2021-22. Applications for the OBAG 2 call for projects are due no later than Friday, December 23, 2016.

### Required Attachments:

- ☒ Complete Streets Checklist
- ☒ Project Map (Including Priority Development Area (PDA) boundaries)

**Please complete the requested fields below:**

**Project Sponsor:** City of St. Helena

**Single Point of Contact (SPOC) for the Agency:** Tracey Perkosky; tperkosky@cityofsthenana.org; 707-968-2627

**Point of Contact for project if different than SPOC:** Erica Smithies, P.E.

**Email/Phone:** esmithies@cityofsthenana.org; 707-312-1471

**Project Title:** Grayson Avenue Resurfacing, Bicycle and Pedestrian Improvements

**Project Location/Description:** The project is located on Grayson Avenue between Main Street (SR29) and Valley View St/South Crane Ave in St. Helena. The full project description is attached to this application.

**Project Type:** Check all that apply; indicate percentage of each if there is more than one element

- |   |       |     |
|---|-------|-----|
| <input type="checkbox"/> Planning and Outreach Activities                             | _____ | %   |
| <input type="checkbox"/> Transit Improvements   | _____ | %   |
| <input type="checkbox"/> Bicycle and Pedestrian Improvements <sup>1</sup>             | _____ | %   |
| <input checked="" type="checkbox"/> Local Streets and Roads Preservation <sup>2</sup> | _____ | 55% |
| <input checked="" type="checkbox"/> Safe Routes to Schools or Transit <sup>1</sup>    | _____ | 45% |
| <input type="checkbox"/> Transportation for Livable Communities <sup>1</sup>          | _____ | %   |
| <input type="checkbox"/> Priority Conservation Areas                                  | _____ | %   |

<sup>1</sup> Is project within the Bay Area Air Quality Management District (BAAQMD)    Y ☒    N ☐

<sup>2</sup> Roads must be eligible for federal aid

**RTP Goals:** Please describe how the project is consistent with the goals of the MTC Regional Transportation Plan 2040 (RTP): Can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>



## Draft One Bay Area Grant 2 Application

Draft Plan Bay Area 2040 Performance Targets			Check all that apply
Goal/Outcome		Performance Target	
Climate Protection	1	Reduce per capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% (statutory requirement is for year 2035, per SB 375)	<input checked="" type="checkbox"/>
Adequate Housing	2	House 100% of the region's projected growth (from a 2010 baseline year) by income level (very low, low, moderate, above-moderate) without displacing current low-income residents (statutory requirements, per SB 375) and with no increase in in-commuters over the Plan baseline year.	<input type="checkbox"/>
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%.	<input checked="" type="checkbox"/>
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	<input type="checkbox"/>
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing 10%	<input checked="" type="checkbox"/>
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	<input type="checkbox"/>
	7	Reduce the share of households at risk of displacement to 0%	<input type="checkbox"/>
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	<input type="checkbox"/>
Transportation System Effectiveness	9	Increase non-auto mode share by 10%	<input type="checkbox"/>
	10	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	<input checked="" type="checkbox"/>
	11	Reduce per-rider transit delay due to aged infrastructure by 100%	<input type="checkbox"/>

Please answer the following questions regarding the proposed project:

1. Does Sponsor have Complete Streets Act of 2008 compliant General Plan (GP)? (attach reference or resolution)	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
2. Does Sponsor have a Housing and Community Development (HCD) approved GP or Housing Element? <i>In order to waive the above requirement GP Housing element must already be submitted to HCD for consideration. Date submitted to HCD: The City Council adopted the Housing Element in May 2015 and it was previously approved by HCD.</i>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>

## Draft One Bay Area Grant 2 Application

3. Is there a Complete Streets Checklist attached to this application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
4. Has the sponsor failed to comply with regional or state delivery milestones in the past 3 years?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
5. Is there a Project Map attached to the current application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
6. Is the proposed project inside the boundaries of an approved PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
7. Does the project provide proximate access to a PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
<i>If the project provides proximate access to a PDA please explain how.</i>		
8. Does the project serve a Community of Concern?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
9. Is the project in an approved PCA?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
10. Did sponsor do public outreach to develop this project specifically?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
<i>Please provide documentation of the public outreach process including dates and times of meetings help, notification process, etc.</i>		

**\*If the project is in a PDA or serves a PDA please fill out the supplemental PDA application attached.**

11. Funding Estimates: *Round to the nearest thousand for programming purposes*

Total Project Cost: 1,037,000

Local Match: 124,000

OBAG Request: 913,000

Phase	FY 17/18		FY 18/19		FY 19/20		FY 20/21		FY 21/22	
	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match	Federal Funds	Local Match	Federal Funds	Local Match
Preliminary Engineering		\$	\$125,000	\$17,000	\$	\$	\$	\$	\$	\$
Right-of-Way	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Construction	\$	\$	\$	\$	\$	\$	\$716,000	\$98,000	\$	\$
Construction Engineering	\$	\$	\$	\$	\$	\$	\$72,000	\$9,000	\$	\$

Indicate source(s) of matching funds here:



## Draft One Bay Area Grant 2 Application

Source	Gas Tax	Measure T Funds	
Amount	\$50,000	\$74,000	\$

12. Complete Streets Components: *Please indicate all the complete street elements proposed as part of this project:*

12a. sidewalks	12f. Choose an item.
12b. bike lanes	12g. Choose an item.
12c. ADA ramps	12h. Choose an item.
12d. cross walks	12i. Choose an item.
12e. signage	12j.

13. Schedule: Please provide project development schedule:

Phase	Begin MO/YR	End MO/YR
ENV	11/1/2018	10/01/2020
PSE	11/1/2018	10/01/2020
R/W	NA	NA
CON	11/2/2020	12/01/2022

*Please indicate the dates sponsor anticipates achieving the following milestones:*

- a. Field Review: 12/2018
- b. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B: 08/01/2018
- c. Request for Authorization: (Please indicate Phases if seeking funding for multiple phases): PS&E 11/2018; CON 11/2020
- d. Recipient of Authorization (E-76): PS&E 1/2019; CON 1/2021

14. If a Local Street and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed: Major Collector

15. If LS&R project, what type?

- ☒ Pavement Rehabilitation (<70 PCI)
- ☐ Preventive Maintenance ( $\geq 70$  PCI)
- ☐ Non-pavement

16. Does the sponsor have a current, certified Pavement Management Program?

- a. Please indicate the date of last certification: 2/1/2015

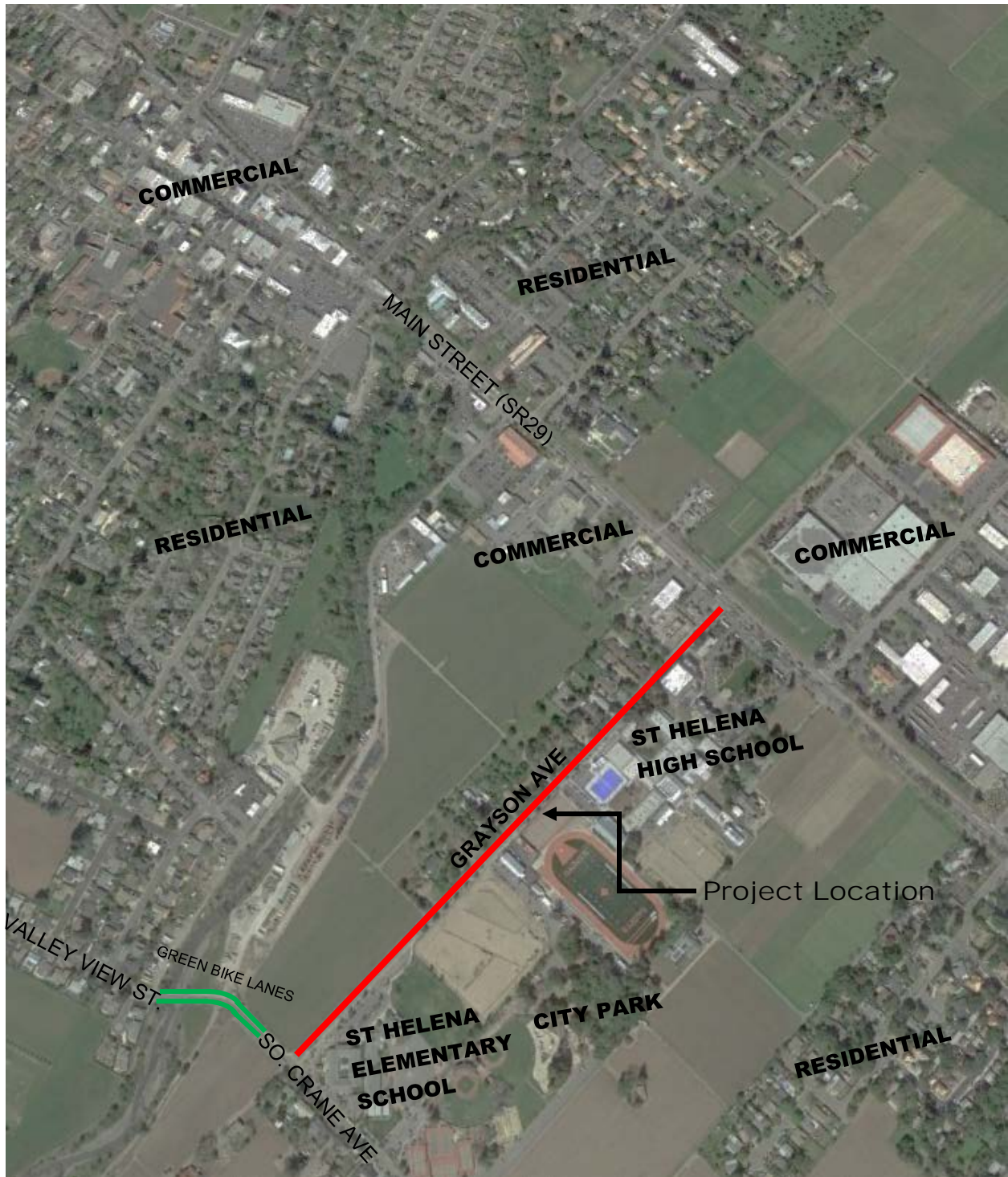
## Grayson Avenue Resurfacing, Bicycle and Pedestrian Improvements

### Full Project Description

**The proposed project will rehabilitate the existing pavement; which has an average PCI of 23, upgrade 8 ADA curb ramps, repair sidewalk, and expand the existing sidewalk by 113 feet and install a midblock crossing with lit LED signage. Additionally the project includes constructing approximately 2650 LF of Class II bike lanes or Class III route and 1,500 LF of Class I bike path facilities, which will connect to the recently added green bike lanes on Valley View Street to Grayson Avenue.**

**The street segment serves: St. Helena High (495 students) and Primary Schools (315 students), a Vine Shuttle stop, as well as Crane Park. Crane Park, which is the busiest and largest park in St. Helena, hosts the Farmers Market, 4<sup>th</sup> of July Fireworks, Skateboard Park, Summer Child and Youth Programs, Bocce Ball Leagues, playing fields, children's playground, and large picnic areas. Additionally the adjacent school grounds serve as additional community playing fields and the modern public aquatics center.**

**Development activity directly on Grayson Avenue or adjacent to the segment includes a large winery and tasting room, as well as a proposed large hotel across SR 29 on Mills Lane. It is the goal of the project to create a robust multi-modal transportation segment in order to increase the number of youth, family and visitors utilizing active-transportation choices to travel to schools, parks, amenities and visitor destinations.**



# EXHIBIT 1 – PROJECT LOCATION

GRAYSON RESURFACING, BICYCLE AND  
PEDESTRIAN IMPROVEMENTS

SHEET 1 OF 1



## Draft One Bay Area Grant 2 Application

The One Bay Area 2 Program is a funding program under the Metropolitan Transportation Commission (MTC) Resolution 4202. NVTa has been delegated to be the program manager for Napa County OBAG 2 funds. The OBAG 2 funding cycle is from FY 2017-18 to FY 2021-22. Applications for the OBAG 2 call for projects are due no later than Friday, December 23, 2016.

### Required Attachments:

- ☒ Complete Streets Checklist
- ☒ Project Map (Including Priority Development Area (PDA) boundaries)

**Please complete the requested fields below:**

**Project Sponsor:** City of St. Helena

**Single Point of Contact (SPOC) for the Agency:** Tracey Perkosky; tperkosky@cityofsthenana.org; 707-968-2627

**Point of Contact for project if different than SPOC:** Erica Smithies, P.E.

**Email/Phone:** esmithies@cityofsthenana.org; 707-312-1471

**Project Title:** Main Street St. Helena Pedestrian Improvements

**Project Location/Description:** The project will replace and repair pedestrian facilities and install traffic calming devices along Main Street (SR29) from Mitchell Drive to Pine Street. Supplemental Description is attached.

**Project Type:** Check all that apply; indicate percentage of each if there is more than one element

- |   |       |     |
|---|-------|-----|
| <input type="checkbox"/> Planning and Outreach Activities                               | _____ | %   |
| <input type="checkbox"/> Transit Improvements   | _____ | %   |
| <input checked="" type="checkbox"/> Bicycle and Pedestrian Improvements <sup>1</sup>    | _____ | 85% |
| <input type="checkbox"/> Local Streets and Roads Preservation <sup>2</sup>              | _____ | %   |
| <input type="checkbox"/> Safe Routes to Schools or Transit <sup>1</sup>                 | _____ | %   |
| <input checked="" type="checkbox"/> Transportation for Livable Communities <sup>1</sup> | _____ | 15% |
| <input type="checkbox"/> Priority Conservation Areas                                    | _____ | %   |

<sup>1</sup> Is project within the Bay Area Air Quality Management District (BAAQMD) Y ☒ N ☐

<sup>2</sup> Roads must be eligible for federal aid

**RTP Goals:** Please describe how the project is consistent with the goals of the MTC Regional Transportation Plan 2040 (RTP): Can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>

## Draft One Bay Area Grant 2 Application

Draft Plan Bay Area 2040 Performance Targets			Check all that apply
Goal/Outcome		Performance Target	
Climate Protection	1	Reduce per capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% (statutory requirement is for year 2035, per SB 375)	<input type="checkbox"/>
Adequate Housing	2	House 100% of the region's projected growth (from a 2010 baseline year) by income level (very low, low, moderate, above-moderate) without displacing current low-income residents (statutory requirements, per SB 375) and with no increase in in-commuters over the Plan baseline year.	<input type="checkbox"/>
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%.	<input checked="" type="checkbox"/>
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	<input type="checkbox"/>
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing 10%	<input checked="" type="checkbox"/>
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	<input type="checkbox"/>
	7	Reduce the share of households at risk of displacement to 0%	<input type="checkbox"/>
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	<input type="checkbox"/>
Transportation System Effectiveness	9	Increase non-auto mode share by 10%	<input checked="" type="checkbox"/>
	10	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	<input type="checkbox"/>
	11	Reduce per-rider transit delay due to aged infrastructure by 100%	<input type="checkbox"/>

Please answer the following questions regarding the proposed project:

1. Does Sponsor have Complete Streets Act of 2008 compliant General Plan (GP)? (attach reference or resolution)	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
2. Does Sponsor have a Housing and Community Development (HCD) approved GP or Housing Element? <i>In order to waive the above requirement GP Housing element must already be submitted to HCD for consideration. Date submitted to HCD: The City Council adopted the Housing Element in May 2015 and it was previously approved by HCD.</i>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>



## Draft One Bay Area Grant 2 Application

3. Is there a Complete Streets Checklist attached to this application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
4. Has the sponsor failed to comply with regional or state delivery milestones in the past 3 years?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
5. Is there a Project Map attached to the current application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
6. Is the proposed project inside the boundaries of an approved PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
7. Does the project provide proximate access to a PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
<i>If the project provides proximate access to a PDA please explain how.</i>		
8. Does the project serve a Community of Concern?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
9. Is the project in an approved PCA?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
10. Did sponsor do public outreach to develop this project specifically?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
<i>Please provide documentation of the public outreach process including dates and times of meetings help, notification process, etc.</i>		

**\*If the project is in a PDA or serves a PDA please fill out the supplemental PDA application attached.**

11. Funding Estimates: *Round to the nearest thousand for programming purposes*

Total Project Cost: 1,557,000

Local Match: 187,000

OBAG Request: 1,370,000

Phase	FY 17/18		FY 18/19		FY 19/20		FY 20/21		FY 21/22	
	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match	Federal Funds	Local Match	Federal Funds	Local Match
Preliminary Engineering	\$	\$	\$254,000	\$35,000	\$	\$	\$	\$	\$	\$
Right-of-Way	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Construction	\$	\$	\$	\$	\$	\$	\$1,015,000	\$138,000	\$	\$
Construction Engineering	\$	\$	\$	\$	\$	\$	\$101,000	\$14,000	\$	\$

Indicate source(s) of matching funds here:

Source	Gas Tax	Measure T	
Amount	\$75,000	\$112,000	\$

## Draft One Bay Area Grant 2 Application

12. Complete Streets Components: *Please indicate all the complete street elements proposed as part of this project:*

12a. sidewalks	12f. Choose an item.
12b. bulb outs	12g. Choose an item.
12c. ADA ramps	12h. Choose an item.
12d. cross walks	12i. Choose an item.
12e. street furniture	12j.

13. Schedule: Please provide project development schedule:

Phase	Begin MO/YR	End MO/YR
ENV	11/1/2018	10/31/2020
PSE	11/1/2018	10/31/2020
R/W	11/1/2018	10/31/2020
CON	11/2/2020	12/01/2022

*Please indicate the dates sponsor anticipates achieving the following milestones:*

- a. Field Review: 12/2018
- b. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B: 08/2018
- c. Request for Authorization: (Please indicate Phases if seeking funding for multiple phases):  
PSE&E 11/2018; CON 11/2020
- d. Recipient of Authorization (E-76): PSE&E 1/2018; CON 1/2021

14. If a Local Street and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed: N/A

15. If LS&R project, what type?

- ☐ Pavement Rehabilitation (<70 PCI)
- ☐ Preventive Maintenance (≥ 70 PCI)
- ☒ Non-pavement

16. Does the sponsor have a current, certified Pavement Management Program?

- a. Please indicate the date of last certification: 2/1/2015

## Main Street St Helena Pedestrian Improvements

### Full Project Description

**The project will upgrade and fully replace approximately 3,609 linear feet of sidewalk including 17 ADA curb ramps and landscaping improvements. Additionally, traffic calming devices in the form of pedestrian bulb outs are proposed at the intersections of Spring Street, the mid-block crossings at Hunt Avenue and the crossing at Britton Way.**

**The existing sidewalk has lifted areas due to tree roots and is a mixture of concrete and pavers. The existing curb ramps are not ADA compliant. Pedestrian counts on this segment completed in 2015 calculated the active transportation users to be 584,645 annually.**

**St. Helena's current development and planned growth includes a number of hotels along Main Street, a public parking lot at the projects southern boundary, and public restroom facilities and electric vehicle DC Fast Chargers adjacent to Main Street. By improving pedestrian access and safety along the Main Street corridor, the project's goals are to provide safe pedestrian access throughout Main Street, increase pedestrian trips and decrease vehicle trips in the downtown corridor.**



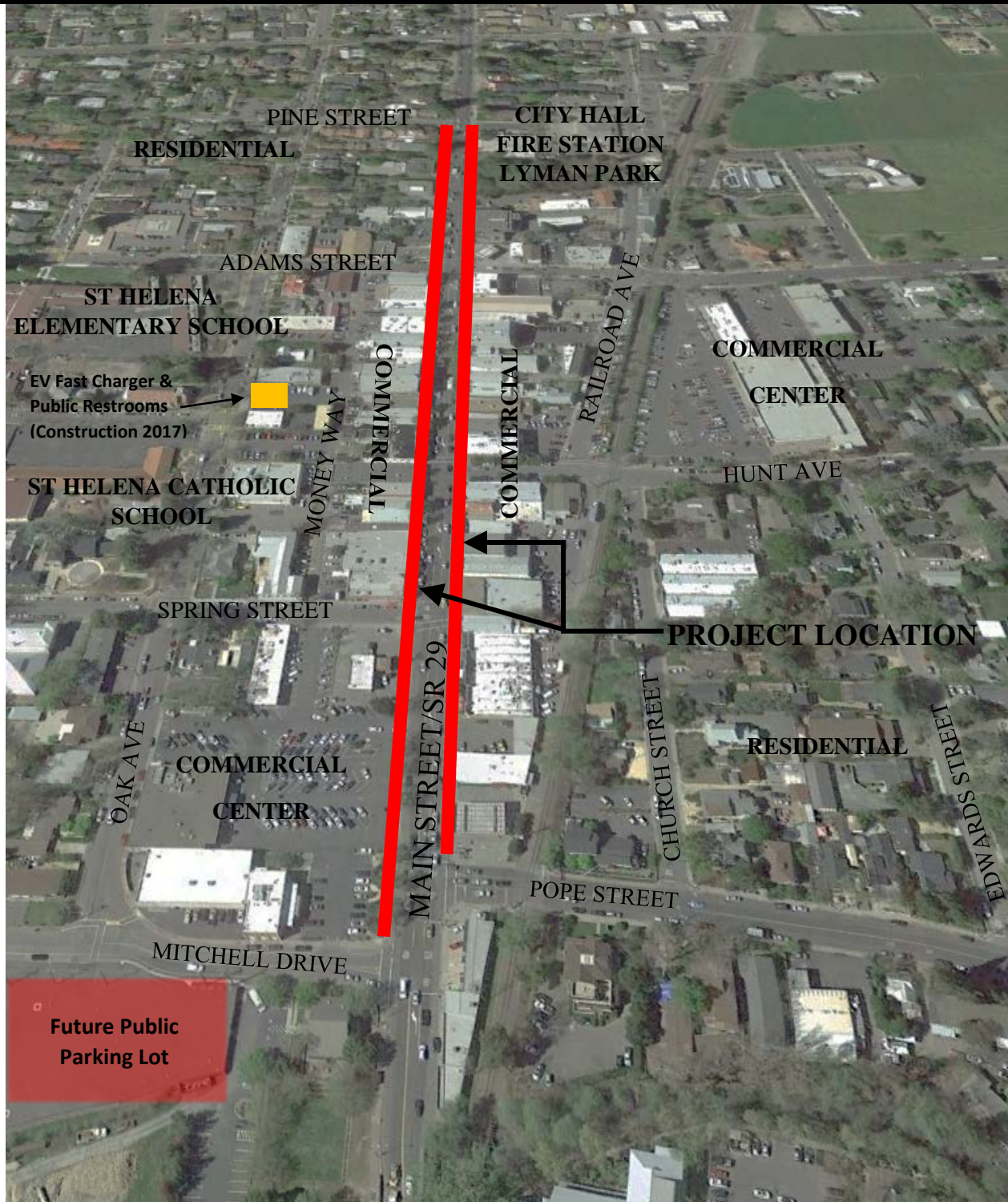


	EXHIBIT 1 – PROJECT LOCATION	
	MAIN STREET ST HELENA PEDESTRIAN IMPROVEMENTS	SHEET 1 OF 1



## One Bay Area Grant 2 Application

The One Bay Area 2 Program is a funding program under the Metropolitan Transportation Commission (MTC) Resolution 4202. NVRTA has been delegated to be the program manager for Napa County OBAG 2 funds. The OBAG 2 funding cycle is from FY 2017-18 to FY 2021-22. Applications for the OBAG 2 call for projects are due no later than Friday, December 23, 2016.

### Required Attachments:

- ☒ Complete Streets Checklist
- ☒ Project Map (Including Priority Development Area (PDA) boundaries)

**Please complete the requested fields below:**

**Project Sponsor:** County of Napa

**Single Point of Contact (SPOC) for the Agency:** Rick Marshall, Deputy Director of Public Works

**Point of Contact for project if different than SPOC:** Juan Arias, Engineering Manager

**Email/Phone:** [Rick.Marshall@countyofnapa.org](mailto:Rick.Marshall@countyofnapa.org) / (707) 259-8381  
[Juan.Arias@countyofnapa.org](mailto:Juan.Arias@countyofnapa.org) / (707) 259-8374

**Project Title:** Airport Boulevard Pavement Rehabilitation and Complete Streets

**Project Location/Description:** On Airport Boulevard, from SR 29/12 to the Napa County Airport; reconstruct existing asphalt concrete pavement, upgrade curb ramps to current ADA standards at three intersections, close sidewalk "gap" on north side, retain existing Class II bicycle lanes. Project provides proximate access to two Priority Development Areas, by providing the only connection between those PDAs and the county's only air transportation facility.

