



April 19, 2017
NVRTA Agenda Item 11.2
Continued From: October 2016
Action Requested: APPROVE

NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Letter

TO: NVRTA Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Planning Manager
(707) 253-5968 / Email: dschmitz@nvta.ca.gov
SUBJECT: Approval of Resolution No. 17-06 Adopting the One Bay Area Grant 2 (OBAG 2) Project List for Napa County

RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) Board approve Resolution No. 17-06 (Attachment 1) adopting the final OBAG Projects for FY 2017-18 through FY 2021-22.

COMMITTEE RECOMMENDATION

The Technical Advisory Committee (TAC) approved the OBAG 2 projects at its March 2, 2017, meeting.

EXECUTIVE SUMMARY

NVRTA released a call for projects in October 2016 with project submittals due on December 23rd. NVRTA held an OBAG 2 workshop on Thursday, November 3rd to field any questions on the application process or eligible project uses. NVRTA received 14 project submittals totaling \$27.6 million. Staff reviewed project submittals in January 2017 and presented a compiled project list at the February 2, 2017, TAC meeting. TAC members and the public had the opportunity to provide comments on preliminary funding options.

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