**Project Type:** Check all that apply; indicate percentage of each if there is more than one element

- |   |            |
|---|------------|
| <input type="checkbox"/> Planning and Outreach Activities                             | _____ %    |
| <input type="checkbox"/> Transit Improvements   | _____ %    |
| <input checked="" type="checkbox"/> Bicycle and Pedestrian Improvements <sup>1</sup>  | 25 _____ % |
| <input checked="" type="checkbox"/> Local Streets and Roads Preservation <sup>2</sup> | 75 _____ % |
| <input type="checkbox"/> Safe Routes to Schools or Transit <sup>1</sup>               | _____ %    |
| <input type="checkbox"/> Transportation for Livable Communities <sup>1</sup>          | _____ %    |
| <input type="checkbox"/> Priority Conservation Areas                                  | _____ %    |

<sup>1</sup> Is project within the Bay Area Air Quality Management District (BAAQMD) Y ☒ N ☐

<sup>2</sup> Roads must be eligible for federal aid

## One Bay Area Grant 2 Application

RTP Goals: *Please describe how the project is consistent with the goals of the MTC Regional Transportation Plan 2040 (RTP): Can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>*

Draft Plan Bay Area 2040 Performance Targets			Check all that apply
Goal/Outcome		Performance Target	
Climate Protection	1	Reduce per capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% (statutory requirement is for year 2035, per SB 375)	<input checked="" type="checkbox"/>
Adequate Housing	2	House 100% of the region's projected growth (from a 2010 baseline year) by income level (very low, low, moderate, above-moderate) without displacing current low-income residents (statutory requirements, per SB 375) and with no increase in in-commuters over the Plan baseline year.	<input type="checkbox"/>
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%.	<input checked="" type="checkbox"/>
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	<input type="checkbox"/>
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing 10%	<input type="checkbox"/>
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	<input type="checkbox"/>
	7	Reduce the share of households at risk of displacement to 0%	<input type="checkbox"/>
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	<input type="checkbox"/>
Transportation System Effectiveness	9	Increase non-auto mode share by 10%	<input checked="" type="checkbox"/>
	10	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	<input checked="" type="checkbox"/>
	11	Reduce per-rider transit delay due to aged infrastructure by 100%	<input type="checkbox"/>



## One Bay Area Grant 2 Application

Please answer the following questions regarding the proposed project:

1. Does Sponsor have Complete Streets Act of 2008 compliant General Plan (GP)? (attach reference or resolution)	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
2. Does Sponsor have a Housing and Community Development (HCD) approved GP or Housing Element? <i>In order to waive the above requirement GP Housing element must already be submitted to HCD for consideration. Date submitted to HCD:</i>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
3. Is there a Complete Streets Checklist attached to this application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
4. Has the sponsor failed to comply with regional or state delivery milestones in the past 3 years?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
5. Is there a Project Map attached to the current application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
6. Is the proposed project inside the boundaries of an approved PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
7. Does the project provide proximate access to a PDA?*	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
<i>If the project provides proximate access to a PDA please explain how.</i>		
8. Does the project serve a Community of Concern?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
9. Is the project in an approved PCA?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
10. Did sponsor do public outreach to develop this project specifically? <i>Please provide documentation of the public outreach process including dates and times of meetings help, notification process, etc.</i>	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>

**\*If the project is in a PDA or serves a PDA please fill out the supplemental PDA application attached.**

11. Funding Estimates: Round to the nearest thousand for programming purposes

Total Project Cost: \$1,824,000

Local Match: \$208,000

OBAG Request: \$1,616,000

Phase	FY 17/18		FY 18/19		FY 19/20		FY 20/21		FY 21/22	
	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match	Federal Funds	Local Match	Federal Funds	Local Match
Preliminary Engineering	\$	\$	36000	4000	89000	12000	\$	\$	\$	\$
Right-of-Way	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Construction	\$	\$	\$	\$	\$	\$	1366000	176000	\$	\$
Construction Engineering	\$	\$	\$	\$	\$	\$	125000	16000	\$	\$

Indicate source(s) of matching funds here:

Source	County Road Funds		
Amount	\$208,000	\$	\$



## One Bay Area Grant 2 Application

12. Complete Streets Components: *Please indicate all the complete street elements proposed as part of this project:*

12a. sidewalks	12f. Choose an item.
12b. ADA ramps	12g. Choose an item.
12c. bike lanes	12h. Choose an item.
12d. Choose an item.	12i. Choose an item.
12e. Choose an item.	12j. Class II bicycle lanes

13. Schedule: Please provide project development schedule:

Phase	Begin MO/YR	End MO/YR
ENV	8/2018	10/2019
PSE	8/2018	5/2020
R/W	10/2019	11/2019
CON	9/2020	12/2021

*Please indicate the dates sponsor anticipates achieving the following milestones:*

- a. Field Review: 6/30/2019
- b. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B: This form is submitted every fiscal year. The current year has been submitted. At the time of RFA, the then-current form will be provided.
- c. Request for Authorization: (Please indicate Phases if seeking funding for multiple phases):  
PE – 9/30/2018  
CON – 6/30/2020
- d. Recipient of Authorization (E-76):  
PE – 3/1/2019  
CON – 3/30/2021

14. If a Local Street and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed: **07 Major Collector**

15. If LS&R project, what type?

- ☒ Pavement Rehabilitation (<70 PCI)
- ☐ Preventive Maintenance (≥ 70 PCI)
- ☐ Non-pavement

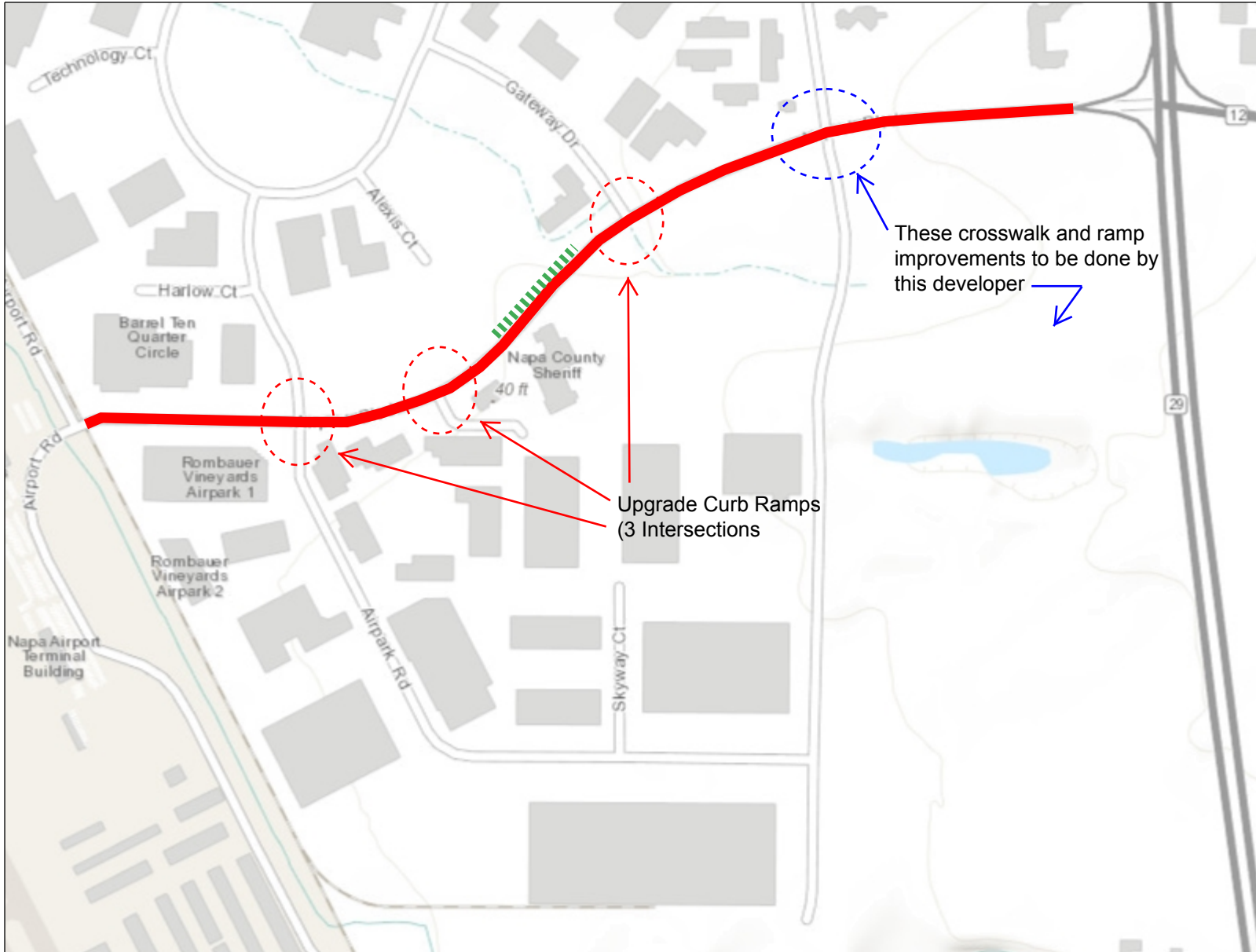
16. Does the sponsor have a current, certified Pavement Management Program?

- a. Please indicate the date of last certification: **August 26, 2016**



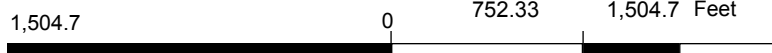
# County of Napa - One Bay Area Grant

## Airport Boulevard Pavement Rehabilitation and Complete Streets



### Legend

- County Boundary
- SUBJECT ROAD
- CLOSE SIDEWALK GAP



Disclaimer: This map was prepared for informational purposes only.  
No liability is assumed for the accuracy of the data delineated hereon.

### Notes

Prepared by D. Goshert



## Draft One Bay Area Grant 2 Application

The One Bay Area 2 Program is a funding program under the Metropolitan Transportation Commission (MTC) Resolution 4202. NVTa has been delegated to be the program manager for Napa County OBAG 2 funds. The OBAG 2 funding cycle is from FY 2017-18 to FY 2021-22. Applications for the OBAG 2 call for projects are due no later than Friday, December 23, 2016.

### Required Attachments:

- ☒ Complete Streets Checklist
- ☒ Project Map (Including Priority Development Area (PDA) boundaries)

**Please complete the requested fields below:**

**Project Sponsor:** City of Napa

**Single Point of Contact (SPOC) for the Agency:** Eric Whan

**Point of Contact for project if different than SPOC:** John Ferons

**Email/Phone:** jferons@cityofnapa.org/707-257-9423

**Project Title:** State Route 29 Bicycle and Pedestrian Undercrossing

**Project Location/Description:** Construct a Class I multiuse trail along the north bank of Napa Creek underneath State Route 29 at approximately post mile 11.67. The proposed bike path will connect Coffield Avenue with California Boulevard and provide a critical east-west link for bicyclists and pedestrians crossing State Route 29. The proposed pathway would be approximately 10 feet wide with a two-foot shoulder. The path would extend approximately 550 feet from an existing Class I trail beyond the west side of the highway and a future Class I trail associated with a future multi-use family development project on the east side of the highway. 35% design drawings are included as an attachment. Additional scope may be added to extend the multi-use trail southeast with a mid-block crossing on California Boulevard.

**Project Type:** Check all that apply; indicate percentage of each if there is more than one element

- |  |                  |
|--|------------------|
| <input checked="" type="checkbox"/> Planning and Outreach Activities                 | _____ 10 _____ % |
| <input type="checkbox"/> Transit Improvements  | _____ %          |
| <input checked="" type="checkbox"/> Bicycle and Pedestrian Improvements <sup>1</sup> | _____ 50 _____ % |
| <input type="checkbox"/> Local Streets and Roads Preservation <sup>2</sup>           | _____ %          |
| <input checked="" type="checkbox"/> Safe Routes to Schools or Transit <sup>1</sup>   | _____ 40 _____ % |
| <input type="checkbox"/> Transportation for Livable Communities <sup>1</sup>         | _____ %          |
| <input type="checkbox"/> Priority Conservation Areas                                 | _____ %          |

<sup>1</sup> Is project within the Bay Area Air Quality Management District (BAAQMD) Y ☒ N ☐

<sup>2</sup> Roads must be eligible for federal aid

## Draft One Bay Area Grant 2 Application

RTP Goals: *Please describe how the project is consistent with the goals of the MTC Regional Transportation Plan 2040 (RTP): Can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>*

Draft Plan Bay Area 2040 Performance Targets			Check all that apply
Goal/Outcome		Performance Target	
Climate Protection	1	Reduce per capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% (statutory requirement is for year 2035, per SB 375)	<input type="checkbox"/>
Adequate Housing	2	House 100% of the region's projected growth (from a 2010 baseline year) by income level (very low, low, moderate, above-moderate) without displacing current low-income residents (statutory requirements, per SB 375) and with no increase in in-commuters over the Plan baseline year.	<input type="checkbox"/>
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%.	<input checked="" type="checkbox"/>
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	<input type="checkbox"/>
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing 10%	<input type="checkbox"/>
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	<input type="checkbox"/>
	7	Reduce the share of households at risk of displacement to 0%	<input type="checkbox"/>
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	<input type="checkbox"/>
Transportation System Effectiveness	9	Increase non-auto mode share by 10%	<input checked="" type="checkbox"/>
	10	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	<input type="checkbox"/>
	11	Reduce per-rider transit delay due to aged infrastructure by 100%	<input type="checkbox"/>

*Please answer the following questions regarding the proposed project:*

1. Does Sponsor have Complete Streets Act of 2008 compliant General Plan (GP)? (attach reference or resolution) <b>See Letter Dated January 22, 2013</b>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
2. Does Sponsor have a Housing and Community Development (HCD)	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>



## Draft One Bay Area Grant 2 Application

approved GP or Housing Element? <i>In order to waive the above requirement GP Housing element must already be submitted to HCD for consideration. Date submitted to HCD: <b>Letter Received March 30, 2015</b></i>		
3. Is there a Complete Streets Checklist attached to this application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
4. Has the sponsor failed to comply with regional or state delivery milestones in the past 3 years?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
5. Is there a Project Map attached to the current application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
6. Is the proposed project inside the boundaries of an approved PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
7. Does the project provide proximate access to a PDA?*	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
<i>If the project provides proximate access to a PDA please explain how. <b>Within approximately 0.5 mile from PDA. Provides connectivity to PDA.</b></i>		
8. Does the project serve a Community of Concern?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
9. Is the project in an approved PCA?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
10. Did sponsor do public outreach to develop this project specifically? <i>Please provide documentation of the public outreach process including dates and times of meetings help, notification process, etc.</i>	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>

**\*If the project is in a PDA or serves a PDA please fill out the supplemental PDA application attached.**

### 11. Funding Estimates: Round to the nearest thousand for programming purposes

Total Project Cost: \$900,000

Local Match: \$150,000

OBAG Request: \$750,000

Phase	FY 17/18		FY 18/19		FY 19/20		FY 20/21		FY 21/22	
	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match	Federal Funds	Local Match	Federal Funds	Local Match
Preliminary Engineering	\$	100,000	\$	\$	\$	\$	\$	\$	\$	\$
Right-of-Way	\$	\$		\$50,000	\$	\$	\$	\$	\$	\$
Construction	\$	\$	\$700,000	\$	\$	\$	\$	\$	\$	\$
Construction Engineering	\$	\$	\$50,000		\$	\$	\$	\$	\$	\$

Indicate source(s) of matching funds here:

Source	General Fund		
Amount	\$150,000	\$	\$

## Draft One Bay Area Grant 2 Application

12. Complete Streets Components: *Please indicate all the complete street elements proposed as part of this project:*

12a. sidewalks	12f. Choose an item.
12b. ADA ramps	12g. Choose an item.
12c. bike lanes	12h. Choose an item.
12d. signage	12i. Choose an item.
12e. cross walks	12j. Signals - RRFB

13. Schedule: Please provide project development schedule:

Phase	Begin MO/YR	End MO/YR
ENV	January 2017	December 2017
PSE	January 2017	December 2017
R/W	January 2018	June 2018
CON	June 2018	September 2018

*Please indicate the dates sponsor anticipates achieving the following milestones:*

- a. Field Review: **Completed March 2014**
- b. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B: **Completed October 2016 and will be submitted annually**
- c. Request for Authorization: (Please indicate Phases if seeking funding for multiple phases): **November 2017**
- d. Recipient of Authorization (E-76): **June 2018**

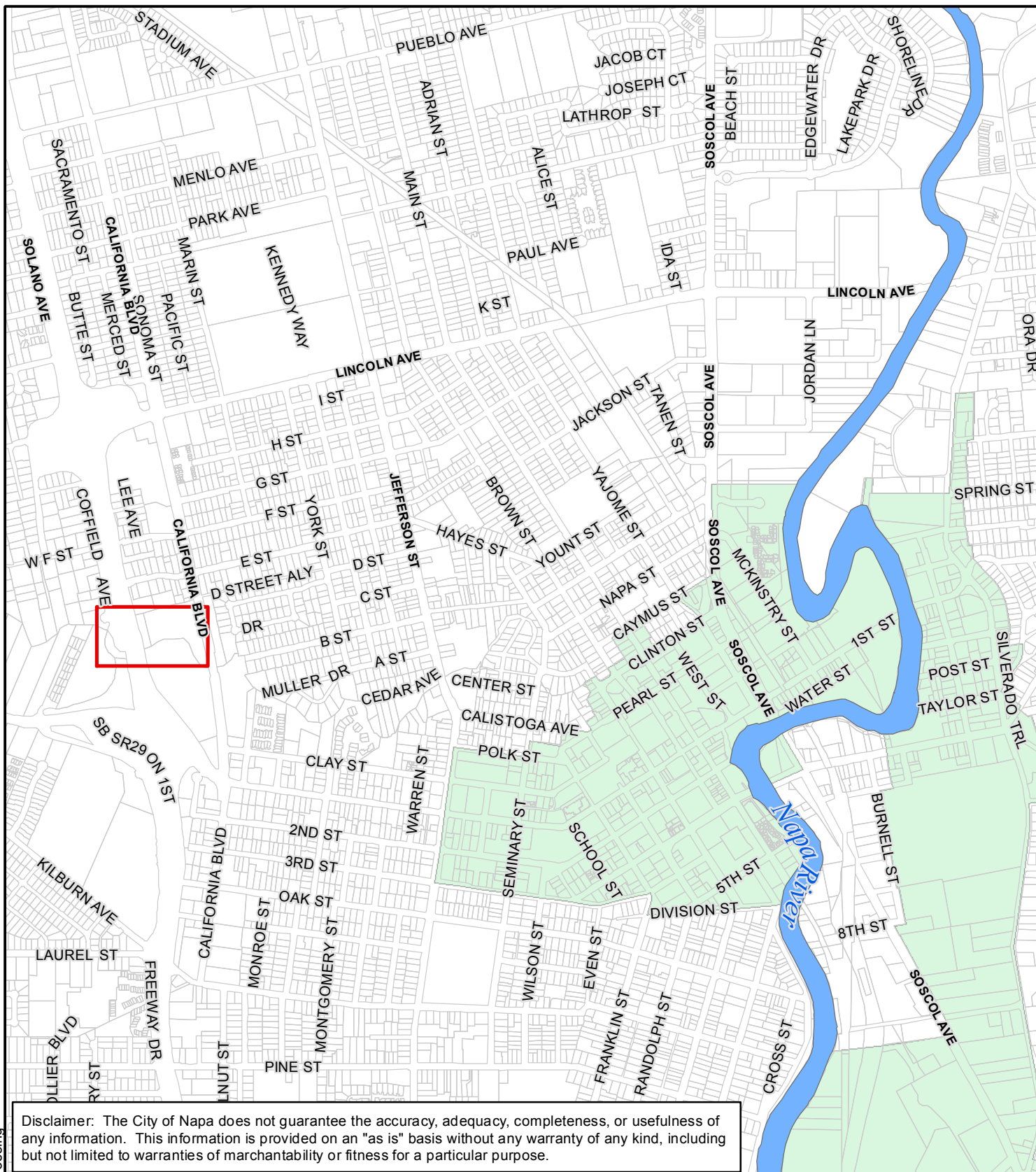
14. If a Local Street and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed: **N/A**

15. If LS&R project, what type? **N/A**

- ☐ Pavement Rehabilitation (<70 PCI)
- ☐ Preventive Maintenance ( $\geq 70$  PCI)
- ☐ Non-pavement

16. Does the sponsor have a current, certified Pavement Management Program?

- a. Please indicate the date of last certification:  
**Yes. December 16, 2015 (see attached)**





## One Bay Area Grant 2 Application – BROADWAY LIVABLE CORRIDOR

The One Bay Area 2 Program is a funding program under the Metropolitan Transportation Commission (MTC) Resolution 4202. NVRTA has been delegated to be the program manager for Napa County OBAG 2 funds. The OBAG 2 funding cycle is from FY 2017-18 to FY 2021-22. Applications for the OBAG 2 call for projects are due no later than Friday, December 23, 2016.

### Required Attachments:

- ☒ Complete Streets Checklist
- ☒ Project Map (Including Priority Development Area (PDA) boundaries)

**Please complete the requested fields below:**

**Project Sponsor:** City of American Canyon

**Single Point of Contact (SPOC) for the Agency:** Ronald Ranada, Sr. Civil Engineer

**Point of Contact for project if different than SPOC:** Not Applicable

**Email/Phone:** rranada@cityofamericancanyon.org/707-647-4559

**Project Title:** Broadway Livable Corridor

**Project Location/Description:** Create a livable corridor along Broadway in the American Canyon PDA from American Canyon Road to Napa Junction Road as contemplated by the *Broadway Specific Plan* and in furtherance of MTC's Sustainable Community Strategy (see Attachment A).

**Project Type:** Check all that apply; indicate percentage of each if there is more than one element

- |   |       |   |
|---|-------|---|
| <input type="checkbox"/> Planning and Outreach Activities                               | _____ | % |
| <input checked="" type="checkbox"/> Transit Improvements                                | 25    | % |
| <input checked="" type="checkbox"/> Bicycle and Pedestrian Improvements <sup>1</sup>    | 25    | % |
| <input type="checkbox"/> Local Streets and Roads Preservation <sup>2</sup>              | _____ | % |
| <input checked="" type="checkbox"/> Safe Routes to Schools or Transit <sup>1</sup>      | 25    | % |
| <input checked="" type="checkbox"/> Transportation for Livable Communities <sup>1</sup> | 25    | % |
| <input type="checkbox"/> Priority Conservation Areas                                    | _____ | % |

<sup>1</sup> Is project within the Bay Area Air Quality Management District (BAAQMD)      Y ☒      N ☐

<sup>2</sup> Roads must be eligible for federal aid

## One Bay Area Grant 2 Application – BROADWAY LIVABLE CORRIDOR

RTP Goals: *Please describe how the project is consistent with the goals of the MTC Regional Transportation Plan 2040 (RTP): Can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>*

Draft Plan Bay Area 2040 Performance Targets			Check all that apply
Goal/Outcome		Performance Target	
Climate Protection	1	Reduce per capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% (statutory requirement is for year 2035, per SB 375)	<input checked="" type="checkbox"/>
Adequate Housing	2	House 100% of the region's projected growth (from a 2010 baseline year) by income level (very low, low, moderate, above-moderate) without displacing current low-income residents (statutory requirements, per SB 375) and with no increase in in-commuters over the Plan baseline year.	<input checked="" type="checkbox"/>
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%.	<input checked="" type="checkbox"/>
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	<input checked="" type="checkbox"/>
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing 10%	<input checked="" type="checkbox"/>
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	<input checked="" type="checkbox"/>
	7	Reduce the share of households at risk of displacement to 0%	<input checked="" type="checkbox"/>
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	<input checked="" type="checkbox"/>
Transportation System Effectiveness	9	Increase non-auto mode share by 10%	<input checked="" type="checkbox"/>
	10	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	<input checked="" type="checkbox"/>
	11	Reduce per-rider transit delay due to aged infrastructure by 100%	<input checked="" type="checkbox"/>

## One Bay Area Grant 2 Application – BROADWAY LIVABLE CORRIDOR

Please answer the following questions regarding the proposed project:

1. Does Sponsor have Complete Streets Act of 2008 compliant General Plan (GP)? (attach reference or resolution)	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
2. Does Sponsor have a Housing and Community Development (HCD) approved GP or Housing Element? <i>In order to waive the above requirement GP Housing element must already be submitted to HCD for consideration. Date submitted to HCD:</i>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
3. Is there a Complete Streets Checklist attached to this application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
4. Has the sponsor failed to comply with regional or state delivery milestones in the past 3 years?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
5. Is there a Project Map attached to the current application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
6. Is the proposed project inside the boundaries of an approved PDA?*	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
7. Does the project provide proximate access to a PDA?*	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
<i>If the project provides proximate access to a PDA please explain how.</i>		
8. Does the project serve a Community of Concern?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
9. Is the project in an approved PCA?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
10. Did sponsor do public outreach to develop this project specifically? <i>Please provide documentation of the public outreach process including dates and times of meetings help, notification process, etc.</i>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>

**\*If the project is in a PDA or serves a PDA please fill out the supplemental PDA application attached.**

11. Funding Estimates: *Round to the nearest thousand for programming purposes*

Total Project Cost: \$32,000,000

Local Match: \$22,000,000

OBAG Request: \$10,000,000

Phase	FY 17/18		FY 18/19		FY 19/20		FY 20/21		FY 21/22	
	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match	Federal Funds	Local Match	Federal Funds	Local Match
Preliminary Engineering	\$	\$	\$	\$	\$	5,000,000	\$	\$	\$	\$
Right-of-Way	\$	\$	\$	\$	\$	\$	\$	\$2,000,000	\$	\$
Construction	\$	\$	\$	\$	\$	\$	\$	\$	\$10,000,000	\$10,000,000
Construction Engineering	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$5,000,000

Indicate source(s) of matching funds here:

Source	STIP	Local Impact Fees	Caltrans Mitigation Funds	Federal Tiger Grant
Amount	\$5,000,000	\$16,000,000	\$1,000,000	TBD



## One Bay Area Grant 2 Application – BROADWAY LIVABLE CORRIDOR

12. Complete Streets Components: *Please indicate all the complete street elements proposed as part of this project:*

12a. sidewalks	12f. cross walks
12b. ADA ramps	12g. bus stops
12c. bike lanes	12h. bus turnouts
12d. signage	12i. bus routes
12e. signals	12j. truck routes

\*bike lanes include Class IV

13. Schedule: Please provide project development schedule:

Phase	Begin MO/YR	End MO/YR
ENV	7/2019	6/2020
PSE	7/2019	6/2020
R/W	7/2020	6/2021
CON	7/2021	6/2022

*Please indicate the dates sponsor anticipates achieving the following milestones:*

- a. Field Review: 7/2019
- b. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B: 7/2019
- c. Request for Authorization: (Please indicate Phases if seeking funding for multiple phases):  
CONSTRUCTION PHASE: 9/2020
- d. Recipient of Authorization (E-76): 3/2021

14. If a Local Street and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed: Not Applicable

15. If LS&R project, what type?

- ☐ Pavement Rehabilitation (<70 PCI)
- ☐ Preventive Maintenance (≥ 70 PCI)
- ☐ Non-pavement

16. Does the sponsor have a current, certified Pavement Management Program?

- a. Please indicate the date of last certification: 2016



## One Bay Area Grant 2 Application – BROADWAY LIVABLE CORRIDOR

### Attachment A: Project Description

This project will implement the *Broadway Specific Plan* within the American Canyon Priority Development Area (PDA). The *Plan* embodies the Sustainable Community Strategy (SCS) adopted by MTC and its implementation will result in the conversion of a previously inhabitable commuter corridor into a new *livable* community. The result is a new 1.25 mile urban core bisected by a 6-lane modified boulevard that accommodates all users (pedestrians, bicycles and vehicles), and will be the source of high-density housing and local employment for Napa County over the next two decades.

The Broadway corridor in American Canyon has long been recognized as an ideal location for a PDA because it meets three important criteria: transit, housing opportunities, and pedestrian friendly potential. Currently, the City is using OBAG 1 funding to develop the *Plan*. It is natural that funding for implementation of the *Plan* should come from OBAG 2 funding.

Existing transit and future transit opportunities are provided by NVRTA. Significant housing and mixed-use housing opportunities are currently permitted in the Highway 29 area due to the residential overlay zoning district. The residential overlay zoning district allows mixed-use and higher density housing opportunities that foster transit use and non-motorized mobility options, such as bicycle and pedestrian paths.

The Napa Junction Center provides a local example of pedestrian friendly, mixed-use development on Highway 29 that can serve as a catalyst for future development on Highway 29. But there is a need for connecting pedestrian and bicycle trails from this center to the rest of Highway 29 and the rest of the City.

The Project includes many components eligible for OBAG 2 funding including:

1. Increases in transit (bus) service on Broadway in the PDA
  - a. Increases in transit service between the PDA and employment centers to the north:
    - i. in the nearby "Airport Industrial Area"
    - ii. in the City of Napa
    - iii. in the three smaller cities/towns north of the City of Napa
  - b. Increases in transit service to Bay Area employment centers to the south, including links to the Vallejo Ferry and to BART
  - c. Establishment of a mainline transit hub in the PDA.
2. Increases in Class IV bikeways, sidewalks, and Complete Streets design and development along the Broadway corridor in the PDA to accommodate transit, as well as walkable,



## One Bay Area Grant 2 Application – BROADWAY LIVABLE CORRIDOR

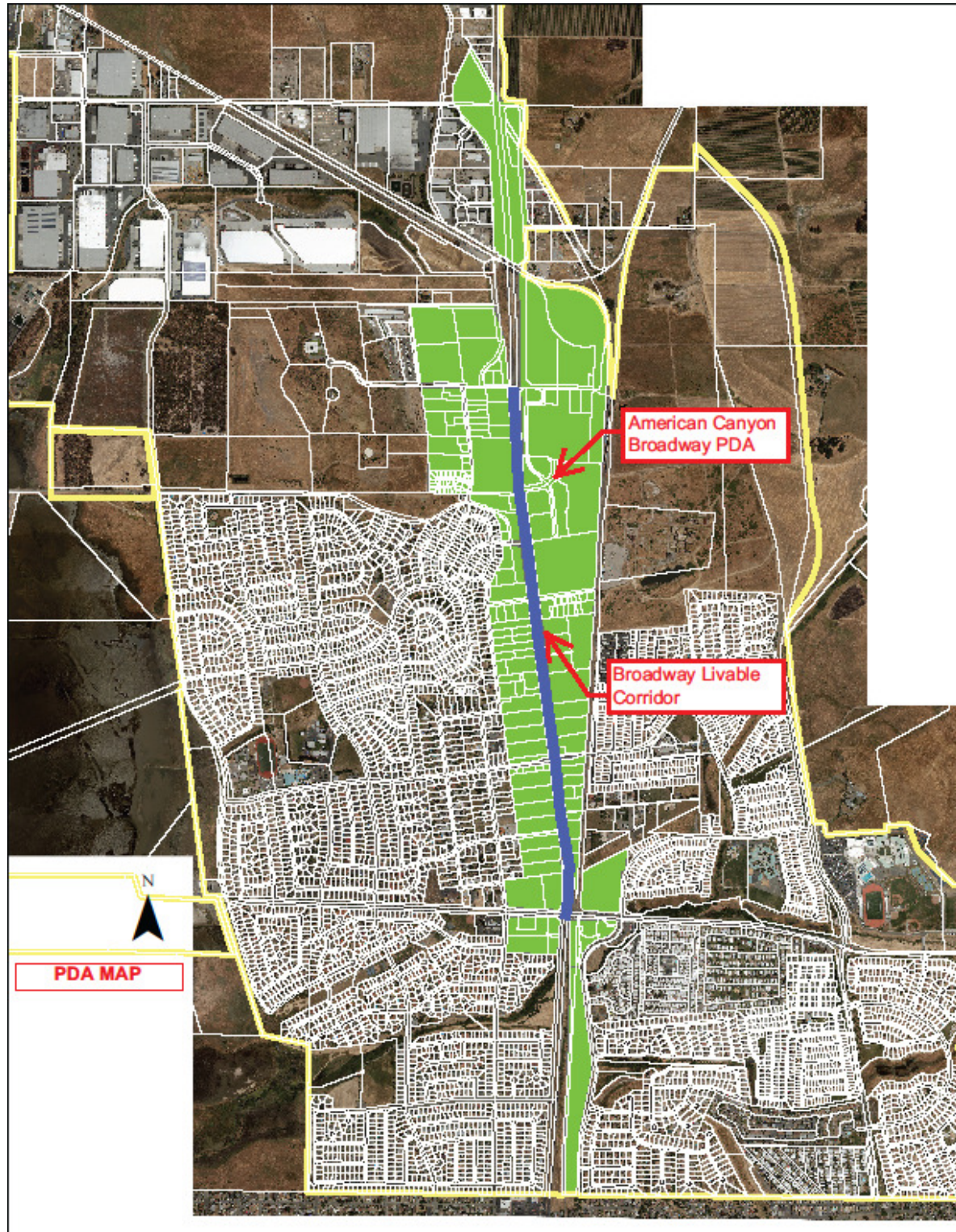
bikeable, local serving circulation to the adjacent residential neighborhoods and to employment centers within American Canyon and beyond that are currently only accessible via motorized vehicles on Highway 29.

3. Associated higher density housing development in the PDA to take advantage of these transit amenities and corridor improvements
  - a. Need for infrastructure and services associated with such development
  - b. Need for “placemaking” design guidelines to enhance the PDA as a livable alternative to conventional single family subdivisions in American Canyon
4. Advanced Technology – such the implementation of interconnected, adaptive traffic signal controls; bus rapid transit lanes and high-occupancy vehicle lanes.

The Project includes other components that may not be eligible for OBAG 2 funding such as an additional vehicle travel lane for bus rapid transit lanes and/or high-occupancy vehicles. If it is determined that this is not eligible for OBAG 2 funding, other funding sources such as the STIP, local traffic impact fees and federal TIGER Grant are proposed to fund these particular improvements.

## One Bay Area Grant 2 Application – BROADWAY LIVABLE CORRIDOR

### Attachment B: Project Map / PDA Map



**SUPPLEMENTAL PDA APPLICATION –BROADWAY LIVABLE CORRIDOR**

As part of the OBAG 2 Call for Projects, MTC is requiring Congestion Management Agencies (CMAs) to adopt a specific scoring methodology for allocating funds to projects within PDAs and Transit Priority Areas (TPAs) that reward jurisdictions based on the effectiveness of their affordable housing and anti-displacement policies.

To meet this requirement, jurisdictions submitting PDA projects will be given a “PDA Affordable Housing Anti-Displacement Ranking” of high, medium or low. The jurisdiction’s ranking will be factored into the prioritization process but will not be the only means of evaluating PDA projects.

The PDA Affordable Housing and Anti-Displacement Ranking will be based on how many of the following policies/programs a jurisdiction has in place. Jurisdictions that have 10 or more policies in place will be given a high ranking, jurisdictions with 5 to 9 policies a medium ranking, and fewer than 5 a low ranking.

Affordable Housing/Anti-Displacement Policy Program	Check all that apply
Condo conversion ordinance regulating the conversion of apartments to condos	<input checked="" type="checkbox"/>
SRO conversion ordinance	<input type="checkbox"/>
Mobile Home Park Preservation	<input type="checkbox"/>
Demolition of residential structure ordinance	<input type="checkbox"/>
Streamlined Permitting Process	<input checked="" type="checkbox"/>
Low-cost loan program for affordable housing rehabilitation, preservation	<input checked="" type="checkbox"/>
Inclusionary/Below Market Rate Housing Policy	<input checked="" type="checkbox"/>
Density Bonus Ordinance	<input checked="" type="checkbox"/>
Mixed-use zoning	<input checked="" type="checkbox"/>
Rent stabilization	<input type="checkbox"/>
Just cause for eviction	<input type="checkbox"/>
Foreclosure prevention programs	<input type="checkbox"/>
Homebuyer education/counseling/assistance programs	<input type="checkbox"/>
First-time homebuyer loan program	<input type="checkbox"/>
Code enforcement relocation program	<input type="checkbox"/>
Repair/rehabilitation loan program for low-income residents	<input checked="" type="checkbox"/>
Fair housing and landlord-tenant counseling programs	<input type="checkbox"/>
Reduced fee or waivers for affordable housing	<input checked="" type="checkbox"/>
Inclusionary zoning	<input type="checkbox"/>
Second unit ordinance	<input checked="" type="checkbox"/>
Has Affordable housing complexes	<input checked="" type="checkbox"/>
Has Group Homes	<input type="checkbox"/>
Reduced Parking Requirements	<input type="checkbox"/>
Commercial Development Fee	<input checked="" type="checkbox"/>
Housing Development Impact Fee	<input checked="" type="checkbox"/>
Other taxes or fees dedicated to housing	<input type="checkbox"/>
Other:	<input type="checkbox"/>
Total	12

Please submit electronic copies of policies checked above or provide a url where NVRTA can review the applicable policies.





## One Bay Area Grant 2 Application – GREEN ISLAND RD PROJECT

The One Bay Area 2 Program is a funding program under the Metropolitan Transportation Commission (MTC) Resolution 4202. NVRTA has been delegated to be the program manager for Napa County OBAG 2 funds. The OBAG 2 funding cycle is from FY 2017-18 to FY 2021-22. Applications for the OBAG 2 call for projects are due no later than Friday, December 23, 2016.

### Required Attachments:

- ☒ Complete Streets Checklist
- ☒ Project Map (Including Priority Development Area (PDA) boundaries)

**Please complete the requested fields below:**

**Project Sponsor:** City of American Canyon

**Single Point of Contact (SPOC) for the Agency:** Ronald Ranada

**Point of Contact for project if different than SPOC:** Not applicable

**Email/Phone:** rranada@cityofamericancan.org/707-647-4559

**Project Title:** Green Island Road Widening and Reconstruction Project

**Project Location/Description:** Reconstruction of industrial park roads to serve all users. Link new affordable high density housing opportunities in the American Canyon PDA to economic jobs centers in the Green Island Industrial Area. Enhance Napa Priority Conservation Areas by supporting local existing agricultural produces. See Attachment A.

**Project Type:** Check all that apply; indicate percentage of each if there is more than one element

- |   |       |   |
|---|-------|---|
| <input type="checkbox"/> Planning and Outreach Activities                             | _____ | % |
| <input type="checkbox"/> Transit Improvements   | _____ | % |
| <input checked="" type="checkbox"/> Bicycle and Pedestrian Improvements <sup>1</sup>  | 33    | % |
| <input checked="" type="checkbox"/> Local Streets and Roads Preservation <sup>2</sup> | 33    | % |
| <input type="checkbox"/> Safe Routes to Schools or Transit <sup>1</sup>               | _____ | % |
| <input type="checkbox"/> Transportation for Livable Communities <sup>1</sup>          | _____ | % |
| <input checked="" type="checkbox"/> Priority Conservation Areas                       | 33    | % |

<sup>1</sup> Is project within the Bay Area Air Quality Management District (BAAQMD) Y ☒ N ☐

<sup>2</sup> Roads must be eligible for federal aid

**RTP Goals:** Please describe how the project is consistent with the goals of the MTC Regional Transportation Plan 2040 (RTP): Can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>

## One Bay Area Grant 2 Application – GREEN ISLAND RD PROJECT

Draft Plan Bay Area 2040 Performance Targets			Check all that apply
Goal/Outcome		Performance Target	
Climate Protection	1	Reduce per capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% (statutory requirement is for year 2035, per SB 375)	<input checked="" type="checkbox"/>
Adequate Housing	2	House 100% of the region's projected growth (from a 2010 baseline year) by income level (very low, low, moderate, above-moderate) without displacing current low-income residents (statutory requirements, per SB 375) and with no increase in in-commuters over the Plan baseline year.	<input checked="" type="checkbox"/>
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%.	<input checked="" type="checkbox"/>
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	<input checked="" type="checkbox"/>
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing 10%	<input checked="" type="checkbox"/>
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	<input checked="" type="checkbox"/>
	7	Reduce the share of households at risk of displacement to 0%	<input checked="" type="checkbox"/>
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	<input checked="" type="checkbox"/>
Transportation System Effectiveness	9	Increase non-auto mode share by 10%	<input checked="" type="checkbox"/>
	10	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	<input checked="" type="checkbox"/>
	11	Reduce per-rider transit delay due to aged infrastructure by 100%	<input checked="" type="checkbox"/>

## One Bay Area Grant 2 Application – GREEN ISLAND RD PROJECT

Please answer the following questions regarding the proposed project:

1. Does Sponsor have Complete Streets Act of 2008 compliant General Plan (GP)? (attach reference or resolution)	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
2. Does Sponsor have a Housing and Community Development (HCD) approved GP or Housing Element? <i>In order to waive the above requirement GP Housing element must already be submitted to HCD for consideration. Date submitted to HCD:</i>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
3. Is there a Complete Streets Checklist attached to this application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
4. Has the sponsor failed to comply with regional or state delivery milestones in the past 3 years?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
5. Is there a Project Map attached to the current application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
6. Is the proposed project inside the boundaries of an approved PDA?*	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
7. Does the project provide proximate access to a PDA?*	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
<i>If the project provides proximate access to a PDA please explain how.</i>		
8. Does the project serve a Community of Concern?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
9. Is the project in an approved PCA?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
10. Did sponsor do public outreach to develop this project specifically? <i>Please provide documentation of the public outreach process including dates and times of meetings help, notification process, etc.</i>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>

**\*If the project is in a PDA or serves a PDA please fill out the supplemental PDA application attached.**

11. Funding Estimates: *Round to the nearest thousand for programming purposes*

Total Project Cost: \$12,000,000

Local Match: \$9,000,000

OBAG Request: \$3,000,000

Phase	FY 17/18		FY 18/19		FY 19/20		FY 20/21		FY 21/22	
	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match	Federal Funds	Local Match	Federal Funds	Local Match
Preliminary Engineering		1,000,000								
Right-of-Way		500,000								
Construction				1,000,000	3,000,000	6,500,000				
Construction Engineering										

Indicate source(s) of matching funds here:

Source	Local Development Impact Fees	Federal EDA Grant	Local Property Taxes
Amount	1,000,000	\$2,500,000	\$5,500,000

## One Bay Area Grant 2 Application – GREEN ISLAND RD PROJECT

12. Complete Streets Components: *Please indicate all the complete street elements proposed as part of this project:*

12a. sidewalks	12f. cross walks
12b. ADA ramps	12g. truck routes
12c. bike lanes	12h. Choose an item.
12d. signage	12i. Choose an item.
12e. signals	12j.

\*bike lanes include Class I and Class II

\*\*signals include two RxR crossings

13. Schedule: Please provide project development schedule:

Phase	Begin MO/YR	End MO/YR
ENV	1/2016	12/2017
PSE	1/2016	12/2017
R/W	1/2016	12/2018
CON	1/2019	6/2020

*Please indicate the dates sponsor anticipates achieving the following milestones:*

- a. Field Review: 7/2018
- b. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B: 7/2018
- c. Request for Authorization: (Please indicate Phases if seeking funding for multiple phases): 9/2018
- d. Recipient of Authorization (E-76): 3/2019

14. If a Local Street and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed: Industrial Collector

15. If LS&R project, what type?

- ☒ Pavement Rehabilitation (<70 PCI)
- ☐ Preventive Maintenance ( $\geq$  70 PCI)
- ☐ Non-pavement

16. Does the sponsor have a current, certified Pavement Management Program?

- a. Please indicate the date of last certification: 2016

## One Bay Area Grant 2 Application – GREEN ISLAND RD PROJECT

### Attachment A: Project Description

The City of American Canyon enjoys an ideal location among three major goods movement corridors: Highways 29, 37, and 80; near three international airports; and Union Pacific Railroad. Within the City, the Green Island Industrial District (GRID) is a regional agricultural employment center (with 30+/- logistics centers and over 1,227 employees) that provides industrial space for wineries and international farm to table agricultural distributors. These industrial users include food service/processing facilities such as Biagi Brothers (finished agricultural product trucking), Sutter Home Wines (wine), Barry Callebaut (chocolate), Mezzetta Foods (vegetables), and Wallaby Yogurt (dairy products). As a whole, the Project will benefit the City and Napa Valley, which is a critical economic engine for the region.

The *Green Island Road Reconstruction & Widening Project* will improve roadways in need of significant repair and bring Complete Streets amenities to the GRID. The Project will reconstruct existing roadways to accommodate all users – including bicyclists and pedestrians – in an attempt to encourage non-vehicular modes of transportation, and as required by local, regional and State “Complete Streets” policies. Improvements will include sidewalks and Class I and Class II bike facilities such as the Napa Valley Vine Trail. The Project involves the rehabilitation of 2 miles of the existing roadways in the GRID (Green Island Road, Jim Oswalt Way, Mezzetta Court, Commerce Boulevard, and Hanna Drive). The Project also includes the widening of Green Island Road to three lanes, the undergrounding of existing overhead utilities, and upgrades to two existing railroad crossings. Engineering plans are currently 40% complete.

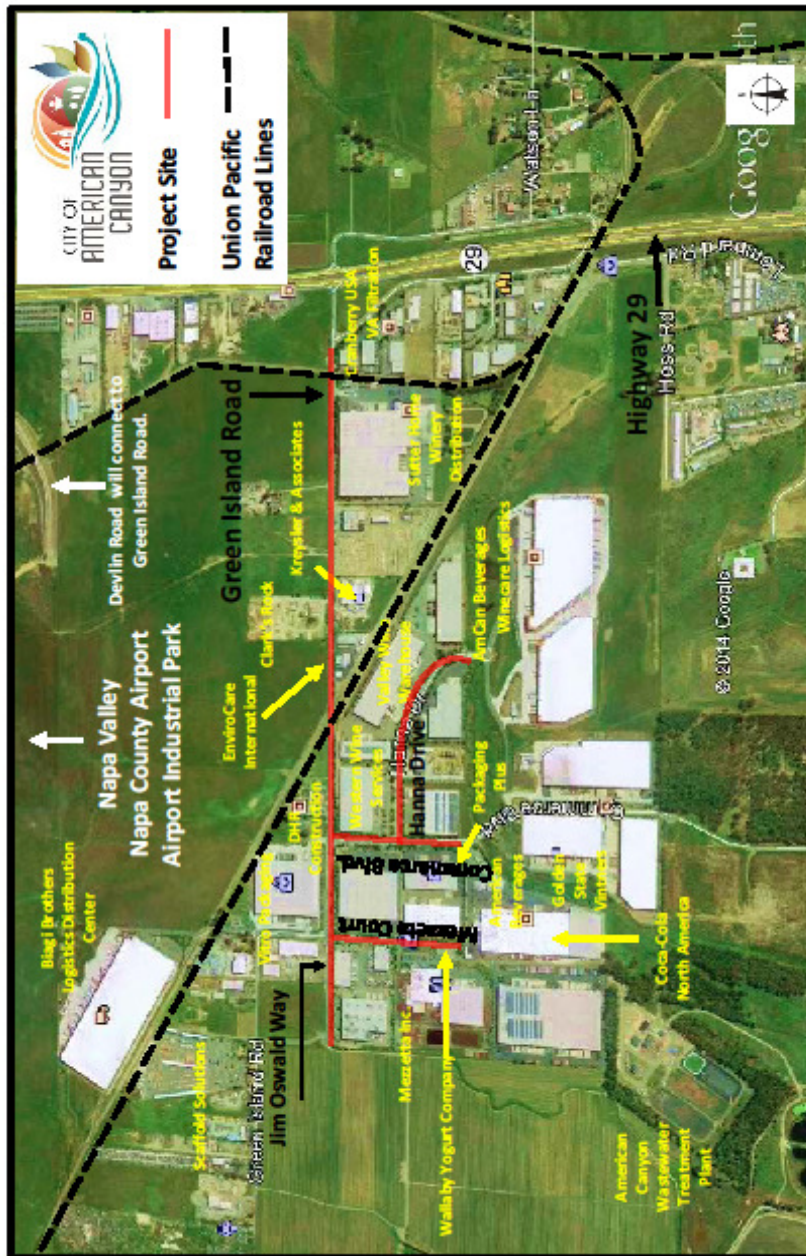
The *Green Island Road Reconstruction and Widening Project* will also serve to connect high-density housing in the American Canyon PDA to economic opportunities in the Green Island Industrial Area. The Project will serve to improve traffic circulation, benefit the City’s commercial/industrial users, and foster the economic vitality of the City.



# One Bay Area Grant 2 Application – GREEN ISLAND RD PROJECT

## Attachment B: Project Map

Green Island Industrial District (GRID) Roads Project: American Canyon, California  
Aerial Map of Project Site

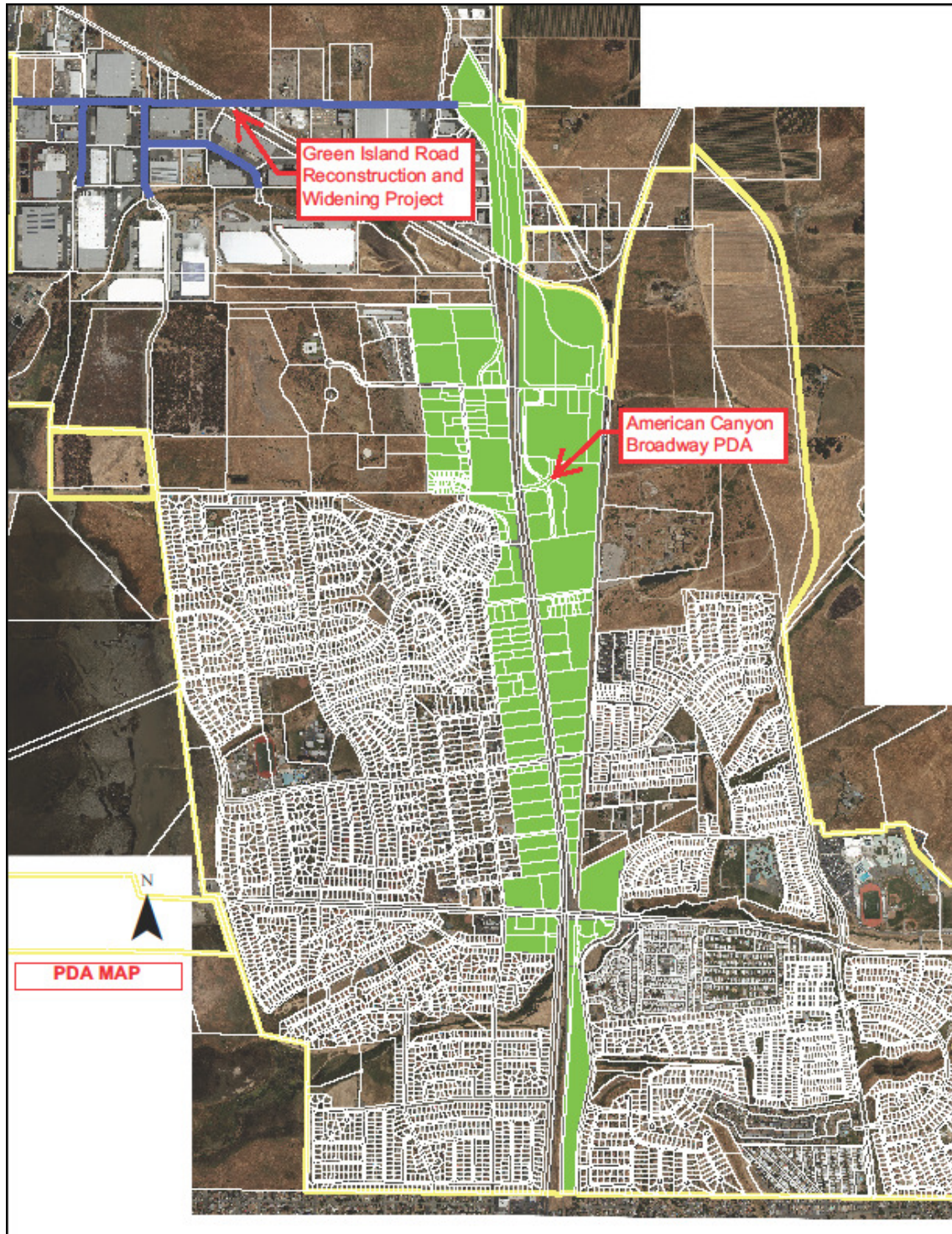


The proposed project will recondition and expand Green Island Road; and recondition Jim Oswald Way; Mezzetta Court; Hanna Drive; and a key segment of Commerce Boulevard. These roads provide employees and 18-wheel semi-trailers access to the Green Island Industrial District. Highway 29, the primary goods movement corridor for the Napa Valley, is adjacent to Green Island Road. Devlin Road, to the north, is under design, and will eventually meet Green Island Road, creating a direct path between the Green Island Industrial District, the Airport Industrial Park, and Napa County Airport.



## One Bay Area Grant 2 Application – GREEN ISLAND RD PROJECT

### Attachment C: PDA Map





## SUPPLEMENTAL PDA APPLICATION

As part of the OBAG 2 Call for Projects, MTC is requiring Congestion Management Agencies (CMAs) to adopt a specific scoring methodology for allocating funds to projects within PDAs and Transit Priority Areas (TPAs) that reward jurisdictions based on the effectiveness of their affordable housing and anti-displacement policies.

To meet this requirement, jurisdictions submitting PDA projects will be given a “PDA Affordable Housing Anti-Displacement Ranking” of high, medium or low. The jurisdiction’s ranking will be factored into the prioritization process but will not be the only means of evaluating PDA projects.

The PDA Affordable Housing and Anti-Displacement Ranking will be based on how many of the following policies/programs a jurisdiction has in place. Jurisdictions that have 10 or more policies in place will be given a high ranking, jurisdictions with 5 to 9 policies a medium ranking, and fewer than 5 a low ranking.

Affordable Housing/Anti-Displacement Policy Program	Check all that apply
Condo conversion ordinance regulating the conversion of apartments to condos	<input checked="" type="checkbox"/>
SRO conversion ordinance	<input type="checkbox"/>
Mobile Home Park Preservation	<input type="checkbox"/>
Demolition of residential structure ordinance	<input type="checkbox"/>
Streamlined Permitting Process	<input checked="" type="checkbox"/>
Low-cost loan program for affordable housing rehabilitation, preservation	<input checked="" type="checkbox"/>
Inclusionary/Below Market Rate Housing Policy	<input checked="" type="checkbox"/>
Density Bonus Ordinance	<input checked="" type="checkbox"/>
Mixed-use zoning	<input checked="" type="checkbox"/>
Rent stabilization	<input type="checkbox"/>
Just cause for eviction	<input type="checkbox"/>
Foreclosure prevention programs	<input type="checkbox"/>
Homebuyer education/counseling/assistance programs	<input type="checkbox"/>
First-time homebuyer loan program	<input checked="" type="checkbox"/>
Code enforcement relocation program	<input type="checkbox"/>
Repair/rehabilitation loan program for low-income residents	<input checked="" type="checkbox"/>
Fair housing and landlord-tenant counseling programs	<input type="checkbox"/>
Reduced fee or waivers for affordable housing	<input checked="" type="checkbox"/>
Inclusionary zoning	<input type="checkbox"/>
Second unit ordinance	<input checked="" type="checkbox"/>
Has Affordable housing complexes	<input checked="" type="checkbox"/>
Has Group Homes	<input type="checkbox"/>
Reduced Parking Requirements	<input type="checkbox"/>
Commercial Development Fee	<input checked="" type="checkbox"/>
Housing Development Impact Fee	<input checked="" type="checkbox"/>
Other taxes or fees dedicated to housing	<input type="checkbox"/>
Other:	<input type="checkbox"/>
Total	13

Please submit electronic copies of policies checked above or provide a url where NVRTA can review the applicable policies.



## Draft One Bay Area Grant 2 Application

The One Bay Area 2 Program is a funding program under the Metropolitan Transportation Commission (MTC) Resolution 4202. NVRTA has been delegated to be the program manager for Napa County OBAG 2 funds. The OBAG 2 funding cycle is from FY 2017-18 to FY 2021-22. Applications for the OBAG 2 call for projects are due no later than Friday, December 23, 2016.

### Required Attachments:

- ☒ Complete Streets Checklist
- ☒ Project Map (Including Priority Development Area (PDA) boundaries)

**Please complete the requested fields below:**

**Project Sponsor:** Napa Valley Transportation Authority

**Single Point of Contact (SPOC) for the Agency:** Diana Meehan, dmeehan@nvta.ca.gov

**Point of Contact for project if different than SPOC:** Patrick Band, Napa County Bicycle Coalition

**Email/Phone:** pband@napabike.org - (707) 812-1770

**Project Title:** Napa County Safe Routes to School Program

**Project Location/Description:** Napa County, CA

**Project Type:** Check all that apply; indicate percentage of each if there is more than one element

- ☐ Planning and Outreach Activities \_\_\_\_\_ %
  - ☐ Transit Improvements \_\_\_\_\_ %
  - ☐ Bicycle and Pedestrian Improvements<sup>1</sup> \_\_\_\_\_ %
  - ☐ Local Streets and Roads Preservation<sup>2</sup> \_\_\_\_\_ %
  - ☒ Safe Routes to Schools or Transit<sup>1</sup> 100%
  - ☐ Transportation for Livable Communities<sup>1</sup> \_\_\_\_\_ %
  - ☐ Priority Conservation Areas \_\_\_\_\_ %
- <sup>1</sup> Is project within the Bay Area Air Quality Management District (BAAQMD) Y ☒ N ☐
- <sup>2</sup> Roads must be eligible for federal aid

RTP Goals: Please describe how the project is consistent with the goals of the MTC Regional Transportation Plan 2040 (RTP): Can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>

Draft Plan Bay Area 2040 Performance Targets			Check all that apply
Goal/Outcome		Performance Target	
Climate Protection	1	Reduce per capita CO <sub>2</sub> emissions from cars and light-duty	<input checked="" type="checkbox"/>



## Draft One Bay Area Grant 2 Application

		trucks by 15% (statutory requirement is for year 2035, per SB 375)	
Adequate Housing	2	House 100% of the region's projected growth (from a 2010 baseline year) by income level (very low, low, moderate, above-moderate) without displacing current low-income residents (statutory requirements, per SB 375) and with no increase in in-commuters over the Plan baseline year.	<input type="checkbox"/>
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%.	<input checked="" type="checkbox"/>
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	<input type="checkbox"/>
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing 10%	<input checked="" type="checkbox"/>
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	<input type="checkbox"/>
	7	Reduce the share of households at risk of displacement to 0%	<input type="checkbox"/>
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	<input type="checkbox"/>
Transportation System Effectiveness	9	Increase non-auto mode share by 10%	<input checked="" type="checkbox"/>
	10	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	<input type="checkbox"/>
	11	Reduce per-rider transit delay due to aged infrastructure by 100%	<input type="checkbox"/>

*Please answer the following questions regarding the proposed project:*

1. Does Sponsor have Complete Streets Act of 2008 compliant General Plan (GP)? (attach reference or resolution) - <b>NOT APPLICABLE</b>	Y <input type="checkbox"/>	N <input type="checkbox"/>
2. Does Sponsor have a Housing and Community Development (HCD) approved GP or Housing Element? - <b>NOT APPLICABLE</b> <i>In order to waive the above requirement GP Housing element must already be submitted to HCD for consideration. Date submitted to HCD:</i>	Y <input type="checkbox"/>	N <input type="checkbox"/>
3. Is there a Complete Streets Checklist attached to this application?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
4. Has the sponsor failed to comply with regional or state delivery milestones in the past 3 years?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
5. Is there a Project Map attached to the current application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
6. Is the proposed project inside the boundaries of an approved PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>

## Draft One Bay Area Grant 2 Application

7. Does the project provide proximate access to a PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
<i>If the project provides proximate access to a PDA please explain how.</i>		
8. Does the project serve a Community of Concern?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
9. Is the project in an approved PCA?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
10. Did sponsor do public outreach to develop this project specifically?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
<i>Please provide documentation of the public outreach process including dates and times of meetings help, notification process, etc.</i>		

**\*If the project is in a PDA or serves a PDA please fill out the supplemental PDA application attached.**

11. Funding Estimates: *Round to the nearest thousand for programming purposes*

Total Project Cost: \$270

Local Match: \$42

OBAG Request: \$228

Phase	FY 17/18		FY 18/19		FY 19/20		FY 20/21		FY 21/22	
	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match	Federal Funds	Local Match	Federal Funds	Local Match
Preliminary Engineering	\$120	\$27	\$66	\$15	\$35	\$7	\$	\$	\$	\$
Right-of-Way	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Construction	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Construction Engineering	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$

Indicate source(s) of matching funds here:

Source	NCOE	NCBC	
Amount	\$26	\$16	\$

12. Complete Streets Components: *Please indicate all the complete street elements proposed as part of this project: **Note – project will only make recommendations; no implementation.***

12a. Sidewalks	12f. Crosswalks
12b. Bulbouts	12g. Street Furniture
12c. ADA Ramps	12h. Bus Stops
12d. Signage	12i. Bus Turnouts
12e. Signals	12j. Secure Bicycle Parking

13. Schedule: Please provide project development schedule:

Phase	Begin MO/YR	End MO/YR
ENV		
PSE		



## Draft One Bay Area Grant 2 Application

R/W		
CON	011/17	10/20

*Please indicate the dates sponsor anticipates achieving the following milestones:*

- a. Field Review: N/A
- b. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B: N/A
- c. Request for Authorization: (Please indicate Phases if seeking funding for multiple phases):  
November 2017
- d. Recipient of Authorization (E-76): February 2018

14. If a Local Street and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed: N/A

15. If LS&R project, what type?

- ☐ Pavement Rehabilitation (<70 PCI)
- ☐ Preventive Maintenance ( $\geq 70$  PCI)
- ☐ Non-pavement

16. Does the sponsor have a current, certified Pavement Management Program?

- a. Please indicate the date of last certification: N/A

One Bay Area Grant 2 – Supplemental Attachments  
“Napa County Safe Routes to Schools Program”

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**Summary Program Description:**

The Napa County Safe Routes to Schools program builds upon over a decade of proven strategies to increase the number of youth walking and riding to school and makes active-transportation choices safer and more appealing to students and their parents. By incorporating scientific surveys and school-specific analysis of barriers, along with a comprehensive education and encouragement program, we aim to double target audience walking and biking – from 10% to 20% of trips at our lowest performing schools – in three years.

**Narrative Program Description:**

Current Conditions:

According to the Office of Traffic Safety, Napa County ranked first among California’s 58 counties for bicyclists under 15 years of age killed or injured, and ranked second for overall transportation fatalities and injuries. For decades, the number of children walking or riding a bicycle to school has been decreasing, such that today many of our schools have as few as 10% of students using use active transportation to get to and from school. Nevertheless, 44% of families still live within ½ mile of school, a commonly accepted “walkable” distance for most youth.

Data from parent surveys suggest that a variety of factors are creating barriers to reversing that trend, with 32.4% identifying unsafe intersections as a top reason for not allowing their kids to walk or ride. However, 38.2% of parents would allow their kids to walk or ride more often if they felt their child knew how to do so safely, and nearly as many (32.7%) identify coordination with other parents as a likely factor in changing transportation behavior.

The Program:

National trends indicate that children are leading increasingly sedentary lives. Local communities, states and national health organizations are looking to SRTS programs as a way to potentially increase physical activity and to improve overall health. The U.S. Department of Health and Human Services, the American Academy of Pediatrics, and the Institute of Medicine have all suggested walking and bicycling to school as ways children can be more active. First Lady Michelle Obama’s Let’s Move campaign also recommends thinking about the trip to school as an opportunity to be active. In addition, children who walk or bicycle to school are more likely to walk or bicycle to other destinations in their neighborhood than children who are driven to school. Physical activity also prepares students for deeper learning throughout the day.



One Bay Area Grant 2 – Supplemental Attachments  
 “Napa County Safe Routes to Schools Program”

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The Napa County Safe Routes to School project will focus on non-infrastructure components including comprehensive education and encouragement, as well as data analysis and community engagement to guide future infrastructure improvements and encouragement programs. Through this program, five (5) identified schools will serve as pilot schools to create sustainable programs, with the potential for expansion to additional school sites in future years based on available funding.

Specifically, the program will:

- Conduct quantitative and qualitative analysis of existing behavior and perceptions around students walking and riding to school through scientific surveys and focus groups.
- Analyze existing transportation conditions around five (5) high-needs schools in Napa County, serving 2,563 students.
- Develop an Active Transportation Action Plan in partnership with school community stakeholders (students, parents, administration, teachers, law enforcement, public works) with recommendations for infrastructure improvements to enhance student safety and programs to promote increased walking and riding.
- Provide comprehensive safety and encouragement activities at identified high-needs schools, including classroom-based instruction on safe walking and biking, encouragement programs, Bicycle Rodeos, community building activities, and on-street bicycle skills evaluations.
- Promote school-based leadership for the Safe Routes program, through identification of teacher and parent champions, walking school bus chaperones, and regular engagement with Parent-Teacher groups to raise awareness around youth transportation safety & the role of active transportation in promoting a healthy and active lifestyle.

Students using alternative transportation methods at our four schools with the lowest active transportation rates will increase from approximately 10% to 20% by the end of the 3-year program implementation. One school, Canyon Oaks Elementary, will be utilized as a “model school” to evaluate how active involvement from parents, teachers, and administrators can increase already above-average (23.5%) active transportation rates. Parents and students will feel more confident when using alternative transportation methods and can serve as advocates for their peers. Valuable data will be collected and summarized to inform future active transportation infrastructure activities, potentially including construction of sidewalks, installation of bike lanes and crosswalks, traffic calming, secure bicycle parking, and other improvements. This project directly addresses the purpose of the Safe Routes to School funding as it increases safety and accessibility for public school students to walk and/or bike to school.

A map of each proposed school site, along with key demographic data, follows this narrative.



## Draft One Bay Area Grant 2 Application

The One Bay Area 2 Program is a funding program under the Metropolitan Transportation Commission (MTC) Resolution 4202. NVRTA has been delegated to be the program manager for Napa County OBAG 2 funds. The OBAG 2 funding cycle is from FY 2017-18 to FY 2021-22. Applications for the OBAG 2 call for projects are due no later than Friday, December 23, 2016.

### Required Attachments:

- ☒ Complete Streets Checklist
- ☒ Project Map (Including Priority Development Area (PDA) boundaries)

**Please complete the requested fields below:**

**Project Sponsor:** City of Napa, Caltrans, NVRTA

**Single Point of Contact (SPOC) for the Agency:** Eric Whan

**Point of Contact for project if different than SPOC:** John Ferons

**Email/Phone:** jferons@cityofnapa.org/707-257-9423

**Project Title:** Silverado Trail Five-Way Intersection Improvements

**Project Location/Description:** Improvements at the intersection of Silverado Trail (SR 121)/Third Street/Coombsville Road/East Avenue. Improvements will be consistent with the MTC RTP goals by reducing idling cars through reduction in driver delay at the intersection, and improving intersection operation and safety for vehicles, bicyclists and pedestrians as well as improving connectivity of bicycle and pedestrian facilities to better serve bike and pedestrians and to encourage alternative modes of transportation.

**Project Type:** Check all that apply; indicate percentage of each if there is more than one element

- |   |      |
|---|------|
| <input checked="" type="checkbox"/> Planning and Outreach Activities                    | 10 % |
| <input checked="" type="checkbox"/> Transit Improvements                                | 35 % |
| <input checked="" type="checkbox"/> Bicycle and Pedestrian Improvements <sup>1</sup>    | 20 % |
| <input checked="" type="checkbox"/> Local Streets and Roads Preservation <sup>2</sup>   | 15 % |
| <input checked="" type="checkbox"/> Safe Routes to Schools or Transit <sup>1</sup>      | 10 % |
| <input checked="" type="checkbox"/> Transportation for Livable Communities <sup>1</sup> | 10 % |
| <input type="checkbox"/> Priority Conservation Areas                                    | %    |

<sup>1</sup> Is project within the Bay Area Air Quality Management District (BAAQMD) Y ☒ N ☐

<sup>2</sup> Roads must be eligible for federal aid



## Draft One Bay Area Grant 2 Application

RTP Goals: Please describe how the project is consistent with the goals of the MTC Regional Transportation Plan 2040 (RTP): Can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>

Draft Plan Bay Area 2040 Performance Targets			Check all that apply
Goal/Outcome		Performance Target	
Climate Protection	1	Reduce per capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% (statutory requirement is for year 2035, per SB 375)	<input checked="" type="checkbox"/>
Adequate Housing	2	House 100% of the region's projected growth (from a 2010 baseline year) by income level (very low, low, moderate, above-moderate) without displacing current low-income residents (statutory requirements, per SB 375) and with no increase in in-commuters over the Plan baseline year.	<input type="checkbox"/>
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%.	<input checked="" type="checkbox"/>
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	<input type="checkbox"/>
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing 10%	<input type="checkbox"/>
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	<input type="checkbox"/>
	7	Reduce the share of households at risk of displacement to 0%	<input type="checkbox"/>
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	<input checked="" type="checkbox"/>
Transportation System Effectiveness	9	Increase non-auto mode share by 10%	<input checked="" type="checkbox"/>
	10	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	<input checked="" type="checkbox"/>
	11	Reduce per-rider transit delay due to aged infrastructure by 100%	<input type="checkbox"/>

Please answer the following questions regarding the proposed project:

1. Does Sponsor have Complete Streets Act of 2008 compliant General Plan (GP)? (attach reference or resolution) <b>See Letter Dated January 22, 2013</b>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
2. Does Sponsor have a Housing and Community Development (HCD) approved GP or Housing Element?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>



## Draft One Bay Area Grant 2 Application

<i>In order to waive the above requirement GP Housing element must already be submitted to HCD for consideration.</i> <i>Date submitted to HCD:</i> <b>Letter Received March 30, 2015</b>			
3.	Is there a Complete Streets Checklist attached to this application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
4.	Has the sponsor failed to comply with regional or state delivery milestones in the past 3 years?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
5.	Is there a Project Map attached to the current application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
6.	Is the proposed project inside the boundaries of an approved PDA?*	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
7.	Does the project provide proximate access to a PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
<i>If the project provides proximate access to a PDA please explain how.</i>			
8.	Does the project serve a Community of Concern?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
9.	Is the project in an approved PCA?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
10.	Did sponsor do public outreach to develop this project specifically? <i>Please provide documentation of the public outreach process including dates and times of meetings help, notification process, etc.</i> <b>See attachment</b>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>

**\*If the project is in a PDA or serves a PDA please fill out the supplemental PDA application attached.**

11. Funding Estimates: *Round to the nearest thousand for programming purposes*

Total Project Cost: **\$9.5 M (Includes \$3.675M SHOPP)**

Local Match: **\$3.525M**

OBAG Request: **\$2.3 M**

Phase	FY 17/18		FY 18/19		FY 19/20		FY 20/21		FY 21/22	
	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match	Federal Funds	Local Match	Federal Funds	Local Match
Preliminary Engineering	\$1.3M	\$		\$	\$	\$	\$	\$	\$	\$
Right-of-Way	\$	\$	\$	\$	\$1.9 M	\$	\$	\$		
Construction	\$	\$	\$	\$	\$	\$	\$	\$	\$2.52M	\$3.2M
Construction Engineering	\$	\$	\$	\$	\$	\$	\$	\$	\$0.255M	\$0.325M

Indicate source(s) of matching funds here:

Source	STIP	General Fund	SIF
Amount	\$1.153M	\$1.372M	\$1.0M



## Draft One Bay Area Grant 2 Application

12. Complete Streets Components: *Please indicate all the complete street elements proposed as part of this project:*

12a. sidewalks	12f. signage
12b. ADA ramps	12g. cross walks
12c. bike lanes	12h. Choose an item.
12d. Choose an item.	12i. Choose an item.
12e. Choose an item.	12j. Pedestrian/Bike Signals (RRFB)

13. Schedule: Please provide project development schedule:

Phase	Begin MO/YR	End MO/YR
ENV	January 2018	May 2019
PSE	January 2018	May 2020
R/W	May 2019	May 2020
CON	April 2021	December 2022

*Please indicate the dates sponsor anticipates achieving the following milestones:*

- a. Field Review: **June 2017**
- b. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B:  
**Completed October 2016 and will be submitted annually**
- c. Request for Authorization: (Please indicate Phases if seeking funding for multiple phases):  
**PE: March 2017**  
**R/W: November 2018**  
**CE & CON: November 2020**
- d. Recipient of Authorization (E-76):  
**PE: December 2017**  
**R/W: June 2019**  
**CE & CON: May 2021**

14. If a Local Street and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed:

**Other Principle Arterial (SR 121)**  
**Minor Arterial (Third Street, Coombsville Avenue)**  
**Major Collector (East Avenue)**

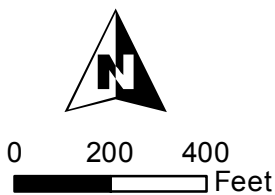
15. If LS&R project, what type?

- ☒ Pavement Rehabilitation (<70 PCI)
- ☐ Preventive Maintenance (≥ 70 PCI)
- ☒ Non-pavement

16. Does the sponsor have a current, certified Pavement Management Program?

- a. Please indicate the date of last certification:

**Yes. December 16, 2015 (see attached)**



### Legend

- Project Location
- Water Body
- Priority Development Area

**Project Map with PDA**

**Silverado Trail Five-Way Intersection Improvements**

**OBAG2 Funding Program**



## One Bay Area Grant 2 Application

The One Bay Area 2 Program is a funding program under the Metropolitan Transportation Commission (MTC) Resolution 4202. NVTa has been delegated to be the program manager for Napa County OBAG 2 funds. The OBAG 2 funding cycle is from FY 2017-18 to FY 2021-22. Applications for the OBAG 2 call for projects are due no later than Friday, December 23, 2016.

### Required Attachments:

- ☒ Complete Streets Checklist
- ☒ Project Map (Including Priority Development Area (PDA) boundaries)

***Please complete the requested fields below:***

**Project Sponsor:** County of Napa

**Single Point of Contact (SPOC) for the Agency:** Rick Marshall, Deputy Director of Public Works

**Point of Contact for project if different than SPOC:** Juan Arias, Engineering Manager

**Email/Phone:** [Rick.Marshall@countyofnapa.org](mailto:Rick.Marshall@countyofnapa.org) / (707) 259-8381  
[Juan.Arias@countyofnapa.org](mailto:Juan.Arias@countyofnapa.org) / (707) 259-8374

**Project Title:** Silverado Trail Phase "L" Pavement Rehabilitation

**Project Location/Description:** On Silverado Trail, from Oak Knoll Avenue to Hardman Avenue; rehabilitate existing asphalt concrete pavement, retain existing Class II bicycle lanes, replace existing "rumble dots" (audible pavement markers) along bike lane line following overlay. Project provides for the preservation and safety of this important farm-to-market and community-interconnectivity route, serving Priority Conservation Areas (PCA) 01, Napa County Agricultural Lands and Watersheds, and PCA 06, Napa Valley – Napa River Corridor.

**Project Type:** Check all that apply; indicate percentage of each if there is more than one element

- |   |            |
|---|------------|
| <input type="checkbox"/> Planning and Outreach Activities                             | _____ %    |
| <input type="checkbox"/> Transit Improvements   | _____ %    |
| <input checked="" type="checkbox"/> Bicycle and Pedestrian Improvements <sup>1</sup>  | 40 _____ % |
| <input checked="" type="checkbox"/> Local Streets and Roads Preservation <sup>2</sup> | 60 _____ % |
| <input type="checkbox"/> Safe Routes to Schools or Transit <sup>1</sup>               | _____ %    |
| <input type="checkbox"/> Transportation for Livable Communities <sup>1</sup>          | _____ %    |
| <input type="checkbox"/> Priority Conservation Areas                                  | _____ %    |

<sup>1</sup> Is project within the Bay Area Air Quality Management District (BAAQMD) Y☒ N☐

<sup>2</sup> Roads must be eligible for federal aid

## One Bay Area Grant 2 Application

RTP Goals: *Please describe how the project is consistent with the goals of the MTC Regional Transportation Plan 2040 (RTP): Can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>*

Draft Plan Bay Area 2040 Performance Targets			Check all that apply
Goal/Outcome		Performance Target	
Climate Protection	1	Reduce per capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% (statutory requirement is for year 2035, per SB 375)	<input checked="" type="checkbox"/>
Adequate Housing	2	House 100% of the region's projected growth (from a 2010 baseline year) by income level (very low, low, moderate, above-moderate) without displacing current low-income residents (statutory requirements, per SB 375) and with no increase in in-commuters over the Plan baseline year.	<input type="checkbox"/>
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%.	<input checked="" type="checkbox"/>
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	<input type="checkbox"/>
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing 10%	<input type="checkbox"/>
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	<input type="checkbox"/>
	7	Reduce the share of households at risk of displacement to 0%	<input type="checkbox"/>
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	<input type="checkbox"/>
Transportation System Effectiveness	9	Increase non-auto mode share by 10%	<input checked="" type="checkbox"/>
	10	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	<input checked="" type="checkbox"/>
	11	Reduce per-rider transit delay due to aged infrastructure by 100%	<input type="checkbox"/>



## One Bay Area Grant 2 Application

Please answer the following questions regarding the proposed project:

1. Does Sponsor have Complete Streets Act of 2008 compliant General Plan (GP)? (attach reference or resolution)	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
2. Does Sponsor have a Housing and Community Development (HCD) approved GP or Housing Element? <i>In order to waive the above requirement GP Housing element must already be submitted to HCD for consideration. Date submitted to HCD:</i>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
3. Is there a Complete Streets Checklist attached to this application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
4. Has the sponsor failed to comply with regional or state delivery milestones in the past 3 years?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
5. Is there a Project Map attached to the current application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
6. Is the proposed project inside the boundaries of an approved PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
7. Does the project provide proximate access to a PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
<i>If the project provides proximate access to a PDA please explain how.</i>		
8. Does the project serve a Community of Concern?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
9. Is the project in an approved PCA?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
10. Did sponsor do public outreach to develop this project specifically? <i>Please provide documentation of the public outreach process including dates and times of meetings help, notification process, etc.</i>	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>

**\*If the project is in a PDA or serves a PDA please fill out the supplemental PDA application attached.**

11. Funding Estimates: Round to the nearest thousand for programming purposes

Total Project Cost: \$2,478,000

Local Match: \$294,000

OBAG Request: \$2,184,000

Phase	FY 17/18		FY 18/19		FY 19/20		FY 20/21		FY 21/22	
	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match	Federal Funds	Local Match	Federal Funds	Local Match
Preliminary Engineering	40000	5000	127000	17000	\$	\$	\$	\$	\$	\$
Right-of-Way	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Construction	\$	\$	\$	\$	1850000	250000	\$	\$	\$	\$
Construction Engineering	\$	\$	\$	\$	167000	22000	\$	\$	\$	\$

Indicate source(s) of matching funds here:

Source	County Road Funds		
Amount	\$294,000	\$	\$

## One Bay Area Grant 2 Application

12. Complete Streets Components: *Please indicate all the complete street elements proposed as part of this project:*

12a. Choose an item.	12f. Choose an item.
12b. Choose an item.	12g. Choose an item.
12c. Choose an item.	12h. Choose an item.
12d. Choose an item.	12i. Choose an item.
12e. Choose an item.	12j. Class II bicycle lanes

13. Schedule: Please provide project development schedule:

Phase	Begin MO/YR	End MO/YR
ENV	8/2017	10/2018
PSE	8/2017	5/2019
R/W	10/2018	11/2018
CON	9/2019	12/2020

*Please indicate the dates sponsor anticipates achieving the following milestones:*

- a. Field Review: 6/30/2018
- b. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B: This form is submitted every fiscal year. The current year has been submitted. At the time of RFA, the then-current form will be provided.
- c. Request for Authorization: (Please indicate Phases if seeking funding for multiple phases):  
PE – 9/30/2017  
CON – 6/30/2019
- d. Recipient of Authorization (E-76):  
PE – 3/1/2018  
CON – 3/30/2020

14. If a Local Street and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed: **07 Major Collector**

15. If LS&R project, what type?

- ☒ Pavement Rehabilitation (<70 PCI)
- ☐ Preventive Maintenance (≥ 70 PCI)
- ☐ Non-pavement

16. Does the sponsor have a current, certified Pavement Management Program?

- a. Please indicate the date of last certification: **August 26, 2016**



A Tradition of Stewardship  
A Commitment to Service

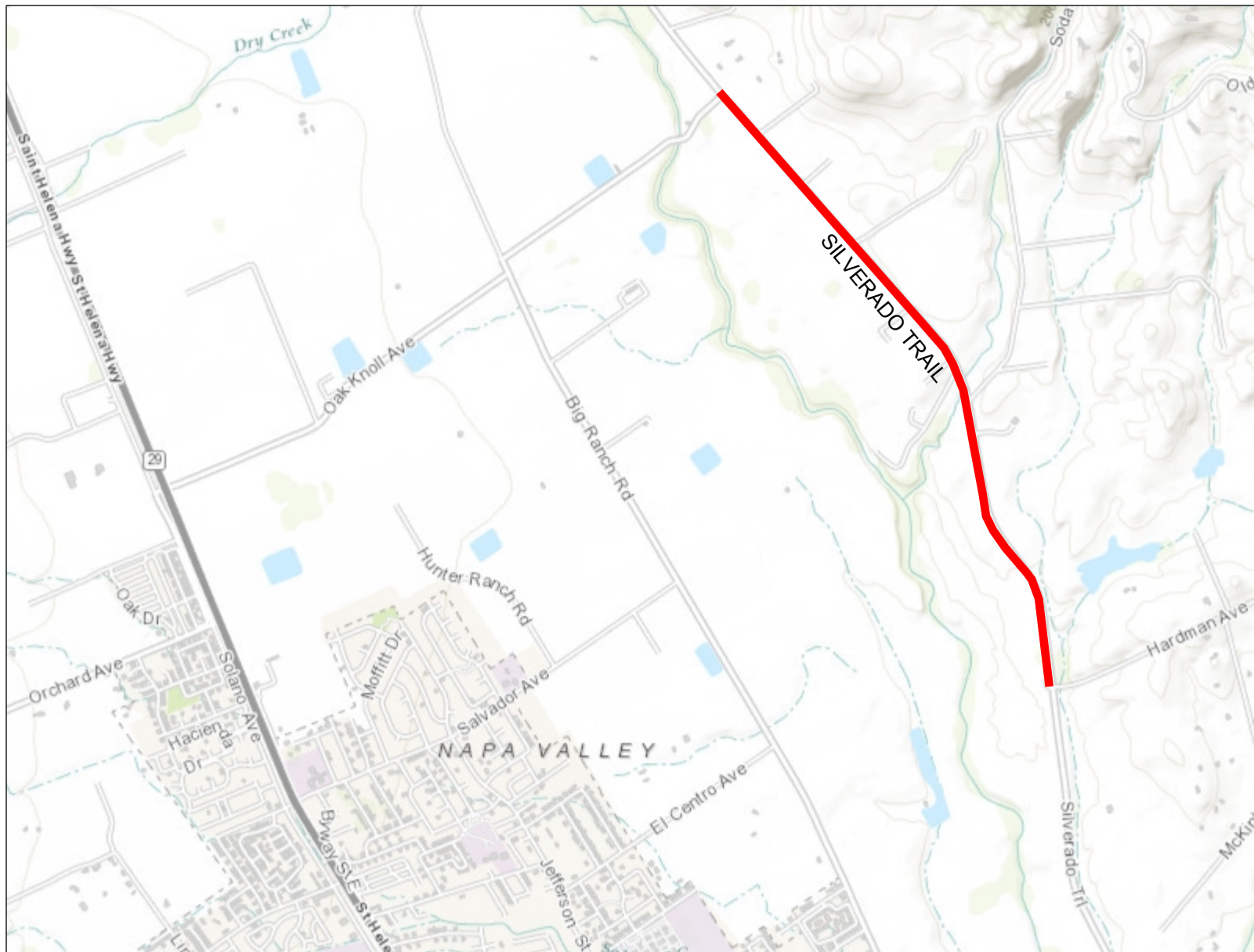
# County of Napa - One Bay Area Grant

## Silverado Trail Phase L Pavement Rehabilitation



### Legend

 SUBJECT ROAD



6,018.7 0 3,009.33 6,018.7 Feet

Disclaimer: This map was prepared for informational purposes only.  
No liability is assumed for the accuracy of the data delineated hereon.

### Notes

Prepared by D. Goshert



## Draft One Bay Area Grant 2 Application

The One Bay Area 2 Program is a funding program under the Metropolitan Transportation Commission (MTC) Resolution 4202. NVRTA has been delegated to be the program manager for Napa County OBAG 2 funds. The OBAG 2 funding cycle is from FY 2017-18 to FY 2021-22. Applications for the OBAG 2 call for projects are due no later than Friday, December 23, 2016.

### Required Attachments:

- ☒ Complete Streets Checklist
- ☒ Project Map (Including Priority Development Area (PDA) boundaries)

**Please complete the requested fields below:**

**Project Sponsor:** City of Napa

**Single Point of Contact (SPOC) for the Agency:** Eric Whan

**Point of Contact for project if different than SPOC:** John Ferons

**Email/Phone:** jferons@cityofnapa.org/707-257-9423

**Project Title:** Vine Trail Gap Closure - Soscol Avenue Corridor

**Project Location/Description:** Connect the missing gap in the Vine Trail Class I Multi-Use Trail in Downtown Napa. The connection will go from Third Street to Vallejo Street adjacent to Soscol Avenue.

**Project Type:** Check all that apply; indicate percentage of each if there is more than one element

- |  |                  |
|--|------------------|
| <input checked="" type="checkbox"/> Planning and Outreach Activities                 | _____ 5 _____ %  |
| <input type="checkbox"/> Transit Improvements  | _____ %          |
| <input checked="" type="checkbox"/> Bicycle and Pedestrian Improvements <sup>1</sup> | _____ 65 _____ % |
| <input type="checkbox"/> Local Streets and Roads Preservation <sup>2</sup>           | _____ %          |
| <input type="checkbox"/> Safe Routes to Schools or Transit <sup>1</sup>              | _____ %          |
| <input type="checkbox"/> Transportation for Livable Communities <sup>1</sup>         | _____ %          |
| <input checked="" type="checkbox"/> Priority Conservation Areas                      | _____ 30 _____ % |
- <sup>1</sup> Is project within the Bay Area Air Quality Management District (BAAQMD)    Y ☒    N ☐
- <sup>2</sup> Roads must be eligible for federal aid

RTP Goals: Please describe how the project is consistent with the goals of the MTC Regional Transportation Plan 2040 (RTP): Can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>

Draft Plan Bay Area 2040 Performance Targets			Check all that apply
Goal/Outcome		Performance Target	

## Draft One Bay Area Grant 2 Application

Climate Protection	1	Reduce per capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% (statutory requirement is for year 2035, per SB 375)	<input checked="" type="checkbox"/>
Adequate Housing	2	House 100% of the region's projected growth (from a 2010 baseline year) by income level (very low, low, moderate, above-moderate) without displacing current low-income residents (statutory requirements, per SB 375) and with no increase in in-commuters over the Plan baseline year.	<input type="checkbox"/>
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%.	<input checked="" type="checkbox"/>
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	<input type="checkbox"/>
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing 10%	<input type="checkbox"/>
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	<input type="checkbox"/>
	7	Reduce the share of households at risk of displacement to 0%	<input type="checkbox"/>
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	<input type="checkbox"/>
Transportation System Effectiveness	9	Increase non-auto mode share by 10%	<input checked="" type="checkbox"/>
	10	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	<input type="checkbox"/>
	11	Reduce per-rider transit delay due to aged infrastructure by 100%	<input type="checkbox"/>

*Please answer the following questions regarding the proposed project:*

1. Does Sponsor have Complete Streets Act of 2008 compliant General Plan (GP)? (attach reference or resolution) <b>See Letter Dated January 22, 2013</b>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
2. Does Sponsor have a Housing and Community Development (HCD) approved GP or Housing Element? <i>In order to waive the above requirement GP Housing element must already be submitted to HCD for consideration. Date submitted to HCD:</i> <b>Letter Received March 30, 2015</b>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
3. Is there a Complete Streets Checklist attached to this application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
4. Has the sponsor failed to comply with regional or state delivery	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>

## Draft One Bay Area Grant 2 Application

milestones in the past 3 years?		
5. Is there a Project Map attached to the current application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
6. Is the proposed project inside the boundaries of an approved PDA?*	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
7. Does the project provide proximate access to a PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
<i>If the project provides proximate access to a PDA please explain how.</i>		
8. Does the project serve a Community of Concern?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
<b>See Attachment from Vision 2040</b>		
9. Is the project in an approved PCA?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
10. Did sponsor do public outreach to develop this project specifically?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
<i>Please provide documentation of the public outreach process including dates and times of meetings help, notification process, etc.</i>		

**\*If the project is in a PDA or serves a PDA please fill out the supplemental PDA application attached.**

11. Funding Estimates: *Round to the nearest thousand for programming purposes*

Total Project Cost: \$750,000

Local Match: \$500,000

OBAG Request: \$250,000

Phase	FY 17/18		FY 18/19		FY 19/20		FY 20/21		FY 21/22	
	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match	Federal Funds	Local Match	Federal Funds	Local Match
Preliminary Engineering	\$	\$100,000	\$	\$	\$	\$	\$	\$	\$	\$
Right-of-Way	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Construction	\$	\$	\$150,000	\$300,000	\$	\$	\$	\$	\$	\$
Construction Engineering	\$	\$	\$100,000	\$100,000	\$	\$	\$	\$	\$	\$

Indicate source(s) of matching funds here:

Source	(TDA-3, TFCA, Napa Valley Vine Trail Coalition etc.)		
Amount	\$500,000	\$	\$

12. Complete Streets Components: *Please indicate all the complete street elements proposed as part of this project:*

12a. sidewalks	12f. Choose an item.
12b. bulb outs	12g. Choose an item.
12c. ADA ramps	12h. Choose an item.

## Draft One Bay Area Grant 2 Application

12d. bike lanes	12i. Choose an item.
12e. signage	12j.

13. Schedule: Please provide project development schedule:

Phase	Begin MO/YR	End MO/YR
ENV	July 2017	April 2018
PSE	Already in Progress	June 2017
R/W	June 2017	April 2018
CON	May 2018	December 2018

Please indicate the dates sponsor anticipates achieving the following milestones:

- a. Field Review: **May 2017**
- b. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B:  
**Completed October 2016 and will be submitted annually**
- c. Request for Authorization: (Please indicate Phases if seeking funding for multiple phases):  
**CON/CE: November 2017**
- d. Recipient of Authorization (E-76):  
**CON/CE: March 2017**

14. If a Local Street and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed: **N/A**

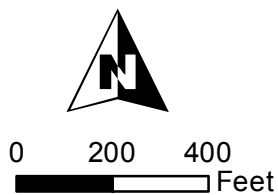
15. If LS&R project, what type? **N/A**

- ☐ Pavement Rehabilitation (<70 PCI)
- ☐ Preventive Maintenance (≥ 70 PCI)
- ☐ Non-pavement




16. Does the sponsor have a current, certified Pavement Management Program?

- a. Please indicate the date of last certification:  
**Yes. December 16, 2015 (see attached)**





### Legend

-  Approximate Project Area
-  Water Body
-  Priority Development Area

**Project Map with PDA**

**Vine Trail Gap Closure -  
Soscol Avenue Corridor**

**OBAG2 Funding Program**



## Draft One Bay Area Grant 2 Application

The One Bay Area 2 Program is a funding program under the Metropolitan Transportation Commission (MTC) Resolution 4202. NVTa has been delegated to be the program manager for Napa County OBAG 2 funds. The OBAG 2 funding cycle is from FY 2017-18 to FY 2021-22. Applications for the OBAG 2 call for projects are due no later than Friday, December 23, 2016.

### Required Attachments:

- ☒ Complete Streets Checklist
- ☒ Project Map (Including Priority Development Area (PDA) boundaries)

**Please complete the requested fields below:**

**Project Sponsor:** Napa Valley Transportation Authority/Napa Valley Vine Trail Coalition

**Single Point of Contact (SPOC) for the Agency:** Herb Fredricksen

**Point of Contact for project if different than SPOC:**

**Email/Phone:** [hfredricksen@nvta.ca.gov](mailto:hfredricksen@nvta.ca.gov) (707) 259 5951

**Project Title:** Ridge Trail/Vine Trail Connector Bothe-Napa Valley State Park

**Project Location/Description:** The project is located within Bothe-Napa Valley State Park

**Project Type:** Check all that apply; indicate percentage of each if there is more than one element

- |  |   |       |  |
|--|---|-------|--|
| <input type="checkbox"/>   | Planning and Outreach Activities                    | _____ | %  |
| <input type="checkbox"/>   | Transit Improvements                                | _____ | %  |
| X  | Bicycle and Pedestrian Improvements <sup>1</sup>    | 100   | %  |
| <input type="checkbox"/>   | Local Streets and Roads Preservation <sup>2</sup>   | _____ | %  |
| <input type="checkbox"/>   | Safe Routes to Schools or Transit <sup>1</sup>      | _____ | %  |
| <input type="checkbox"/>   | Transportation for Livable Communities <sup>1</sup> | _____ | %  |
| X  | Priority Conservation Areas                         | 100%  | %  |
| <sup>1</sup> Is project within the Bay Area Air Quality Management District (BAAQMD) |   |       | Y <input checked="" type="checkbox"/> N <input type="checkbox"/> |
| <sup>2</sup> Roads must be eligible for federal aid                                  |   |       |  |

**RTP Goals:** Please describe how the project is consistent with the goals of the MTC Regional Transportation Plan 2040 (RTP): Can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>

## Draft One Bay Area Grant 2 Application

Draft Plan Bay Area 2040 Performance Targets			Check all that apply
Goal/Outcome		Performance Target	
Climate Protection	1	Reduce per capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% (statutory requirement is for year 2035, per SB 375)	<input checked="" type="checkbox"/>
Adequate Housing	2	House 100% of the region's projected growth (from a 2010 baseline year) by income level (very low, low, moderate, above-moderate) without displacing current low-income residents (statutory requirements, per SB 375) and with no increase in in-commuters over the Plan baseline year.	<input type="checkbox"/>
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%.	<input checked="" type="checkbox"/>
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	<input checked="" type="checkbox"/>
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing 10%	<input type="checkbox"/>
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	<input type="checkbox"/>
	7	Reduce the share of households at risk of displacement to 0%	<input type="checkbox"/>
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	<input checked="" type="checkbox"/>
Transportation System Effectiveness	9	Increase non-auto mode share by 10%	<input type="checkbox"/>
	10	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	<input type="checkbox"/>
	11	Reduce per-rider transit delay due to aged infrastructure by 100%	<input type="checkbox"/>

*Please answer the following questions regarding the proposed project:*

1. Does Sponsor have Complete Streets Act of 2008 compliant General Plan (GP)? (attach reference or resolution)	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
2. Does Sponsor have a Housing and Community Development (HCD) approved GP or Housing Element? <i>In order to waive the above requirement GP Housing element must already be submitted to HCD for consideration. Date submitted to HCD:</i>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>

## Draft One Bay Area Grant 2 Application

3. Is there a Complete Streets Checklist attached to this application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
4. Has the sponsor failed to comply with regional or state delivery milestones in the past 3 years?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
5. Is there a Project Map attached to the current application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
6. Is the proposed project inside the boundaries of an approved PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
7. Does the project provide proximate access to a PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
<i>If the project provides proximate access to a PDA please explain how.</i>		
8. Does the project serve a Community of Concern?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
9. Is the project in an approved PCA?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
10. Did sponsor do public outreach to develop this project specifically?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
<i>Please provide documentation of the public outreach process including dates and times of meetings help, notification process, etc.</i>		

**\*If the project is in a PDA or serves a PDA please fill out the supplemental PDA application attached.**

11. Funding Estimates: *Round to the nearest thousand for programming purposes*

Total Project Cost: \$860,000

Local Match: \$148,640

OBAG Request: \$711,360

Phase	FY 17/18		FY 18/19		FY 19/20		FY 20/21		FY 21/22	
	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match	Federal Funds	Local Match	Federal Funds	Local Match
Preliminary Engineering	\$	\$60,000	\$	\$	\$	\$	\$	\$	\$	\$
Right-of-Way	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Construction	\$	\$	\$	\$	\$711,360	\$	\$	\$	\$	\$
Construction Engineering	\$	\$	\$	\$88,640	\$	\$	\$	\$	\$	\$

Indicate source(s) of matching funds here:

Source	Bay Area Ridge Trail	Napa Valley Vine Trail	Total
Amount	\$25,000	\$123,640	\$148,640

12. Complete Streets Components: *Please indicate all the complete street elements proposed as part of this project:*

12a. sidewalks	12f. Choose an item.
12b. cross walks	12g. Choose an item.

## Draft One Bay Area Grant 2 Application

12c. signage	12h. Choose an item.
12d. ADA ramps	12i. Choose an item.
12e. bike lanes	12j.

13. Schedule: Please provide project development schedule:

Phase	Begin MO/YR	End MO/YR
ENV	July 2017	June 2018
PSE	July 2018	June 2019
R/W	July 2017	June 2018
CON	July 2019	June 2020

*Please indicate the dates sponsor anticipates achieving the following milestones:*

- a. Field Review: June 2017
- b. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B: April 2019
- c. Request for Authorization: (Please indicate Phases if seeking funding for multiple phases): June 2019
- d. Recipient of Authorization (E-76): July 2019

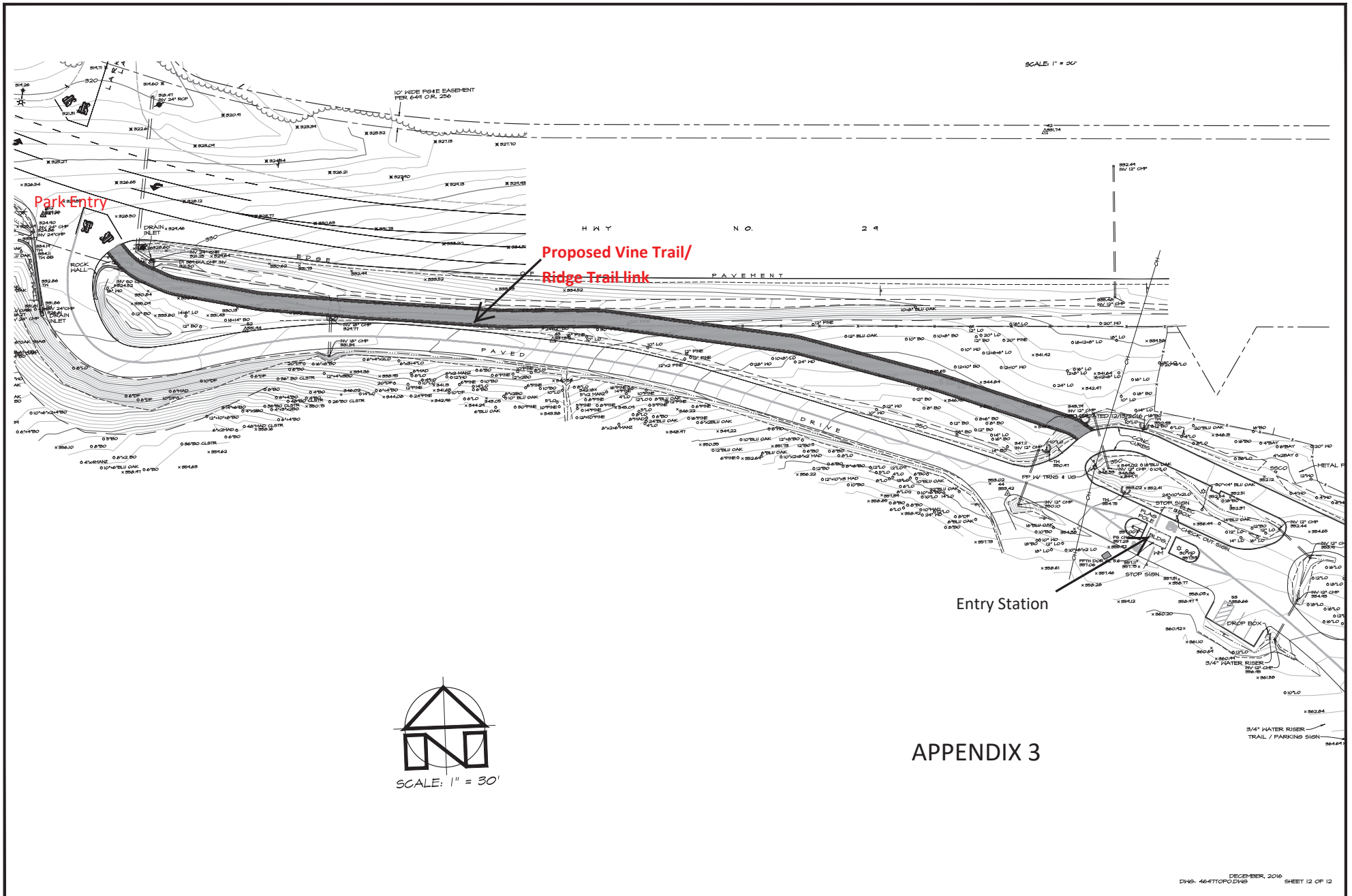
14. If a Local Street and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed: N/A

15. If LS&R project, what type? N/A

- ☐ Pavement Rehabilitation (<70 PCI)
- ☐ Preventive Maintenance ( $\geq 70$  PCI)
- ☐ Non-pavement

16. Does the sponsor have a current, certified Pavement Management Program? N/A

- a. Please indicate the date of last certification:





## Draft One Bay Area Grant 2 Application

The One Bay Area 2 Program is a funding program under the Metropolitan Transportation Commission (MTC) Resolution 4202. NVRTA has been delegated to be the program manager for Napa County OBAG 2 funds. The OBAG 2 funding cycle is from FY 2017-18 to FY 2021-22. Applications for the OBAG 2 call for projects are due no later than Friday, December 23, 2016.

### Required Attachments:

- ☒ Complete Streets Checklist
- ☒ Project Map (Including Priority Development Area (PDA) boundaries)

**Please complete the requested fields below:**

**Project Sponsor:** Town of Yountville

**Single Point of Contact (SPOC) for the Agency:** Nathan Steele, Senior Management Analyst

**Point of Contact for project if different than SPOC:** Nathan Steele, Senior Management Analyst

**Email/Phone:** [nsteele@yville.com](mailto:nsteele@yville.com) / 707-944-8851

**Project Title:** Washington Park Accessibility Improvements

**Project Location/Description:** Washington Park Neighborhood. Located south of Lande Way, East of Yount Street, North of Vista Court. Improvements to be made along segments of Forrester Lane, Redwood Drive, and Mount Avenue.

The project will include the construction of accessible sidewalks in place of the non-accessible parking shoulders that are currently there. The specific project locations (as shown on the attached map) include the South West side of Forrester Lane alongside Three-Wiers Park, the far east side of Forrester lane on the south side of the street, and the area on Redwood Drive along Forrester Park. Sidewalks and ADA ramps will be installed to provide an accessible path of travel.

**Project Type:** Check all that apply; indicate percentage of each if there is more than one element

<input checked="" type="checkbox"/> Planning and Outreach Activities	10	%
<input type="checkbox"/> Transit Improvements		%
<input checked="" type="checkbox"/> Bicycle and Pedestrian Improvements <sup>1</sup>	100	%
<input type="checkbox"/> Local Streets and Roads Preservation <sup>2</sup>		%
<input checked="" type="checkbox"/> Safe Routes to Schools or Transit <sup>1</sup>	100	%
<input type="checkbox"/> Transportation for Livable Communities <sup>1</sup>		%
<input type="checkbox"/> Priority Conservation Areas		%
<sup>1</sup> Is project within the Bay Area Air Quality Management District (BAAQMD)    Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
<sup>2</sup> Roads must be eligible for federal aid		



## Draft One Bay Area Grant 2 Application

RTP Goals: Please describe how the project is consistent with the goals of the MTC Regional Transportation Plan 2040 (RTP): Can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>

Draft Plan Bay Area 2040 Performance Targets			Check all that apply
Goal/Outcome		Performance Target	
Climate Protection	1	Reduce per capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% (statutory requirement is for year 2035, per SB 375)	<input checked="" type="checkbox"/>
Adequate Housing	2	House 100% of the region's projected growth (from a 2010 baseline year) by income level (very low, low, moderate, above-moderate) without displacing current low-income residents (statutory requirements, per SB 375) and with no increase in in-commuters over the Plan baseline year.	<input type="checkbox"/>
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%.	<input checked="" type="checkbox"/>
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	<input type="checkbox"/>
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing 10%	<input type="checkbox"/>
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	<input type="checkbox"/>
	7	Reduce the share of households at risk of displacement to 0%	<input type="checkbox"/>
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	<input type="checkbox"/>
Transportation System Effectiveness	9	Increase non-auto mode share by 10%	<input checked="" type="checkbox"/>
	10	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	<input type="checkbox"/>
	11	Reduce per-rider transit delay due to aged infrastructure by 100%	<input type="checkbox"/>

Please answer the following questions regarding the proposed project:

1. Does Sponsor have Complete Streets Act of 2008 compliant General Plan (GP)? (attach reference or resolution)	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
2. Does Sponsor have a Housing and Community Development (HCD) approved GP or Housing Element?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>

## Draft One Bay Area Grant 2 Application

<i>In order to waive the above requirement GP Housing element must already be submitted to HCD for consideration. Date submitted to HCD:</i>			
3. Is there a Complete Streets Checklist attached to this application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
4. Has the sponsor failed to comply with regional or state delivery milestones in the past 3 years?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
5. Is there a Project Map attached to the current application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
6. Is the proposed project inside the boundaries of an approved PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
7. Does the project provide proximate access to a PDA?*	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
<i>If the project provides proximate access to a PDA please explain how.</i>			
8. Does the project serve a Community of Concern?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
9. Is the project in an approved PCA?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
10. Did sponsor do public outreach to develop this project specifically?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
<i>Please provide documentation of the public outreach process including dates and times of meetings help, notification process, etc.</i>			

**\*If the project is in a PDA or serves a PDA please fill out the supplemental PDA application attached.**

### 11. Funding Estimates: *Round to the nearest thousand for programming purposes*

Total Project Cost: \$ 465,000

Local Match: 13%

OBAG Request: 87%

Phase	FY 17/18		FY 18/19		FY 19/20		FY 20/21		FY 21/22	
	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match	Federal Funds	Local Match	Federal Funds	Local Match
Preliminary Engineering	\$21.75	\$3.25	\$	\$	\$	\$	\$	\$	\$	\$
Right-of-Way	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Construction	\$348	\$52	\$	\$	\$	\$	\$	\$	\$	\$
Construction Engineering	\$34.8	\$5.2	\$	\$	\$	\$	\$	\$	\$	\$

Indicate source(s) of matching funds here:

Source			
Amount	\$	\$	\$

### 12. Complete Streets Components: *Please indicate all the complete street elements proposed as part of this project:*

12a. sidewalks	12f. Choose an item.
12b. ADA ramps	12g. Choose an item.
12c. Choose an item.	12h. Choose an item.
12d. Choose an item.	12i. Choose an item.

## Draft One Bay Area Grant 2 Application

12e. Choose an item.

12j.

13. Schedule: Please provide project development schedule:

Phase	Begin MO/YR	End MO/YR
ENV		
PSE	July 2017	October 2017
R/W		
CON	March 2018	June 2018

*Please indicate the dates sponsor anticipates achieving the following milestones:*

- a. Field Review:
- b. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B: March 2018
- c. Request for Authorization: (Please indicate Phases if seeking funding for multiple phases):
- d. Recipient of Authorization (E-76):

14. If a Local Street and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed:

15. If LS&R project, what type?

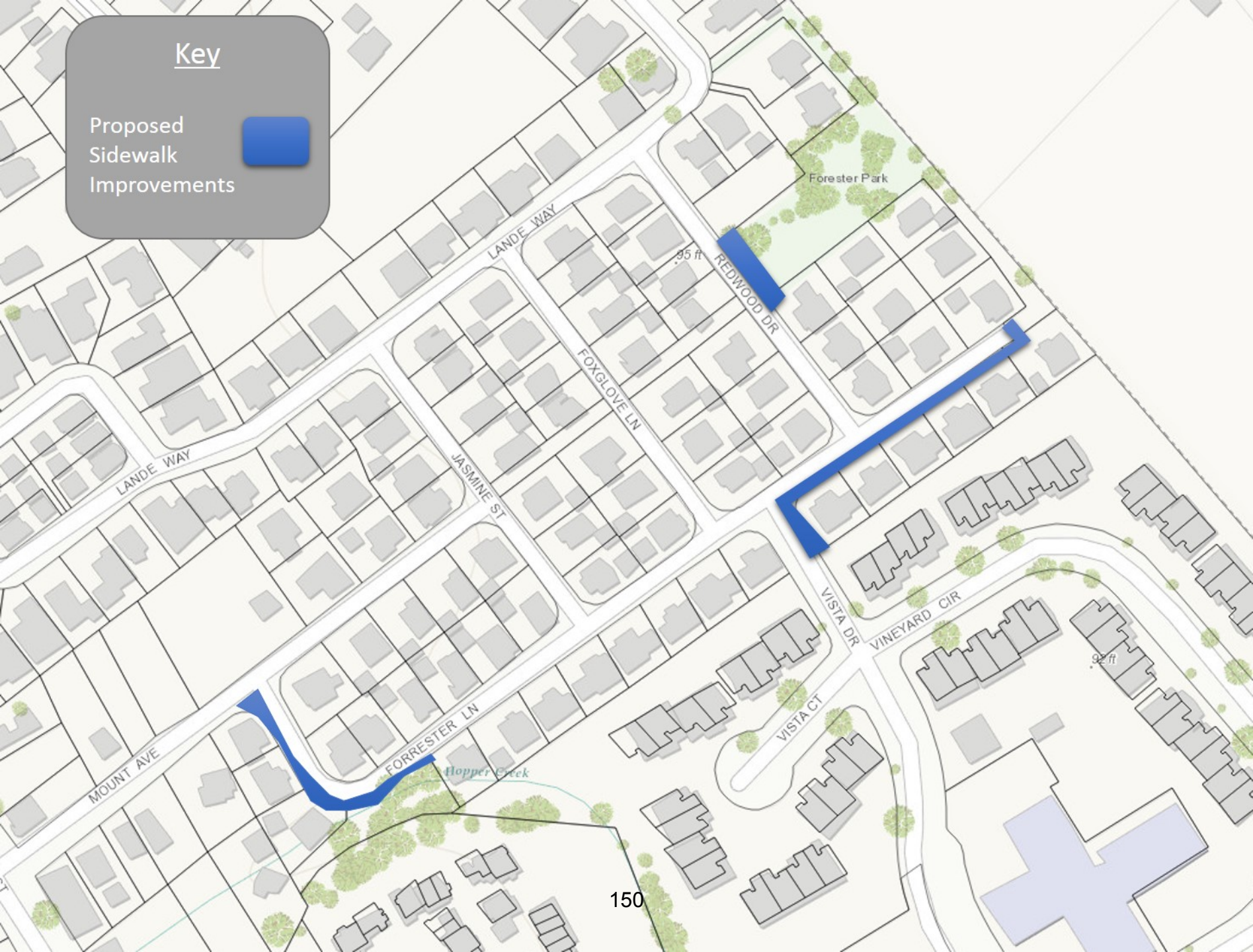
- ☐ Pavement Rehabilitation (<70 PCI)
- ☒ Preventive Maintenance ( $\geq$  70 PCI)
- ☐ Non-pavement

16. Does the sponsor have a current, certified Pavement Management Program?

- a. Please indicate the date of last certification:

# Key

Proposed  
Sidewalk  
Improvements



Forester Park

95 ft

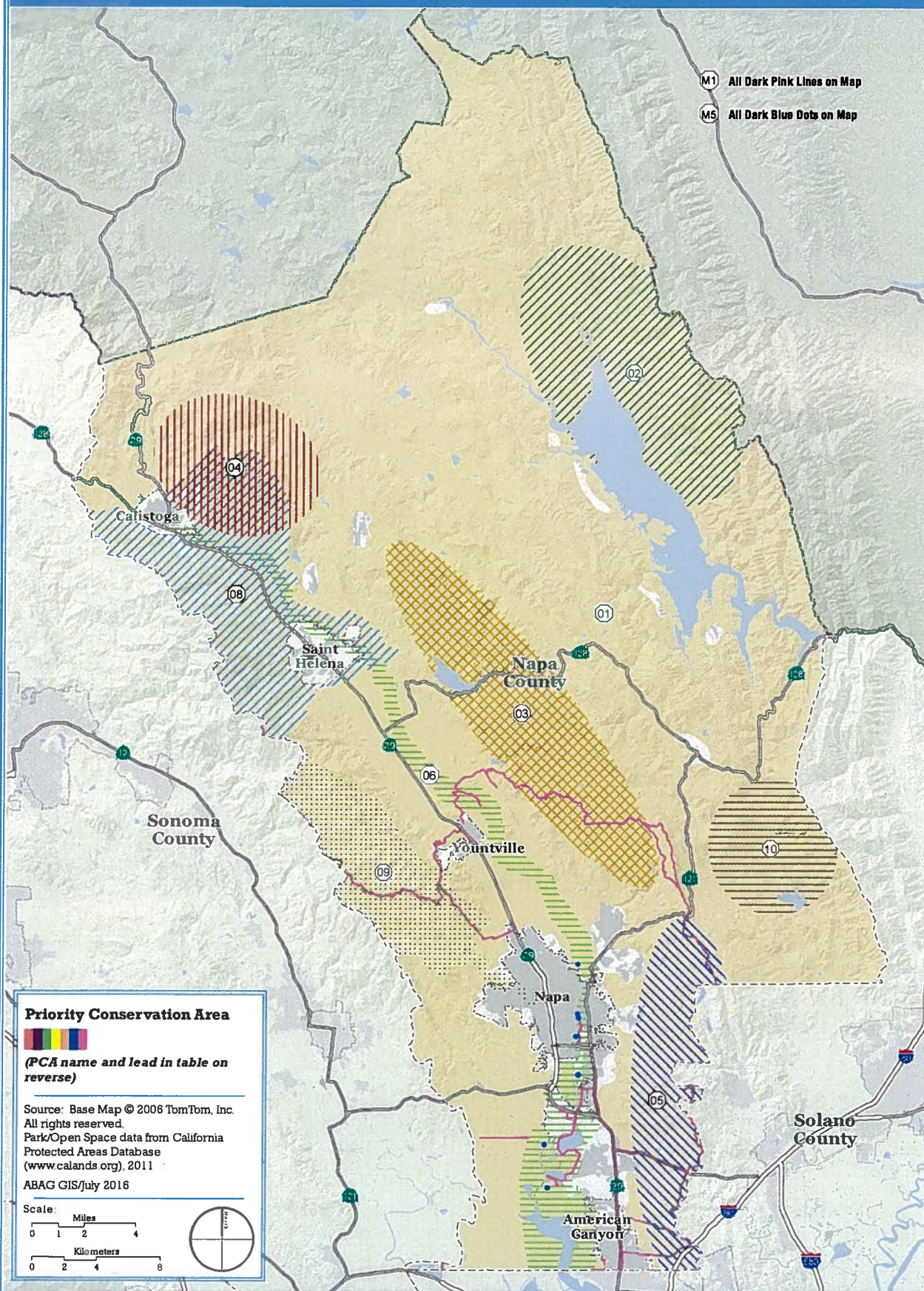
92 ft

150



# PlanBayArea

## Sustainable Communities Strategy





Map IDs are numeric portion of Priority Conservation Area (PCA) key. Numbers are non-sequential due to either PCAs being withdrawn by lead or proposed PCAs being rejected for inclusion in program.

Map IDs starting with M designate multi-county PCAs.

ID	PCA Name	PCA Lead	Designation
01	Napa County Agricultural Lands and Watersheds	Napa County	Agricultural Lands
02	Blue Oak Woodlands of the Lake District	Napa County Regional Park and Open Space District	Natural Landscapes/Regional Recreation
03	Interior Mountains - Moore Creek to Milliken Creek	Napa County Regional Park and Open Space District	Natural Landscapes/Regional Recreation
04	Palisades - Mount Saint Helena to Angwin	Napa County Regional Park and Open Space District	Natural Landscapes/Regional Recreation
05	Southern Mountains - Skyline Park to Newell Preserve	Napa County Regional Park and Open Space District	Natural Landscapes/Regional Recreation
06	Napa Valley - Napa River Corridor	Land Trust of Napa County	Natural Landscapes
08	Bothe-Napa Valley State Park to Sugarloaf Ridge State Park Priority Conservation Area	Save-the-Redwoods League	Natural Landscapes
09	Redwood & Dry Creek Watersheds Priority Conservation Area	Save-the-Redwoods League	Natural Landscapes
10	Lake Curry/Suisun Creek Watershed	Napa County Regional Park and Open Space District	Natural Landscapes
M1	San Francisco Bay Trail - Bay Area Ridge Trail	San Francisco Bay Trail Project	Natural Landscapes
M5	San Francisco Bay Area Water Trail	San Mateo County, on behalf of the California State Coastal Conservancy	Regional Recreation

NAPA VALLEY TRANSPORTATION AUTHORITY  
OBAG 2 Scoring Criteria

NVTA will screen projects for eligibility and then prioritize eligible projects based on the screening criteria for the OBAG program as a whole. MTC's OBAG 2 Guidelines largely dictates the screening and evaluation criteria that NVTA will use.

**OBAG Screening Criteria**

Projects must meet all screening criteria in order to be considered further for OBAG funding. The screening criteria are the basic eligibility requirements for OBAG funds:

Project Name: Project Jurisdiction:	All boxes must be checked
Project is a fully funded, stand-alone project	<input type="checkbox"/>
Project must be eligible for STP/CMAQ funds and fit one of the following categories: <ul style="list-style-type: none"> <li>• LS&amp;R</li> <li>• Bicycle and Pedestrian Improvements</li> <li>• Transportation for Livable Communities</li> <li>• Safe Routes to Schools (or Transit)</li> <li>• Transit Improvements</li> <li>• Priority Conservation Areas</li> </ul>	<input type="checkbox"/>
Project sponsor is an eligible public agency	<input type="checkbox"/>
Project sponsor is requesting a minimum of \$250,000 in OBAG funds	<input type="checkbox"/>
Project is consistent with the Regional Transportation Plan and the Napa Countywide Transportation Plan Vision 2040 – Moving Napa Forward	<input type="checkbox"/>
Project has identified a local match of at least 11.47%	<input type="checkbox"/>

**Supplemental Prioritization Criteria**

Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on, but not limited to the factors listed below. Project prioritization may also be based on the ability to match recommended projects with available fund sources.

Project Name: Project Jurisdiction:	Check all that apply
Located within or provides "proximate access" to a PDA*	<input type="checkbox"/>
Project Readiness: Project can clearly demonstrate an ability to meet timely use of funds. Project should have completed conceptual designs at a minimum and ideally completed survey work (i.e. at our near 30% design).	<input type="checkbox"/>
Community Support: Project has clear and diverse community support. This can be shown with letters of support, specific reference in adopted plan and community meetings regarding the project.	<input type="checkbox"/>
Safety: Project addresses high risk and high activity multi-modal corridor location.	<input type="checkbox"/>





NAPA VALLEY TRANSPORTATION AUTHORITY  
OBAG 2 Scoring Criteria

Located within a Community of Concern (COC): Project is located in a COC or serves a COC.	<input type="checkbox"/>
If it is a capital project the OBAG request is all in one phase (i.e. all construction)	<input type="checkbox"/>
Project Sponsor is providing over a 20% match to federal funds	<input type="checkbox"/>
Project Sponsor Priority: For project sponsor's that submit multiple projects; this project has been given priority.	<input type="checkbox"/>

\*Projects that serve a PDA will be given an "affordable housing and anti-displacement ranking" based on the ranking criteria score of high, medium or low.

### PDA Affordable Housing Anti-Displacement Ranking

As part of the OBAG 2 Call for Projects, MTC is requiring CMAs to adopt a specific scoring methodology to allocate funds to projects within PDAs or Transit Priority Areas (TPAs). The scoring methodology should reward jurisdictions with the most effective affordable housing and anti-displacement policies.

To meet this requirement jurisdiction's submitting PDA projects will be given a "PDA Affordable Housing Anti-Displacement Ranking" of high, medium or low. The jurisdiction's ranking will be factored in to the prioritization process but will not be the only means of evaluation for PDA projects.

Reviewing the PDA supplemental application the project sponsor will be given a high, medium, or low PDA Affordable Housing and Anti-Displacement Ranking.

Project Name: PDA location:	Check one
High Ranking: A project will receive a high ranking if the jurisdiction has demonstrated it has 10 or more affordable housing/anti-displacement policies/programs in place.	<input type="checkbox"/>
Medium Ranking: A project will receive a medium ranking if the jurisdiction has demonstrated it has 5 to 9 of the affordable housing/anti-displacement policies/programs in place.	<input type="checkbox"/>
Low Ranking: A project will receive a low ranking if the jurisdiction has demonstrated it has fewer than 5 of the affordable housing/anti-displacement policies/programs in place.	<input type="checkbox"/>

\*Affordable housing anti-displacement polices can be found on the PDA supplemental application.

Date: November 18, 2015  
W.I.: 1512  
Referred by: Programming & Allocations  
Revised: 07/27/16-C

Attachment 5  
TAC Agenda Item 8.5  
February 2, 2017

### ABSTRACT

Resolution No. 4202

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

- Attachment A – Project Selection Criteria and Programming Policy
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015 and July 13, 2016.

Date: November 18, 2015  
W.I.: 1512  
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4202

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

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

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

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

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

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

RESOLVED that MTC approves the “Project Selection Criteria and Programming Policy” for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

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

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected, revised and included in the federal TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



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Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 18, 2015

Date: November 18, 2015  
W.I.: 1512  
Referred by: P&A  
Revised: 07/27/16-C

Attachment A  
Resolution No. 4202

**OBAG 2**  
**One Bay Area Grant Program**  
**Project Selection Criteria and Programming Policy**

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**OBAG 2 – One Bay Area Grant Program  
Project Selection Criteria and Programming Policy**

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The One Bay Area Grant Program (OBAG 2) is the second round of the federal funding program designed to support the implementation of *Plan Bay Area*, the region's first Sustainable Communities Strategy (SCS). OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22. The proposed revenue estimates, funding approach, programming policies, project guidance, and timeline for OBAG 2 are outlined in this attachment.

## BACKGROUND

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution 4035). The OBAG 1 program incorporated the following program features:

- Targeting project investments to the region's Priority Development Areas (PDAs);
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing;
- Supporting open space preservation in Priority Conservation Areas (PCAs); and
- Providing a larger and more flexible funding pot to deliver transportation projects in categories such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing dedicated funding opportunities for Safe Routes to School activities and PCAs.

The early outcomes of the OBAG 1 program are documented in the One Bay Area Grant Report Card located at: ([http://files.mtc.ca.gov/pdf/OBAG\\_Report\\_Card.pdf](http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf)). The key findings of the report highlight a variety of improvements as compared to previous federal highway funding programs, including: increased grant and project size, complexity, and multi-modality; significant investments in active transportation and TLC projects; region wide achievement of PDA investment targets; and compliance with local performance and accountability requirements. Considering the positive results achieved in OBAG 1, and in order to further extend the timeframe for OBAG to meet its policy goals, OBAG 2 maintains largely the same framework and policies.

## REVENUE ESTIMATES AND PROGRAM ARCHITECTURE

OBAG 2 funding is based on anticipated future federal transportation program apportionments from the regional Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs. Originally, the programming capacity estimated for OBAG 2 amounted to \$790 million (down from \$827 million programmed with OBAG 1). The estimated decrease in revenues between program cycles reflects annual apportionment amounts in the federal surface transportation act (Moving Ahead for Progress in the 21<sup>st</sup> Century Act, or MAP-21) authorized after approval of OBAG 1 not keeping pace with estimated growth rates, as well as changes in state and federal programs that impacted estimated regional funding levels (such as the elimination of the Transportation Enhancements (TE) program). Subsequent to the Commission's original adoption of OBAG 2, Congress approved the Fixing America's Surface Transportation (FAST) Act, providing an additional

estimated \$72 million during the OBAG 2 period. The revised total STP/CMAQ funding for OBAG 2 is \$862 million.

The OBAG 2 program continues to integrate the region's federal transportation program with California's climate statutes and the Sustainable Communities Strategy (SCS), and contributes to the implementation of the goals and objectives of the Regional Transportation Plan. Funding distribution formulas to the counties will continue to encourage land-use, housing and complete streets policies that support the production of housing with supportive transportation investments. This is accomplished through the following principles:

**1. Realistic Revenue Assumptions:**

OBAG 2 funding is based on anticipated future federal transportation program apportionments. In past years, the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation Enhancement (TE) program) resulted in decreases that were not anticipated when OBAG 1 was developed. For the initial OBAG 2 estimates, a 2% annual escalation rate above current federal revenues was assumed, consistent with the mark-up of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the Senate Environment and Public Works Committee. Even with the 2% escalation, revenues for OBAG 2 were expected to be 4% less than OBAG 1 revenues. Following the Commission's original adoption of OBAG 2, an additional \$72 million in FAST Act revenue was made available, for a total of \$862 million for OBAG 2 - an increase of 4% over the OBAG 1 funding level.

If there are significant changes in federal apportionments over the OBAG 2 time period, MTC will return to the Commission to recommend adjustments to the program. These adjustments could include increasing or decreasing funding amounts for one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent programming cycles.

Upon enactment and extension of the federal surface transportation authorizations expected during the OBAG funding period, MTC will need to closely monitor any new federal programs, their eligibility rules, and how funding is distributed to the states and regions. It is anticipated that any changes to the current federal programs would likely overlap to a large extent with projects that are currently eligible for funding under 23 U.S.C., although the actual fund sources may no longer mirror the current STP and CMAQ programs. Therefore, any reference to a specific fund source in the OBAG 2 programming serves as a proxy for replacement fund sources for which MTC has discretionary project selection and programming authority.

OBAG 2 programming capacity is based on apportionment rather than obligation authority. Because obligation authority (the amount actually received) is less than the apportionment level, there is typically a carryover balance from year to year of unfunded

commitments. MTC's current negative obligation authority imbalance is \$51 million, and has held steady the past few years as a result of the region's excellent delivery record. Successful project delivery has allowed MTC to capture additional, unused obligation authority (OA) from other states, enabling the region to deliver additional projects each year. Because this negative balance has held steady, there does not appear to be a need to true-up the difference at this time. MTC staff will continue to monitor this OA shortfall throughout the OBAG 2 period and make adjustments as necessary in the next round of programming.

## **2. Support Existing Programs:**

Originally, the OBAG program was expected to face declining revenues from \$827 million in OBAG 1 to \$790 million in OBAG 2. Therefore, no new programs were introduced with OBAG 2 and the anticipated funding reduction was spread among the various transportation needs supported in OBAG 1. With the \$72 million in additional revenues from the FAST Act, funding for OBAG 2 increased to \$862 million.

The OBAG 2 program categories and commitments for the regional and county programs are outlined in Appendix A-1.

## **3. Support Plan Bay Area's Sustainable Communities Strategy by Linking OBAG Funding to Housing:**

### County Program Distribution Formula

OBAG 1's county distribution formula leveraged transportation dollars to reward jurisdictions that produce housing and accept housing allocations through the Regional Housing Need Allocation (RHNA) process. The formula also considered the share of affordable housing within housing production and RHNA allocations.

In OBAG 2, the county distribution formula is updated to use the latest housing data from the Association of Bay Area Government (ABAG). The formula is also based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%) in order to mitigate the effect of the recent recession and major swings in housing permit approvals.

The OBAG 2 formula places additional emphasis on housing production and the share of affordable housing within both production and RHNA. The formula also expands the definition of affordable housing to include housing for moderate-income households in addition to low- and very low-income households. Furthermore, housing production is capped at the total RHNA allocation.

The distribution formula factors for OBAG 2 are detailed in the table below.

**OBAG 2 County Distribution Formula Factors**

	<b>Population</b>	<b>Housing RHNA</b>	<b>Housing Production</b>	<b>Housing Affordability *</b>
<b>OBAG 2</b>	<b>50%</b>	<b>20%</b>	<b>30%</b>	<b>60%</b>

\*OBAG 2 housing affordability factor includes housing at the very low, low and moderate income levels which are weighted within both housing production and RHNA allocation.

The distribution formula is further adjusted to ensure that CMA base planning funds are no more than 50% of the total distribution for that county. The resulting proposed county program formula distributions are presented in Appendix A-2.

**Priority Development Areas (PDAs)**

OBAG 2 continues to support the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs).

- PDA Investment targets remain at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.
- PDA Investment and Growth Strategies should play a strong role in guiding the County CMA project selection and be aligned with the Plan Bay Area update cycle.

**Priority Conservation Areas (PCAs)**

OBAG 2 maintains the two separate Priority Conservation Area (PCA) programs as introduced in OBAG 1, with one program dedicating funding to the four North Bay counties and one competitive program for the remaining counties.

**4. Continue Flexibility and Local Transportation Investment Decision Making:**

OBAG 2 continues to provide the same base share of the funding pot (40%) to the county CMAs for local decision-making. The program allows CMAs the flexibility to invest in various transportation categories, such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities.

In addition to the base county program, two previously regional programs, Safe Routes to School and the Federal-Aid Secondary (rural roads), have been consolidated into the county program with guaranteed minimum funding amounts to ensure the programs continue to be funded at specified levels.

**5. Cultivate Linkages with Local Land-Use Planning:**

As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as a part of OBAG 2 and as separately required by state law.

### Complete Streets Requirement

Jurisdictions must adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in [MTC's Complete Streets Guidance](#).

Alternatively, to recognize local jurisdictions' efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010 and before the date the CMAs submit their OBAG 2 project recommendations to MTC.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

### Housing Element Requirement

Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.

Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this requirement during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.

The complete streets and housing requirements are not required for jurisdictions with no general plan or land use authority such as Caltrans, CMAs or transit agencies under a JPA or district (not under the governance of a local jurisdiction). However, in such instances the jurisdiction in which the project is physically located must meet these requirements, except for transit/rail agency property such as, track, rolling stock or a maintenance facility.

### Surplus Land Requirement

Cities and counties receiving funds through the County Program must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

This requirement shall not apply to charter cities unless and until a final court decision is rendered that charter cities are subject to the provisions of the Act. In addition, the resolution is not required for public agencies with no general plan or land use authority.

#### **6. Continue Transparency and Outreach to the Public Throughout the Process:**

CMAAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG. Each CMA will develop a memorandum addressing outreach efforts, agency coordination, distribution methodology and Title VI compliance. CMA reporting requirements are provided in Appendix A-10, the Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution 4202.

### **PROGRAM CATEGORIES AND PROJECT LIST**

Appendix A-1 outlines the OBAG 2 program categories and commitments.

Attachment B of Resolution 4202 contains the list of projects to be programmed under the OBAG 2 program. Attachments B-1 and B-2 list the projects receiving OBAG 2 funding through the regional programs and county programs respectively. The project lists are subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAAs for the county programs and other funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected or revised by the Commission and CMAAs and are included in the federal Transportation Improvement Program (TIP).

### **GENERAL PROGRAMMING POLICIES**

The following programming policies apply to all projects funded in OBAG 2:

- 1. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 4174. The Commission's adoption of the OBAG 2 program, including policy and procedures, meets the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the OBAG 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAAs select projects for funding at the county level, they must consider equitable solicitation and

selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-7).

2. **Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the OBAG 2 program must be amended into the TIP. The federally-required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection, the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be updated by MTC staff to reflect these revisions. Where responsibility for project selection is assigned to MTC, TIP amendments and a revision to Attachment B to add or delete a project will be reviewed and approved by the Commission. Changes to existing projects in Attachment B may be made by MTC staff following approval of a related TIP revision.
3. **Minimum Grant Size.** Funding grants per project must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.  
  
To provide flexibility, an alternative averaging approach may be used. For this approach, a CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their County CMA Program meets the county minimum grant amount threshold. This lower threshold of \$100,000 also applies to Safe Routes to School projects, which are typically of smaller scale.  
  
Furthermore, all OBAG 2 programming amounts must be rounded to thousands.
4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 2 program until the development of a subsequent air quality finding for the TIP. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for fine particulate matter (PM<sub>2.5</sub>). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) must complete a hot-spot analysis as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.



5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Protection Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.
6. **Application and Resolution of Local Support.** Once a project has been selected for funding, project sponsors must submit a completed project application for each project through MTC's Funding Management System (FMS). The project application consists of two parts: 1) a project submittal and/or TIP revision request to MTC staff through FMS, and 2) a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.
7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for OBAG 2 to ensure 1) eligibility; 2) consistency with the region's long-range plan; and 3) project readiness. In addition, project sponsors must adhere to directives such as the Complete Streets Requirements, Housing Element Requirements, and the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), as outlined below, and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.
  - **Federal Project Eligibility:** STP is the most flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities, transportation system management, transportation demand management, transportation control measures, mitigation related to an STP project, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in 23 U.S.C § 133 and at: <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>.

CMAQ is a more targeted funding source. In general, CMAQ funds may be used for new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in an approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, new bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, and experimental

pilot projects. For more detailed information, refer to FHWA's revised guidance provided at: [http://www.fhwa.dot.gov/environment/air\\_quality/cmaq/policy\\_and\\_guidance/](http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/).

MTC reserves the right to assign specific fund sources to projects based on availability and eligibility requirements. In the event that a new surface transportation authorization is enacted during implementation of OBAG 2 that materially alters these programs, MTC staff will work with the CMAs and project sponsors to match projects with appropriate federal fund programs.

- ▶ **RTP Consistency:** Projects funded through OBAG 2 must be consistent with the adopted Regional Transportation Plan (currently *Plan Bay Area*). Project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 2 projects. Projects in the County program will also be reviewed by CMA staff prior to submitting selected projects to MTC.
- ▶ **Complete Streets Policy:** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets Policy (MTC Resolution No. 3765) created a checklist that is intended for use on projects to ensure the accommodation of non-motorized travelers is considered at the earliest conception or design phase. The county CMAs ensure that project sponsors complete the checklist before projects are considered by the county for OBAG 2 funding and submitted to MTC. The CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions.

Related state policies include: Caltrans Complete Streets Policy Deputy Directive 64 R1, which stipulates pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products; and the California Complete Streets Act of 2008, which requires local agency general plan circulation elements to address all travel modes.

- ▶ **Project Delivery and Monitoring:** OBAG 2 funding is available in the following five federal fiscal years: 2017-18, 2018-19, 2019-20, 2020-21, and 2021-22. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA), and subject to TIP financial constraint requirements. In addition, in order to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2017-18) will be provided to ongoing programs, such as regional and CMA planning, non-infrastructure projects, and the preliminary engineering phase of capital projects.

Specific programming timelines will be determined through the development of the Annual Obligation Plan, which is developed by MTC staff in collaboration with the Bay Area Partnership technical working groups and project sponsors. Once programmed in the TIP, the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. Additionally, all OBAG 2 funds must be obligated no later than January 31, 2023.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy (MTC Resolution No. 3606 and any subsequent revisions). All funds are subject to obligation, award, invoicing, reimbursement and project close-out requirements. The failure to meet these deadlines may result in the de-programming and redirection of funds to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of OBAG 2 funding is required to identify and maintain a staff position that serves as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the TIP, and to notify MTC immediately when the position contact has changed. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

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

By applying for and accepting OBAG 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the project-funding timeframe.

- Funding Exchange: Sometimes federal funds may not be the best fit for projects being implemented to meet plan and program goals and objectives. In such cases, federal OBAG funding may be exchanged with non-federal funds. MTC staff will work with the

CMAs when such opportunities arise. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331) and the locally-funded project must be included in the federal TIP.

- **Local Match:** Projects funded with STP or CMAQ funding require a non-federal local match. Although local match requirements are subject to change, the current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with FHWA providing up to 88.53% of the total project cost through reimbursements. For capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the construction phase. For these projects, sponsors must still meet all federal requirements for the PE phase.
- **Fixed Program and Specific Project Selection:** Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The OBAG 2 program is project-specific and the funds programmed to projects are for those projects alone.

The OBAG 2 program funding is fixed at the programmed amount; therefore, any project cost increases may not be covered by additional OBAG 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project, including contingencies.

## REGIONAL PROGRAMS

The programs below comprise the OBAG 2 Regional Programs, managed by MTC. Funding amounts for each program are included in Appendix A-1. Individual projects will be added to Attachment B-1 and B-2 as they are selected and included in the federal TIP.

### **1. Regional Planning Activities**

This program provides funding to support regional planning and outreach activities.

Appendix A-3 details the funding amounts and distribution for planning and outreach activities.

### **2. Pavement Management Program**

This continues the region's acclaimed Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP), training, and regional and statewide local streets and roads needs assessment. MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the statewide local streets and roads needs assessment effort.

To support the collection and analysis of local roads asset conditions for regional planning efforts and statewide funding advocacy, and to be eligible for OBAG 2 funding for local streets and roads, a jurisdiction must:

- Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed); and
- Fully participate in the statewide local streets and road needs assessment survey (including any assigned funding contribution); and
- Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).

### **3. Regional Priority Development Area (PDA) Planning & Implementation**

Funding in this program implements the following:

Regional PDA Planning and Implementation: The PDA Planning Program places an emphasis on intensifying land uses at and near transit stations and along transit corridors in PDAs. The key goals of the program are to: increase supply of affordable and market rate housing, jobs and services within the PDA planning area; boost transit ridership and thereby reduce vehicle miles traveled by PDA residents, employees and visitors; increase walking and bicycling by improving multi-modal access and effectively managing parking; and locate key services and retail within the PDA planning area. Funding is available for regional planning and implementation efforts and grants to jurisdictions to provide PDA planning support, and typically fund specific plans and programmatic Environmental Impact Reports. PDA plans funded through the program focus on a range of transit-supportive elements including market demand analysis, affordable housing strategies, multi-modal connectivity including pedestrian-friendly design standards, parking demand analysis, infrastructure development, implementation planning and financing strategies and implementation of the best practices identified in the Air District's Planning Healthy Places guidelines.

The PDA Planning Program will give priority to cities with high risk of displacement in order to support the development of local policies and programs to meaningfully address identified housing issues.

Community-Based Transportation Planning: A portion of this program will be dedicated to the Community-Based Transportation Planning (CBTP) grant program. These locally-led plans address the mobility needs of low-income households in the region's 35 Communities of Concern. Grant funds will be used to update CBTPs that are in many cases more than 10 years old.

Naturally Occurring Affordable Housing (NOAH): Consistent with the OBAG 2 framework and PDA Planning Program, a NOAH revolving loan fund will be established as a complement to the existing TOAH loan products for new construction. NOAH loans would be used to buy apartment buildings to create long-term affordability where displacement risk is high and to secure long-term affordability in currently subsidized units that are set to expire. NOAH investments will be made in PDAs or Transit Priority Areas.

#### **4. Climate Initiatives Program**

The purpose of the OBAG 2 Climate Initiatives Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO<sub>2</sub> emissions reductions per SB375 and federal criteria pollutant reductions. Investments focus on projects and programs with effective greenhouse gas emission reduction results.

Spare the Air Youth: A portion of the Climate Initiatives program would be directed to the implementation of Spare the Air Youth program.

#### **5. Regional Active Operational Management**

This program is administered at the regional level by MTC to actively manage congestion through cost-effective operational strategies that improve mobility and system efficiency across freeways, arterials and transit modes. Funding continues to be directed to evolving MTC operational programs such as next generation 511, Freeway Service Patrol (FSP), incident management program, managed lanes and regional rideshare program. Funding will also be directed to new initiatives such as the Columbus Day Initiative that deploys advanced technologies and Transportation Management Systems that ensures the existing and new technology infrastructure is operational and well-maintained.

##### Columbus Day Initiative

The Columbus Day Initiative (CDI) builds on the proven success of its predecessor program (the Freeway Performance Initiative), which implemented traditional fixed time-of-day freeway ramp metering and arterial signal timing projects that achieved significant delay reduction and safety on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. The CDI aims to deliver cost-effective, technology-driven operational improvement projects such as, adaptive ramp metering, hard shoulder running lanes, queue warning signs, connected vehicle technologies, shared mobility technologies, and regional arterial operations strategies. Projects would target priority freeway and arterial corridors with significant congestion. Funding for performance monitoring activities and corridor studies is included to monitor the state of the system and to identify and assess the feasibility of operational strategies to be deployed.

##### Transportation Management Systems

This program includes the operations and management of highway operations field equipment; critical freeway and incident management functions; and Transportation Management Center (TMC) staff resources needed to actively operate and maintain the highway system.

##### Bay Bridge Forward Project

As part of the overall OBAG 2 framework, this project encompasses the implementation of several near-term, cost-effective operational improvements that offer travel time savings, reliability and lower costs for carpooling and bus/ferry transit use to increase person throughput and reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.

**6. Transit Priorities Program**

The objective of the Transit Priorities Program is to assist transit operators to fund major fleet replacements, including the BART Car Replacement Phase 1 project, fixed guideway rehabilitation and other high-scoring capital needs, including replacement of Clipper equipment and development of Clipper 2.0, that are consistent with MTC's Transit Capital Priorities policy for programming federal transit funds (MTC Resolution 4140 or successor resolution).

The program also implements elements of the Transit Sustainability Project by making transit-supportive investments in major transit corridors that can be carried out within two years through the Transit Performance Initiative (TPI). The focus of TPI is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, boarding/stop improvements and other improvements to improve the passenger experience.

**7. Priority Conservation Area (PCA) Program**

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands. Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands and open space amidst a growing population across the Bay Area, for residents and businesses. The PCA program includes one approach for the North Bay counties (Marin, Napa, Solano, and Sonoma) and a second approach for the remaining five counties.

In the North Bay, each of the four CMAs will take the lead to develop a county-wide program, building on PCA planning conducted to date to select projects for funding.

For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. MTC will provide federal funding which will be combined with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for proposals.

The minimum non-federal match required for PCA-program funding is 2:1.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).



Appendix A-9 outlines the framework for this program including goals, project screening, eligibility, eligible sponsors, and project selection.

### **8. Housing Production Incentive**

As part of the OBAG 2 framework, MTC will develop a challenge grant program for the production of affordable housing. The purpose of the program is to reward local jurisdictions that produce the most housing units at the very low, low, and moderate income levels.

The proposed concept for this program is to set a six year target for production of low and moderate income housing units (2015 through 2020), based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2014-22. The target for the proposed challenge grant period is approximately 80,000 low and moderate income units (35,000 very low, 22,000 low and 25,000 moderate units, for a total of 82,000 units, derived from the years of the current RHNA cycle). The units would need to be located in PDA's or in Transit Priority Areas (TPA's). Additionally, to be credited towards reaching the production targets, very low and low income units need to be deed restricted; moderate income units do not require deed restriction to be credited in the program.

At the end of the production challenge cycle, MTC will distribute grant funds to the jurisdictions that contribute the most toward reaching the regional production target. To keep the grant size large enough to serve as an incentive for housing production, the grant program would be limited to no more than the top ten producers of affordable housing units, or fewer, if the 80,000 unit target is reached by less than ten cities. Staff will provide annual progress reports on production of affordable housing units.

The funds provided would be STP/CMAQ, and would need to be used only for federally eligible transportation purposes.

## **COUNTY PROGRAMMING POLICIES**

The policies below apply to the programs managed by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ Program Eligibility: The CMA, or substitute agency, may program funds from its OBAG 2 county fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
  - Planning and Outreach Activities
  - Local Streets and Roads Preservation
  - Bicycle and Pedestrian Improvements
  - Transportation for Livable Communities
  - Safe Routes To School
  - Priority Conservation Areas
  - Federal Aid Secondary (FAS) Improvements

- Fund Sources & Formula Distribution: OBAG 2 is funded primarily from two federal fund sources: STP and CMAQ. The CMAs will be provided a breakdown of specific OBAG 2 fund sources, with the understanding that actual fund sources are subject to change. Should there be significant changes to federal fund sources, MTC staff will work with the CMAs to identify and realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund source availability and final federal apportionment levels.

Consistent with OBAG 1, 60% of available OBAG 2 funding is assigned to Regional Programs and 40% assigned to the base County CMA Programs. The Safe Routes to School (SRTS) and Federal Aid Secondary (FAS) programs augment the county base funding, bringing the final proportionate share to 55% regional and 45% county. The Base county funds (SRTS & FAS have their own formula distribution) are distributed to each county based on the OBAG 2 county distribution formula (see page 3). Counties are further guaranteed that the funding amount for planning purposes will not exceed 50% of their total distribution. This results in the county of Napa receiving additional funding. This planning guarantee clause results in a slight deviation in the final OBAG 2 fund distribution for each county. The base County CMA Program fund distribution after the planning guarantee adjustment is shown in Appendix A-2.

- Priority Development Area (PDA) Policies
  - PDA minimum investment: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG 2 investments to PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. CMA planning and outreach costs partially count towards PDA minimum investment targets (70% or 50%, in line with each county's PDA minimum investment target). The guaranteed minimum for Priority Conservation Area (PCA), Safe Routes to School (SRTS), and Federal Aid Secondary (FAS) do not count towards PDA targets. The PDA/non-PDA funding split is shown in Appendix A-2.
  - PDA boundary delineation: Refer to [http://gis.mtc.ca.gov/interactive\\_maps/](http://gis.mtc.ca.gov/interactive_maps/) which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. This map is updated as ABAG approves new PDA designations.
  - Defining proximate access to PDAs: The CMAs may determine that a project located outside of a PDA provides proximate access to the PDA, and thus counts towards the county's minimum PDA investment target. The CMA is required to map these projects along with the associated PDA(s) and provide a policy justification for designating the project as supporting a PDA through

proximate access. This information should assist decision makers, stakeholders, and the public in evaluating the impact of the investment on a nearby PDA, to determine whether or not the investment should be credited towards the county's PDA minimum investment target. This information must be presented for public review when the CMA board acts on OBAG programming decisions.

- PDA Investment & Growth Strategy: Updates to each county's PDA Investment & Growth Strategy are required every four years and must be adopted by the CMA Board. The updates should be coordinated with the countywide plan and Regional Transportation Plan (RTP) updates to inform RTP development decisions. Interim status reports are required two years after each update to address needed revisions and provide an activity and progress status. See Appendix A-8 for details.
- Project Selection: County CMAs or substitute agencies are given the responsibility to develop a project selection process. The process should include solicitation of projects, identifying evaluation criteria, conducting outreach, evaluating project applications, and selecting projects.
  - Public Involvement: In selecting projects for federal funding, the decision making authority is responsible for ensuring that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG 2 is in compliance with federal regulations, CMAs are required to lead a public outreach process as directed by Appendix A-7.
  - CMAs must adopt a specific scoring methodology for funding allocation to projects within PDAs or Transit Priority Areas (TPAs) that rewards jurisdictions with the most effective housing anti-displacement policies.
  - MTC and the CMAs will conduct an analysis of the impact of this incentive-based scoring methodology on project selection and local anti-displacement and affordable housing production policy development. The findings will be used to inform future planning and funding priorities.
  - Unified Call for Projects: CMAs are requested to issue one unified call for projects for their OBAG 2 program. Final project lists are due to MTC by July 31, 2017, with all associated project information submitted to MTC using the Fund Management System (FMS) by August 31, 2017. On a case-by-case basis and as approved in advance by MTC staff, these deadlines may be waived to allow coordination with other county-wide call for projects or programming needs. The goal is to coordinate the OBAG2 call for projects, and provide project sponsors the maximum time to deliver projects.
  - Project Programming Targets and Delivery Deadlines: CMAs must program their block grant funds over the OBAG 2 period (FY 2017-18 through FY 2021-

22). In general, the expectation is that on-going activities such as CMA planning, non-infrastructure projects and the Preliminary Engineering (PE) phase of projects would use capacity in the first year, followed by the capital phases of project in later years.

- OBAG 2 funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606, or its successor) including the deadlines for Request for Authorization (RFA) submittal and federal authorization/obligation. Additionally, the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
  - At least half of the OBAG 2 funds, must be obligated (federal authorization/FTA Transfer) by January 31, 2020.
  - All remaining OBAG 2 funds must be obligated by January 31, 2023.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies, as well as other requirements noted in the document, in order to be eligible recipients of OBAG 2 funds.
  - Adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in [MTC's Complete Streets Guidance](#).

Alternatively, to recognize local jurisdiction's efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010.

For compliance, a substantial revision of the circulation element, passed after January 1, 2010, shall "...plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan," while complying with the other provisions of CA Government Code Section 65302 and Complete Streets Act of 2008.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

- Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.

- Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.
- General law cities and counties must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

Charter cities do not have to adopt a surplus land resolution unless and until a final court decision is rendered that charter cities are subject to the provisions of the Act.

- For jurisdictions with local public streets and roads, to be eligible for OBAG 2 funding, the jurisdiction must:
  - Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed);
  - Fully participate in the statewide local streets and road needs assessment survey; and
  - Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).
- For a transit agency project sponsor under a Joint Powers Authority (JPA) or district (not under the governance of a local jurisdiction), or an agency where housing and complete streets policies do not apply, the jurisdiction where the project is located (such as station/stop improvements) will need to comply with the policies and other requirements specified in this attachment before funds may be programmed to the project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or a transit maintenance facility.
- OBAG 2 funds may not be programmed to any jurisdiction out of compliance with the policies and other requirements specified in this attachment.
- The CMA will be responsible for tracking progress towards all OBAG 2 requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG 2 funds to its projects in the TIP.

CMAAs will provide the following prior to programming projects in the TIP (see Appendix A-10):

- Documentation of the approach used to select OBAG 2 projects including outreach efforts, agency coordination, Title VI compliance, the methodology used for distributing funds within the county, and the specific scoring methodology used for allocating funds to projects within PDAs or TPAs that rewards local jurisdictions with the most effective housing anti-displacement policies;
- The board adopted list of projects recommended for OBAG 2 funding;
- Self-certification that all projects recommended for funding are consistent with the current RTP (including documentation) and have completed project-specific Complete Streets Checklists (including documentation);
- Identification of the Single-Point of Contact assigned by the jurisdiction for all FHWA-funded projects, including OBAG 2 projects;
- Documentation of local jurisdiction compliance with MTC's Complete Streets Policy, including a list of the status of each jurisdiction, a letter from the CMA for each jurisdiction describing how the jurisdiction meets the policy requirements, and supporting documentation for each local jurisdiction (resolutions and/or circulation elements)
- Documentation of local jurisdiction compliance with MTC's Housing Element requirements, including a list of the status of each jurisdiction's Annual Housing Element Progress Report as well as any supporting documentation for each jurisdiction (progress reports and copies of submittal letter to HCD). This documentation will be required annually from CMAAs (April 30 each year) throughout the OBAG 2 programming period;
- Documentation of compliance with the State's Surplus Land Act requirements, for each applicable jurisdiction (copy of adopted resolution).
- Documentation for any projects recommended for funding that apply toward the county's minimum PDA investment target. This includes mapping of all mappable projects (projects with a physical location). For projects that are not physically located within a PDA, the CMA is required to map each project along with the associated PDA(s) and provide a policy justification for designating each project as supporting a PDA through proximate access. CMAAs must also document that this information was used when presenting its program of projects to their board and the public; and
- Self-certification that the PDA Investment and Growth Strategy has been completed and adopted by the CMA Board, or will be adopted in coordination with the RTP update. Documentation of required updates

and interim progress reports must also be submitted by the CMAs throughout the OBAG 2 period.

## **COUNTY PROGRAMS**

The categories below comprise the eligible OBAG 2 County Programs, administered by the nine county CMAs. The CMAs should ensure that the project selection process and selected projects meet all eligibility requirements throughout this document as well as in federal statutes and regulations. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

### **County CMA Program**

The base OBAG 2 County program accounts for 40% of the total funding available through OBAG 2 and is distributed to each county according to the OBAG 2 county formula after accounting for the CMA Planning minimum guarantee (see Appendices A-2 and A-3). This program includes CMA planning and outreach as well as the various projects selected through each county's competitive call for projects. Projects selected through the base county program are subject to the PDA investment minimum requirements.

#### **1. CMA Planning and Outreach**

This category provides funding to the county Congestion Management Agency (CMA) or substitute agency to support programming, monitoring and outreach activities. Such efforts include, but are not limited to: county-based planning efforts for development of the RTP/Sustainable Communities Strategy (SCS); development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects.

The minimum funding level for the CMA planning and outreach program continues OBAG 1 commitments by escalating FY 2016-17 amounts at 2% per year. In addition, counties are guaranteed that the base funding level for the CMA's planning and outreach program will not exceed 50% of the county's total OBAG 2 County Program distribution. Actual CMA planning and outreach amounts for each county, are shown in Appendix A-3.

At their discretion, the CMAs may choose to designate additional funding from their County Program to augment their planning and outreach efforts.

All funding and activities will be administered through an interagency agreement between MTC and the respective CMA.

#### **2. Local Streets and Roads Preservation**

This category is for the preservation of local streets and roads on the federal-aid system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction



must have a certified Pavement Management Program (StreetSaver® or equivalent). In addition, selected pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. This requirement ensures that streets selected for investment are cost effective. MTC is responsible for verifying the certification status of jurisdictions. The current certification status of area jurisdictions can be found at <http://www.mtc.ca.gov/services/pmp/>.

Furthermore, to support the collection and analysis of local roads asset conditions for comprehensive regional planning efforts and statewide funding advocacy, a jurisdiction must fully participate in the statewide local streets and road needs assessment survey to be eligible for OBAG 2 funding for pavement rehabilitation.

Eligibility requirements for specific project types are included below:

► Pavement Rehabilitation:

All pavement rehabilitation projects, including projects with pavement segments with a Pavement Condition Index (PCI) below 70, must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

► Preventive Maintenance:

Only projects where pavement segments have a PCI of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's PMP must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

► Non-Pavement:

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements and features that bring the facility to current standards. Jurisdictions must have a certified PMP to be eligible to receive funding for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to current standards or implementing complete streets elements) and any pavement application not recommended by the PMP unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(6) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road (residential) or lower. Project sponsors must

confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

### **3. Bicycle and Pedestrian Improvements**

This category funds a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities; cycle tracks; bicycle education, outreach, sharing and parking; sidewalks, ramps, pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation. Bicycle and pedestrian projects may be located on or off the federal-aid highway system.

Additional eligibility requirements will apply to bicycle and pedestrian projects that are funded with CMAQ funds rather than STP funds, given the more limited scope of the CMAQ funding program. According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and should reduce vehicle trips resulting in air pollution reductions. Also, the hours of operation need to be reasonable and support bicycle/pedestrian needs, particularly during commute periods. For example, the policy that a trail be closed to users before sunrise or after sunset may limit users from using the facility during the portions of peak commute hours, particularly during times of the year with shorter days.

### **4. Transportation for Livable Communities**

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors; enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Transit station improvements such as plazas, station access, pocket parks, and bicycle parking.
- Transit expansions serving PDAs.
- Complete Streets improvements that improve bicycle and pedestrian access and encourage use of alternative modes.
- Cost-effective, technology-driven active operational management strategies for local arterials and for highways when used to augment other fund sources or match challenge grants.
- Transportation Demand Management (TDM) projects including car sharing, vanpooling traveler coordination and information, and Clipper®-related projects.
- Transit access projects connecting high density housing/jobs/mixed land use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit, such as bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street

- lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, garbage and recycling bins.
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities for customers; the development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies and passengers. Selected project sponsors may need to transfer the STP/CMAQ funds received to FTA.
  - PDA planning and implementation, including projects that incentivize local PDA transit oriented development housing (within funding eligibility limitations unless exchanged).
  - Density incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations).

Activities that are not eligible for funding include: air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

### **Additional County Programs**

In addition to the base County CMA Program, OBAG 2 directs additional funds to the CMAs to distribute to eligible project types. These programs are the Safe Routes to School (SRTS) program, the Federal Aid Secondary Shares Continuation (FAS) program, and for the North Bay Counties, the Priority Conservation Area (PCA) program.

#### **1. Safe Routes to School**

Eligible projects for the Safe Routes to School (SRTS) program include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that this program is funded exclusively by the CMAQ funding program. Given the intent of the CMAQ program to reduce vehicular emissions, the OBAG 2 SRTS program is targeted towards air quality improvement rather than the health or safety of school-aged children. Despite this limitation, project eligibility under CMAQ largely overlaps with typical eligibility requirements for Safe Routes to School programs. Detailed examples of eligible projects are provided below:

Eligible Non-Infrastructure ProjectsPublic Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely
- Non-construction outreach related to safe bicycle use
- Travel Demand Management (TDM) activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Eligible Infrastructure Projects

- Constructing bicycle and pedestrian facilities (paths, sidewalks, bike racks, support facilities, etc.), that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- New construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds

- Walking audits and other planning activities (Upon the CMA's request and availability of funds, STP funds will be provided for these purposes)
- Crossing guards, vehicle speed feedback devices, and traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceed a nominal cost

Within the SRTS program, funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2013-14 (see Appendix A-5). SRTS funding distributed to CMAs based on enrollment is not subject to the PDA minimum investment requirements. However, if a CMA chooses to augment the SRTS program with additional funding from their base OBAG 2 County CMA program, this additional funding is subject to the PDA minimum investment requirements.

Before programming projects into the TIP, the CMAs shall provide the SRTS projects, recommended county program scope, budget, schedule, agency roles, and federal funding recipient(s).

In programming the funds in the TIP, project sponsors may consider using non-federal funds to fund SRTS activities ineligible for federal funding. In such instances, the sponsor is allowed to use toll credits for the federal project, conditioned upon a minimum of 11.47% in non-federal funds being dedicated for SRTS activities. Separate accounting of a federalized project and a non-federalized project to fund a single program can be challenging, so care should be taken when using this option.

CMAs with an established SRTS program may choose to program local funds for SRTS projects in lieu of OBAG 2 funds and use the OBAG 2 funding for other eligible OBAG 2 projects. In such instances the local SRTS project(s) must be identified at the time the CMA submits the county OBAG 2 program to MTC and subsequently programmed in the federal TIP.

## **2. Federal Aid Secondary (FAS) Shares**

The Federal Aid Secondary (FAS) program, which directed funding to rural roads, was eliminated in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA).

However, California statutes provide for the continuation of minimum funding levels to counties, guaranteeing their prior FAS shares for rural county roads.

The county CMAs are required to ensure the counties receive their guaranteed annual funding through the CMA-managed OBAG county program. The county of San Francisco has no rural roads, and therefore does not receive FAS funding. In addition, the counties of Marin, Napa, and San Mateo may exchange their annual guaranteed FAS funding with state funding from Caltrans, as permitted by state statute. Caltrans takes these federal funds “off the top” before distributing regional STP funds to MTC. The CMAs for these three counties are not required to provide FAS guaranteed funding to these three counties for years in which these counties request such an exchange, as the statutory requirement is met through this exchange with Caltrans.

Counties may access their FAS funding at any time within the OBAG 2 period for any project eligible for STP funding. Guaranteed minimum FAS funding amounts are determined by California’s Federal-Aid Secondary Highways Act (California Code § 2200-2214) and are listed in Appendix A-4. This FAS funding is not subject to the minimum PDA investment requirement. Any additional funding provided by the CMAs to the counties from the OBAG 2 county base formula distribution is subject to the minimum PDA investment requirements.

## **3. Priority Conservation Area (PCA)**

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands and open space. Generally, eligible projects include PCA planning activities, bicycle and pedestrian access to open space and parklands, visual enhancements and habitat/environmental enhancements.

Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands amidst a growing population across the Bay Area, for residents and businesses.

Land acquisition for preservation purposes is not federally eligible, but may be facilitated through CMA-initiated funding exchanges.

The PCA funding program includes one approach for the North Bay program (Marin, Napa, Solano, and Sonoma) and a second for the remaining five counties. In the North Bay, each CMA will receive dedicated funding, lead a county-wide program building on PCA planning conducted to date, and select projects for funding. For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. Appendix A-9 outlines the framework for this program including goals, project screening eligibility, eligible sponsors, and project selection.

Any CMA may use additional funding from its base OBAG 2 County Program to expand its dedicated PCA program (North Bay counties), augment grants received from the regionally competitive PCA program (remaining counties), or develop its own county PCA program (all counties).

The PCA program requires a 2:1 minimum non-federal match.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

## Appendix A-1

## OBAG 2

## Program Categories

FY 2017-18 through FY 2019-22

July 27, 2016

## Program Categories

Regional Program		OBAG 1		OBAG 2	
		Regional Distribution		% Share	Amount
Regional Categories		\$499.3		476.5	
1	Regional Planning Activities	2%	\$8.5	2%	9.6
2	Pavement Management Program	2%	\$9.1	2%	9.3
3	Regional PDA Planning & Implementation	4%	\$20.0	5%	20.0
4	Climate Initiatives	4%	\$22.3	5%	23.0
5	Priority Conservation Area	2%	\$9.5	4%	16.4
6	Regional Active Operational Management	37%	\$183.5	39%	179.0
7	Transit Capital Priorities	40%	\$201.4	43%	189.3
		\$454.3		Regional Program Total: 52% 446.5	

Local Categories					
8	Local PDA Planning (within county program for OBAG 2)	4%	\$20.0		
	Safe Routes To School (Moved to county program for OBAG 2)	5%	\$25.0		
	Federal-Aid Secondary - FAS (within county program for OBAG 2)	-	-		
	Local Housing Production Incentive	-	-		
		9% \$45.0		Local Program Total: 3% 30.0	

County Program			OBAG 1				OBAG 2					
			Base Formula STP/CMAQ/TE *		Final Distribution Including SRTS & PDA		Base Formula **		SRTS ***	FAS ***	Final Adjusted Distribution Including SRTS & FAS ****	
Counties												
1	Alameda	21.2%	19.6%	\$64.1	19.7%	\$73.4	20.0%	\$69.7	\$5.3	\$1.8	19.9%	\$76.7
2	Contra Costa	14.6%	14.1%	\$46.0	14.2%	\$52.9	14.6%	\$50.8	\$4.1	\$1.3	14.6%	\$56.1
3	Marin	3.4%	3.3%	\$10.7	3.3%	\$12.3	2.6%	\$9.2	\$0.9	\$0.8	2.8%	\$10.9
4	Napa	1.9%	2.3%	\$7.4	2.3%	\$8.7	1.6%	\$5.5	\$0.5	\$1.2	2.2%	\$8.2
5	San Francisco	11.3%	12.0%	\$39.3	11.7%	\$43.5	13.4%	\$46.5	\$1.8	\$0.0	12.4%	\$48.2
6	San Mateo	10.0%	8.3%	\$27.2	8.4%	\$31.2	8.4%	\$29.3	\$2.4	\$0.9	8.4%	\$32.5
7	Santa Clara	25.2%	27.3%	\$89.3	27.2%	\$101.4	27.5%	\$95.8	\$6.9	\$1.7	26.9%	\$104.1
8	Solano	5.7%	6.0%	\$19.5	5.9%	\$22.1	5.2%	\$18.3	\$1.5	\$1.5	5.5%	\$21.2
9	Sonoma	6.6%	7.3%	\$23.8	7.2%	\$26.9	6.6%	\$22.9	\$1.7	\$3.3	7.2%	\$27.7
Total:			\$327.4		\$372.4		\$348.0		\$25.0	\$12.5	45%	\$385.5

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OBAG Total:		OBAG 1:	\$827	OBAG 2:	\$862
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\* OBAG 1: In OBAG 1, the county CMAs received \$327 M with \$18 M in RTIP-TE and \$309 M in STP/CMAQ. RTIP-TE funding is no longer part of OBAG 2

\*\* Base: Unadjusted raw county base formula amount

\*\*\* SRTS: SRTS moved to County Program and distributed based on FY 2013-14 K-12 school enrollment

\*\*\* FAS: Federal-Aid Secondary (FAS) distributed based by statutory requirements. San Francisco has no rural roads and therefore is not subject to State Statute requirements

\*\*\*\* OBAG2: Final county distribution rounded to nearest \$1,000 and includes SRTS &amp; FAS and adjusted so a county CMA's base planning is no more than 50% of total



## Appendix A-2

### OBAG 2 County Fund Distribution FY 2017-18 through FY 2021-22 July 27, 2016

#### OBAG 2 - County Funding Formula Distribution

County	Total County Distribution *	OBAG 2 Adjusted Base **	PDA Percentage	PDA/Anywhere Split	PDA	Anywhere
Alameda	\$76,655,000	\$69,728,000	70%	70/30	\$48,810,000	\$27,845,000
Contra Costa	\$56,136,000	\$50,846,000	70%	70/30	\$35,592,000	\$20,544,000
Marin	\$10,870,000	\$9,194,000	50%	50/50	\$4,597,000	\$6,273,000
Napa	\$8,150,000	\$5,501,000	50%	50/50	\$2,751,000	\$5,399,000
San Francisco	\$48,183,000	\$46,514,000	70%	70/30	\$32,560,000	\$15,623,000
San Mateo	\$32,545,000	\$29,339,000	70%	70/30	\$20,537,000	\$12,008,000
Santa Clara	\$104,073,000	\$95,758,000	70%	70/30	\$67,031,000	\$37,042,000
Solano	\$21,177,000	\$18,253,000	50%	50/50	\$9,127,000	\$12,050,000
Sonoma	\$27,723,000	\$22,867,000	50%	50/50	\$11,434,000	\$16,289,000
<b>Total:</b>	<b>\$385,512,000</b>	<b>\$348,000,000</b>			<b>\$232,439,000</b>	<b>\$153,073,000</b>

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\* Total county distribution including SRTS, FAS and planning adjustment

\*\* OBAG 2 adjusted base county amount subject to PDA investment - does not include SRTS, FAS or PCA. Rounded to thousands and adjusted to ensure a county's base planning activity is no more than 50% of the total distribution

## Appendix A-3

### OBAG 2 Planning & Outreach FY 2017-18 through FY 2021-22 November 18, 2015

#### OBAG 2 - County CMA Planning

County	Agency	2.0%	OBAG 2 County CMA Planning - Base *					Total
		2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	
Alameda	ACTC	\$1,034,000	\$1,055,000	\$1,076,000	\$1,097,000	\$1,119,000	\$1,142,000	\$5,489,000
Contra Costa	CCTA	\$818,000	\$834,000	\$851,000	\$868,000	\$885,000	\$904,000	\$4,342,000
Marin	TAM	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Napa	NCTPA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
San Francisco	SFCTA	\$753,000	\$768,000	\$783,000	\$799,000	\$815,000	\$832,000	\$3,997,000
San Mateo	SMCCAG	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Santa Clara	VTA	\$1,145,000	\$1,168,000	\$1,191,000	\$1,215,000	\$1,239,000	\$1,265,000	\$6,078,000
Solano	STA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
Sonoma	SCTA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000
County CMAs Total:		\$7,350,000	\$7,495,000	\$7,646,000	\$7,799,000	\$7,953,000	\$8,123,000	\$39,016,000

#### OBAG 2 - Regional Planning

	2.0%	OBAG 2 Regional Agency Planning - Base *					Total
	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	
Regional Planning Total:	\$1,800,000	\$1,835,000	\$1,873,000	\$1,910,000	\$1,948,000	\$1,989,000	\$9,555,000

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\* 2% escalation from FY 2016-17 Planning Base

**\$48,571,000**

## Appendix A-4

### OBAG 2 Federal-Aid Secondary FY 2017-18 through FY 2021-22 November 18, 2015

#### OBAG 2 - Federal-Aid Secondary (FAS)

County	FAS Regional Percentage	Annual FAS Funding *	5-Year FAS Funding	Total OBAG 2 Rounded
Alameda	14.2%	\$355,761	\$1,778,805	<b>\$1,779,000</b>
Contra Costa	10.7%	\$268,441	\$1,342,205	<b>\$1,343,000</b>
Marin	6.7%	\$167,509	\$837,545	<b>\$838,000</b>
Napa	9.5%	\$237,648	\$1,188,240	<b>\$1,189,000</b>
San Francisco **	0.0%	\$0	\$0	<b>\$0</b>
San Mateo	7.1%	\$178,268	\$891,340	<b>\$892,000</b>
Santa Clara	13.6%	\$340,149	\$1,700,745	<b>\$1,701,000</b>
Solano	12.0%	\$301,159	\$1,505,795	<b>\$1,506,000</b>
Sonoma	26.1%	\$652,790	\$3,263,950	<b>\$3,264,000</b>
<b>Total:</b>	<b>100.0%</b>	<b>\$2,501,725</b>	<b>\$12,508,625</b>	<b>\$12,512,000</b>

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\* As provided by Caltrans per State Statute

\*\* San Francisco has no rural roads

## Appendix A-5

### OBAG 2 Safe Routes to School County FY 2017-18 through FY 2021-22 November 18, 2015

#### OBAG 2 - Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	FY 2013-14 Percentage	Total OBAG 2 Rounded
Alameda	222,681	24,036	246,717	21.4%	\$5,340,000
Contra Costa	173,020	15,825	188,845	16.4%	\$4,088,000
Marin	32,793	7,104	39,897	3.5%	\$864,000
Napa	20,868	2,913	23,781	2.1%	\$515,000
San Francisco	58,394	24,657	83,051	7.2%	\$1,797,000
San Mateo	94,667	15,927	110,594	9.6%	\$2,394,000
Santa Clara	276,175	41,577	317,752	27.5%	\$6,878,000
Solano	63,825	4,051	67,876	5.9%	\$1,469,000
Sonoma	70,932	5,504	76,436	6.6%	\$1,655,000
<b>Total:</b>	<b>1,013,355</b>	<b>141,594</b>	<b>1,154,949</b>	<b>100%</b>	<b>\$25,000,000</b>

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\* From California Department of Education for FY 2013-14

## Appendix A-6

### OBAG 2 Priority Conservation Area FY 2017-18 through FY 2021-22 November 18, 2015

#### OBAG 2 - Priority Conservation Area (PCA)

PCA Program	Total OBAG 2
<b>Northbay Program</b>	
Marin	\$2,050,000
Napa	\$2,050,000
Solano	\$2,050,000
Sonoma	\$2,050,000
Subtotal:	\$8,200,000
<b>Remaining Counties Competitive Program</b>	
Subtotal:	\$8,200,000
<b>Total</b>	
Total:	\$16,400,000

## Appendix A-7: OBAG 2 – CMA One Bay Area Grant County Program Outreach

The Metropolitan Transportation Commission (MTC) delegates authority for the county program project selection to the nine Bay Area Congestion Management Agencies (CMAs). The existing relationships the CMAs have with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties make them best suited for this role. As one of the requirements for distributing federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process during development of the PDA Investment and Growth Strategy and the solicitation and project selection for the OBAG 2 program. CMAs also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the Transportation Improvement Program (TIP).

To comply with federal regulations, the CMAs must conduct a transparent process for the Call for Projects, and include the following activities:

### 1. Public Involvement and Outreach

#### ***Conduct countywide outreach to stakeholders and the public to solicit project ideas.***

CMAs are expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>. CMAs are expected at a minimum to:

- Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process;
- Explain the local call for projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
- Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit;
- Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at <http://mtc.ca.gov/about-mtc/public-participation/get-language-assistance>;
- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting; and
- Hold public meetings in central locations that are accessible for people with disabilities and by public transit.

**Document the outreach effort undertaken for the local call for projects.** CMAs are to provide MTC with a:

- Description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG 2 funding.

## 2. Agency Coordination

- **Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG 2 Program.** CMAs will assist with agency coordination by:
  - Communicating this call for projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders.
  - Documenting the steps taken to engage the above-listed organizations.

## 3. Title VI Responsibilities

- **Ensure the public involvement process provides underserved communities access to the project submittal process in compliance with Title VI of the Civil Rights Act of 1964.**
  - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding.
  - Remove barriers for persons with limited-English proficiency to have access to the project submittal process.
  - Document the steps taken to engage underserved communities.
  - For Title VI outreach strategies, please refer to MTC's Public Participation Plan found at: <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.
  - Additional resources are available at:
    - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
    - ii. [http://www.dot.ca.gov/hq/LocalPrograms/DBE\\_CRLC.html#TitleVI](http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI)
    - iii. [http://www.mtc.ca.gov/get\\_involved/rights/index.htm](http://www.mtc.ca.gov/get_involved/rights/index.htm)



## **Appendix A-8: PDA Investment & Growth Strategy**

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG 2 funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require a range of different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. From time to time, MTC shall consult with the CMAs to evaluate progress on the PDA Investment and Growth Strategy. This consultation may result in specific work elements shifting among MTC, ABAG and the CMAs. Significant modifications to the scope of activities may be formalized through future revisions to this resolution. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

### **(1) Engaging Regional/Local Agencies**

- Develop or continue a process to regularly engage local planners and public works staff. Understand the needs of both groups and share information with MTC and ABAG.
- Encourage community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7).
- The CMA governing boards must adopt the final Investment & Growth Strategy.
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans. Look for opportunities to support planning processes with technical or financial assistance.

### **(2) Planning Objectives – to Inform Project Priorities**

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify transportation infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.

The second round of PDA Investment & Growth Strategies will assess local jurisdiction success approving sufficient housing at all income levels. They will also, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals<sup>1</sup>. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently has few moderate- or low-income households, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization.

<sup>1</sup> Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

MTC and ABAG staff will distribute a technical memo to guide this task by October 1, 2016, including data to identify jurisdictions' challenges (e.g. RHNA performance and current affordability) and a listing of the Bay Area's best housing policies that are intended to address a range of housing challenges. This section should identify planning costs needed to address policy changes and other barriers to creating or maintaining affordability.

### **(3) Establishing Local Funding Priorities**

Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, services, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

- **Projects located in high impact project areas.** Favorably consider projects in high impact areas, defined as:
  - a. PDAs taking on significant housing growth in the SCS (total number of units), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units,
  - b. Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and TDM programs,
  - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC as defined by MTC or as defined by CMAs or Community Based Transportation Plans.
- **PDAs with affordable housing preservation, creation strategies** and community stabilization policies – favorably consider projects in jurisdictions with affordable housing preservation, creation strategies and community stabilization policies.
- **Projects that protect public health during construction and operation** – Favorably consider projects that implement the Best Practices in the Air District's Planning Healthy Places, or projects located in jurisdictions that have demonstrated a commitment to adopt, as policies and/or enforceable ordinances, best practices to reduce emissions of and exposure to local air pollution.<sup>2</sup>
- **PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants as identified in the Air District's Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure** – Favorably consider projects in these areas where local jurisdictions employ best management practices to mitigate PM and toxic air contaminants exposure.

<sup>2</sup> Guidance and maps have been developed in partnership with BAAQMD, CMAs, ABAG, and city staff, please see: <http://www.baaqmd.gov/plans-and-climate/planning-healthy-places>.

**Process/Timeline**

CMAAs will develop a new PDA Investment & Growth Strategy every four years, consistent with the update of the Regional Transportation Plan/Sustainable Communities Strategy. The Investment & Growth Strategy must be adopted by the CMA Board (new for OBAG 2). CMAAs will provide a status report update every two years.

## APPENDIX A-9: Priority Conservation Area (PCA) Program

### **Program Goals and Eligible Projects**

The goal of the Priority Conservation Area (PCA) Program is to support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands and open space in the Bay Area, for residents and businesses. These values include globally unique ecosystems, productive agricultural lands, recreational opportunities, urban greening, healthy fisheries, and climate protection (mitigation and adaptation), among others.

The PCA Program should also be linked to SB 375 goals which direct MPOs to prepare sustainable community strategies which consider resource areas and farmland in the region as defined in Section 65080.01. One purpose of the PCA program is to reinforce efforts to target growth in existing neighborhoods (PDAs), rather than allowing growth to occur in an unplanned "project-by-project" approach.

The PCA program is split into two elements:

1. North Bay Program (\$8 million)
2. Peninsula, Southern and Eastern Counties Program (\$8 million)

The North Bay program framework is to be developed by the four North Bay county Congestion Management Agencies (CMAs), building on their PCA planning and priorities carried out to date. Project eligibility is limited by the eligibility of federal surface transportation funding; unless the CMA can exchange these funds or leverage new fund sources for their programs.

The Peninsula, Southern and Eastern Counties Program will be administered by the Coastal Conservancy\* in partnership with MTC based on the proposal provided below. The table below outlines screening criteria, eligible applicants, and the proposed project selection and programming process for the Peninsula, Southern and Eastern Counties.

<b>Funding Amount</b>	<ul style="list-style-type: none"> <li>\$8 million</li> </ul>
<b>Screening Criteria</b>	<ul style="list-style-type: none"> <li><b>PCA Designation:</b> Eligible projects must be within a designated PCA. The list of adopted PCAs can be found at: <a href="http://abag.ca.gov/priority/conservation/">http://abag.ca.gov/priority/conservation/</a>.</li> <li><b>Regionally Significant:</b> Indicators of regional significance include a project's contribution to goals stated in regional habitat, agricultural or open space plans (i.e. <i>San Francisco Bay Area Upland Habitat Goals Project Report</i> at <a href="http://www.bayarealands.org/reports/">http://www.bayarealands.org/reports/</a>), countywide Plans or ABAG's PCA designations. Applicants should describe who will benefit from the project and the regional (greater-than-local) need it serves.</li> <li><b>Open Space Protection In Place:</b> Linkages to or location in a Greenbelt area that is policy protected from development. Land acquisition or easement projects would be permitted in an area without open space policy protections in place.</li> <li><b>Non-Federal Local Match:</b> 2:1 minimum match</li> </ul>

	<ul style="list-style-type: none"> <li>• <b>Meets Program Goals:</b> Projects that meet one of the following program goals (subject to funding eligibility—see below): <ul style="list-style-type: none"> <li>○ Protects or enhances “resource areas” or habitats as defined in California Government Code § 65080.01(a).</li> <li>○ Provides or enhances bicycle and pedestrian access to open space / parkland resources. Notable examples are the Bay and Ridge Trail Systems.</li> <li>○ Supports the agricultural economy of the region.</li> <li>○ Includes existing and potential urban green spaces that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.</li> </ul> </li> </ul>
<b>Eligible Applicants</b>	<ul style="list-style-type: none"> <li>• Local governments (cities, counties, towns), county congestion management agencies, tribes, water/utility districts, resource conservation districts, park and/or open space districts, land trusts and other land/resource protection nonprofit organizations in the nine-county San Francisco Bay Area are invited to nominate projects. Applicants are strongly encouraged to collaborate and partner with other entities on the nomination of projects, and partnerships that leverage additional funding will be given higher priority in the grant award process. <b>Partnerships are necessary with cities, counties, or CMAs in order to access federal funds. Federally-funded projects must have an implementing agency that is able to receive a federal-aid grant (master agreement with Caltrans).</b></li> </ul>
<b>Emphasis Areas / Eligible Projects</b>	<p><b>Eligible Projects</b></p> <ol style="list-style-type: none"> <li>1. <b>Planning Activities</b></li> <li>2. <b>Pedestrian and Bicycle Facilities/ Infrastructure:</b> On-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting and other safety related infrastructure, and ADA compliance, conversion and use of abandoned rail corridors for pedestrians and bicyclists.</li> <li>3. <b>Visual Enhancements:</b> Construction of turnouts, overlooks and viewing areas.</li> <li>4. <b>Habitat / Environmental Enhancements:</b> Vegetation management practices in transportation rights-of-way, reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats, mitigation of transportation project environmental impacts funded through the federal-aid surface transportation program.</li> <li>5. <b>Protection (Land Acquisition or Easement) or Enhancement of Natural Resources, Open Space or Agricultural Lands:</b> Parks and</li> </ol>

	<p>open space, staging areas or environmental facilities; or natural resources, such as listed species, identified priority habitat, wildlife corridors, wildlife corridors watersheds, or agricultural soils of importance.</p> <p>6. <b>Urban Greening:</b> Existing and potential green spaces in cities that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.</p> <p><b>Note:</b> MTC encourages PCA project applicants to partner with other agencies and programs to leverage other funds in order to maximize benefits. As such, PCA funded projects may become eligible to deliver net environmental benefits to a future Regional Advance Mitigation Planning (RAMP) program project, above any required mitigation requirements. Note that such projects may need to rely on funding exchanges with eligible non-federal funds because most land acquisition and habitat restoration projects that are not mitigation for transportation projects are not eligible for federal transportation funds. Any such funding exchange must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).</p>
<b>Project Selection</b>	<p><b>Coastal Conservancy Partnership Program:</b></p> <p>MTC will provide \$8 million of federal transportation funds which will be combined with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for projects. This approach would harness the expertise of the Coastal Conservancy, expand the pool of eligible projects, and leverage additional resources through the Coastal Conservancy.</p>

\*The Coastal Conservancy is a state agency and the primary public land conservation funding source in the Bay Area, providing funding for many different types of land conservation projects. For more information see <http://scc.ca.gov/>.

**APPENDIX A-10: Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution No. 4202**

**One Bay Area Grant (OBAG 2) Checklist for CMA Compliance with MTC Resolution No. 4202**

Federal Program Covering FY 2017-18 through FY 2021-22

The intent of this checklist is to delineate the requirements included in the OBAG 2 Grant Program (Resolution No. 4202), as adopted by MTC on November 18, 2015. This checklist must be completed by Congestion Management Agencies (CMAs) and submitted to MTC to certify compliance with the OBAG 2 requirements. MTC will not take action to program projects recommended by a CMA until a checklist demonstrating compliance has been submitted to MTC.

**CMA Call for Projects Guidance: Appendix A-7**

<b>1. Public Involvement and Outreach, Agency Coordination, and Title VI</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the CMA conducted countywide outreach to stakeholders and the public to solicit project ideas consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA performed agency coordination consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA fulfilled its Title VI responsibilities consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Has the CMA documented the efforts undertaken for Items 1a-1c, above, and submitted these materials to MTC as an attachment to this Checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**PDA Investment and Growth Strategy: Appendix A-8**

<b>2. Engage with Regional and Local Jurisdictions</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the CMA developed a process to regularly engage local planners and public works staff in developing a PDA Investment and Growth Strategy that supports and encourages development in the county's PDAs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA encouraged community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If "NO" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.



c.	Has the CMA governing board adopted the final Investment and Growth Strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Has the CMA's staff or consultant designee participated in TAC meetings established through the local jurisdiction's planning processes funded through the regional PDA planning program?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Has the CMA worked with MTC and ABAG staff to confirm that regional policies are addressed in PDA plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>3.</b>	<b>Planning Objectives to Inform Project Priorities</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a.	Has the CMA kept itself apprised of ongoing transportation and land-use planning efforts throughout the county?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Has the CMA encouraged local agencies to quantify transportation infrastructure needs and costs as part of their planning processes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Has the CMA encouraged and supported local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA?			
1.	Has the CMA received and reviewed information submitted to the CMA by ABAG on the progress that local jurisdictions have made in implementing their housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	In all updates of its PDA Investment & Growth Strategy, has the CMA assessed local jurisdiction efforts in approving sufficient housing for all income levels through the RHNA process and, where appropriate, assisted local jurisdictions in implementing local policy changes to facilitate achieving these goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Using guidance issued by MTC, has the Investment & Growth Strategy fully addressed items in C1 and C2, above?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If "NO" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

4. Establishing Local Funding Priorities	YES	NO	N/A
a. Has the CMA developed funding guidelines for evaluating OBAG 2 projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity and that emphasize the following factors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. Projects located in high impact project areas – favorably consider projects in high impact areas, defined as:			
a) PDAs taking on significant housing growth (total number of units) in the Sustainable Communities Strategy (SCS), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units;			
b) Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and Travel Demand Management (TDM) programs;			
c) Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.).			
2. Projects located in Communities of Concern (COC) as defined by MTC:			
a) CMAs may also include additional COCs beyond those defined by MTC, such as those defined by the CMAs according to local priorities or Community Based Transportation Plans.			

3. PDAs with affordable housing preservation, creation strategies and community stabilization policies.
4. Specific scoring methodology for funding allocations to projects in PDAs or TPAs that rewards jurisdictions with the most effective housing anti-displacement policies.
5. Projects that implement the Best Practices identified in the Air District’s Planning Healthy Places guidelines, or projects located in jurisdictions that have demonstrated a commitment to adopt, as policies and/or enforceable ordinances, best practices to reduce emissions of and exposure to local air pollution. <sup>1</sup>
6. PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants, as identified in the Air District’s Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure.

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b. Has the CMA submitted the documentation for item 4a to MTC as part of this Checklist?

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c. Has the CMA provided a status report on their PDA Investment & Growth Strategy (required two years after the adoption of a PDA Investment and Growth Strategy)? ☐ ☐ ☐

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d. Has the CMA committed to developing a new PDA Investment & Growth Strategy by May 1, 2017 (new PDA required every four years), consistent with the update of the RTP/SCS? ☐ ☐ ☐

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<sup>1</sup> Guidance and maps have been developed in partnership with BAAQMD, CMAs, ABAG, and city staff, please see: <http://www.baaqmd.gov/plans-and-climate/planning-healthy-places>.

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If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met. Page 4

## PDA Policies

5. PDA Minimum Investment Targets	YES	NO	N/A
a. Has the CMA met its minimum PDA investment target (70% for Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara and 50% for Marin, Napa, Sonoma, and Solano)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA defined the term “proximate access,” for projects located outside of a PDA that should be counted towards the county’s minimum PDA investment target?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA designated and mapped projects recommended for funding that are not geographically within a PDA but provide “proximate access” to a PDA, along with policy justifications for those determinations, and presented this information for public review when the CMA board acts on OBAG 2 programming decisions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Has the CMA submitted the documentation from items 5a-c, above, to MTC as part of this Checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Project Selection Policies

6. Project Selection	YES	NO	N/A
a. Has the CMA documented and submitted the approach used to select OBAG 2 projects including outreach, coordination, and Title VI compliance?	(See 1 & 2)		
b. Has the CMA issued a unified call for projects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA submitted a board adopted list of projects to MTC by July 31, 2017?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Does the CMA acknowledge that all selected projects must be submitted into MTC’s Fund Management System (FMS) along with a Resolution of Local Support no later than August 31, 2017?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If “NO” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

- e. Does the CMA affirm that the projects recommended for funding meet the following requirements? ☐ ☐ ☐
1. Are consistent with the current Regional Transportation Plan (Plan Bay Area);
  2. Have completed project-specific Complete Streets Checklists;
- 
- f. Does the CMA acknowledge the that OBAG 2 funding is subject to MTC's Regional Project Delivery Policy (Resolution No. 3606, or successor resolution) in addition to the following OBAG 2 deadlines? ☐ ☐ ☐
1. Half of the CMA's OBAG 2 funds, must be obligated by January 31, 2020; and
  2. All remaining OBAG 2 funds must be obligated by January 31, 2023.

## Performance and Accountability Policies

7. Ensuring Local Compliance	YES	NO	N/A
a. Has the CMA received confirmation that local jurisdictions have met the Performance and Accountability Policies requirements related to Complete Streets, local Housing Elements, surplus lands (general law cities and counties only unless and until a final court decision is rendered that charter cities are subject to the provisions of the State Surplus Land Act), local streets and roads, and transit agency project locations as set forth in pages 18-21 of MTC Resolution 4202? <i>Note: CMAs can use the Local Jurisdiction OBAG 2 Requirement Checklist to help fulfill this requirement.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA affirmed to MTC that a jurisdiction is in compliance with the requirements of MTC Resolution 4202 prior to programming OBAG 2 funds to its projects in the TIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 8. Completion of Checklist

YES NO N/A

**Has the CMA completed all section of this checklist?**

☐ ☐ ☐

If the CMA has checked “NO” or “N/A” to any checklist items, please include which item and a description below as to why the requirement was not met or is considered Not Applicable:

## Attachments

- ☐ Documentation of CMA efforts for public outreach, agency coordination, and Title VI compliance (Checklist Items 1, 2).
- ☐ Documentation of CMA compliance with PDA minimum investment targets, including documentation that the information was presented to the public during the decision-making process (Checklist Item 6).

## Review and Approval of Checklist

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This checklist was prepared by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name & Title (print)

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Email

This checklist was approved for submission to MTC by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
CMA Executive Director

## One Bay Area Grant (OBAG 2) Checklist for Local Compliance with MTC Resolution No. 4202

Federal Program Covering FY 2017-18 through FY 2021-22

The intent of this checklist is to delineate the requirements for local jurisdictions included in the OBAG Grant Program (Resolution No. 4202), as adopted by MTC on November 18, 2015. This checklist must be completed by local jurisdictions and submitted to the CMA to certify compliance with the OBAG 2 requirements listed in MTC Resolution No. 4202. MTC will not take action to program projects for a local jurisdiction until the CMA affirms that the jurisdiction has met all requirements included in OBAG 2.

<b>1. Compliance with the Complete Streets Act of 2008</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the jurisdiction met MTC's Complete Street Requirements for OBAG 2 prior to the CMA submitting its program to MTC through either of the following methods? <div style="margin-left: 20px;">             1. Adopting a Complete Streets resolution incorporating MTC's nine required complete streets elements; or              2. Adopting a significant revision to the General Plan Circulation Element after January 1, 2010 that complies with the California Complete Streets Act of 2008.           </div>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction submitted documentation of compliance with Item a. (copy of adopted resolution or circulation element) to the CMA as part of this Checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction submitted a Complete Streets Checklist for any project for which the jurisdiction has applied for OBAG 2 funding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>2. Housing Element Certification</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the jurisdiction's General Plan Housing Element been certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA prior to May 31, 2015? If not, has the jurisdiction's Housing Element been fully certified by HCD by June 30, 2016?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction submitted the latest Annual Housing Element Report to HCD by April 1, 2016?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If "NO" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.



- c. Does the jurisdiction acknowledge that the Annual Housing Element Report must be submitted to HCD each year through the end of the OBAG 2 program (FY22) in order to be eligible to receive funding? ☐ ☐ ☐

- d. Has the jurisdiction submitted documentation of compliance with Item 2 (copy of certified housing element or annual report, or letter of compliance from HCD) to the CMA as part of this Checklist? ☐ ☐ ☐

### 3. Surplus Land Act

- a. Has the jurisdiction met MTC's Surplus Land Requirements for OBAG 2 prior to the CMA submitting its program, through adoption of a resolution demonstrating compliance with the State's Surplus Land Act (AB 2135 amended)? Resolution requirement applies only to general law cities and counties unless and until a final court decision is rendered that charter cities must comply with the provisions of this Act. ☐ ☐ ☐

### 4. Local Streets and Roads

YES NO N/A

- a. Does the jurisdiction have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed)? ☐ ☐ ☐
- b. Does the jurisdiction fully participate in the statewide local streets and roads needs assessment survey? ☐ ☐ ☐
- c. Does the jurisdiction provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed)? ☐ ☐ ☐

### 5. Projects Sponsored by Other Agencies

YES NO N/A

- a. Does the jurisdiction acknowledge that the jurisdiction in which a project is located must comply with OBAG 2 requirements (MTC Resolution No. 4202) in order for any project funded with OBAG 2 funds to be located within the jurisdiction, even if the project is sponsored by an outside agency (such as a transit agency)? ☐ ☐ ☐

<b>6. Regional Project Delivery Requirements</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
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- |  |                          |                          |                          |
|--|--------------------------|--------------------------|--------------------------|
| a. Does the jurisdiction acknowledge that it must comply with the regional Project Delivery Policy and Guidance requirements (MTC Resolution No. 3606) in the implementation of the project, and that the jurisdiction must identify and maintain a Single Point of Contact for all projects with FHWA-administered funding? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|

<b>7. Completion of Checklist</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
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<b>Has the jurisdiction completed all sections of this checklist?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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If the jurisdiction has checked “NO” or “N/A” to any of the above questions, please provide an explanation below as to why the requirement was not met or is considered not applicable:

<b>Attachments</b>
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- ☐ Documentation of local jurisdiction’s compliance with MTC’s Complete Streets Requirements, including copy of adopted resolution or circulation element (Checklist Item 1).
- ☐ Documentation of compliance with MTC’s Housing Element Requirements, such as a copy of certified housing element or annual report, or a letter of compliance from HCD (Checklist Item 2).
- ☐ Documentation of compliance with the State’s Surplus Land Act, such as a copy of the adopted resolution (Checklist Item 3). This requirement applies only to general law cities and counties unless and until a final court decision is rendered that charter cities must comply with the provisions of this Act.

## **Review and Approval of Checklist**

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This checklist was prepared by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name & Title (print)

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Email

This checklist was approved for submission to <INSERT NAME>City/County by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
City Manager/Administrator or designee

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**July 2016**

MTC Res. No. 4202 Attachment B-1  
 Adopted: 11/18/15-C  
 Revised: 07/27/16-C

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL OBAG 2 STP/CMAQ
<b>OBAG 2 REGIONAL PROGRAMS</b>			
<b>1. REGIONAL PLANNING ACTIVITIES</b>			
Regional Planning	Regionwide	MTC	\$9,555,000
<b>1. REGIONAL PLANNING ACTIVITIES</b>		<b>TOTAL:</b>	<b>\$9,555,000</b>
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>			
Pavement Management Program	Regionwide	MTC	\$1,500,000
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>		<b>TOTAL:</b>	<b>\$9,250,000</b>
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>			
PDA Planning and Implementation	Regionwide	MTC	\$18,500,000
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC	\$1,500,000
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>		<b>TOTAL:</b>	<b>\$20,000,000</b>
<b>4. CLIMATE INITIATIVES</b>			
Climate Initiatives Program of Projects	TBD	TBD	\$22,000,000
Spare the Air Youth Program	Regionwide	MTC	\$1,000,000
<b>4. CLIMATE INITIATIVES</b>		<b>TOTAL:</b>	<b>\$23,000,000</b>
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			
AOM Implementation	Regionwide	MTC	\$22,500,000
511 Next Gen	Regionwide	MTC	\$39,000,000
Rideshare	Regionwide	MTC	\$10,000,000
Bay Bridge Forward	Regionwide	MTC	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000
Eastbay Commuter Parking	Alameda	MTC	\$1,500,000
Casual Carpool in San Francisco and along I-80	SF/Alameda	MTC	\$1,000,000
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000
Ferry Service Enhancement Pilot (pending exchange)	Various	WETA	\$2,500,000
Columbus Day Initiative (CDI)	Regionwide	MTC	
Freeway Performance	Regionwide	MTC	\$43,500,000
Arterial/Transit Performance	Regionwide	MTC	\$18,000,000
Connected Vehicles/Shared Mobility	Regionwide	MTC	\$5,000,000
Transportation Management System	Regionwide	MTC	
Field Equipment Devices O&M	Regionwide	MTC	\$19,000,000
Incident Management	Regionwide	MTC	\$13,000,000
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>		<b>TOTAL:</b>	<b>\$179,000,000</b>
<b>6. TRANSIT CAPITAL PRIORITIES</b>			
BART Car Replacement/Expansion	Various	BART	\$150,000,000
Clipper	Regionwide	MTC	\$20,000,000
<i>Unprogrammed Balance</i>			\$19,283,000
<b>6. TRANSIT CAPITAL PRIORITIES</b>		<b>TOTAL:</b>	<b>\$189,283,000</b>
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			
<i>Regional Peninsula, Southern and Eastern Counties PCA Program</i>			
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC	\$8,200,000
<i>Local Northbay PCA Program</i>			
Marin PCA Program	Marin	TAM	\$2,050,000
Napa PCA Program	Napa	NCTPA	\$2,050,000
Solano PCA Program	Solano	STA	\$2,050,000
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL:</b>	<b>\$16,400,000</b>
<b>8. LOCAL HOUSING PRODUCTION INCENTIVE</b>			
Local Housing Production Incentive	TBD	TBD	\$30,000,000
<b>8. LOCAL HOUSING PRODUCTION INCENTIVE</b>		<b>TOTAL:</b>	<b>\$30,000,000</b>
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>TOTAL:</b>	<b>\$476,488,000</b>

**Attachment B-2**  
**MTC Resolution No. 4202**  
**OBAG 2 County Programs**  
**FY 2017-18 through FY 2021-22**  
**July 27, 2016**

MTC Res. No. 4202 Attachment B-2  
 Adopted: 11/18/15-C  
 Revised: 07/27/16-C

**OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>			
<b>ALAMEDA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Alameda	ACTC	\$5,489,000
Federal Aid Secondary (FAS)	Alameda	Alameda County	\$1,779,000
Safe Routes To School (SRTS)	Alameda	ACTC/Various	\$5,340,000
TBD	Alameda	TBD	\$64,047,000
<b>ALAMEDA COUNTY TOTAL:</b>			<b>\$76,655,000</b>
<b>CONTRA COSTA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Contra Costa	CCTA	\$4,343,000
Federal Aid Secondary (FAS)	Contra Costa	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)	Contra Costa	CCTA/Various	\$4,088,000
TBD	Contra Costa	TBD	\$46,362,000
<b>CONTRA COSTA COUNTY TOTAL:</b>			<b>\$56,136,000</b>
<b>MARIN COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Marin	TAM	\$3,822,000
Federal Aid Secondary (FAS)	Marin	Marin County	\$838,000
Safe Routes To School (SRTS)	Marin	TAM/Various	\$864,000
TBD	Marin	TBD	\$5,346,000
<b>MARIN COUNTY TOTAL:</b>			<b>\$10,870,000</b>
<b>NAPA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Napa	NCTPA	\$3,822,000
Federal Aid Secondary (FAS)	Napa	Napa County	\$1,189,000
Safe Routes To School (SRTS)	Napa	NCTPA/Various	\$515,000
TBD	Napa	TBD	\$2,624,000
<b>NAPA COUNTY TOTAL:</b>			<b>\$8,150,000</b>
<b>SAN FRANCISCO COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	San Francisco	SFCTA	\$3,998,000
Safe Routes To School (SRTS)	San Francisco	SFCTA/Various	\$1,797,000
TBD	San Francisco	TBD	\$42,388,000
<b>SAN FRANCISCO COUNTY TOTAL:</b>			<b>\$48,183,000</b>
<b>SAN MATEO COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	San Mateo	CCAG	\$3,822,000
Federal Aid Secondary (FAS)	San Mateo	San Mateo County	\$892,000
Safe Routes To School (SRTS)	San Mateo	CCAG/Various	\$2,394,000
TBD	San Mateo	TBD	\$25,437,000
<b>SAN MATEO COUNTY TOTAL:</b>			<b>\$32,545,000</b>
<b>SANTA CLARA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Santa Clara	VTA	\$6,078,000
Federal Aid Secondary (FAS)	Santa Clara	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)	Santa Clara	VTA/Various	\$6,878,000
TBD	Santa Clara	TBD	\$89,416,000
<b>SANTA CLARA COUNTY TOTAL:</b>			<b>\$104,073,000</b>
<b>SOLANO COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Solano	STA	\$3,822,000
Federal Aid Secondary (FAS)	Solano	Solano County	\$1,506,000
Safe Routes To School (SRTS)	Solano	STA/Various	\$1,469,000
TBD	Solano	TBD	\$14,380,000
<b>SOLANO COUNTY TOTAL:</b>			<b>\$21,177,000</b>
<b>SONOMA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Sonoma	SCTA	\$3,822,000
Federal Aid Secondary (FAS)	Sonoma	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)	Sonoma	SCTA/Various	\$1,655,000
TBD	Sonoma	TBD	\$18,982,000
<b>SONOMA COUNTY TOTAL:</b>			<b>\$27,723,000</b>
<b>OBAG 2 COUNTY PROGRAMS TOTAL:</b>			<b>\$385,512,000</b>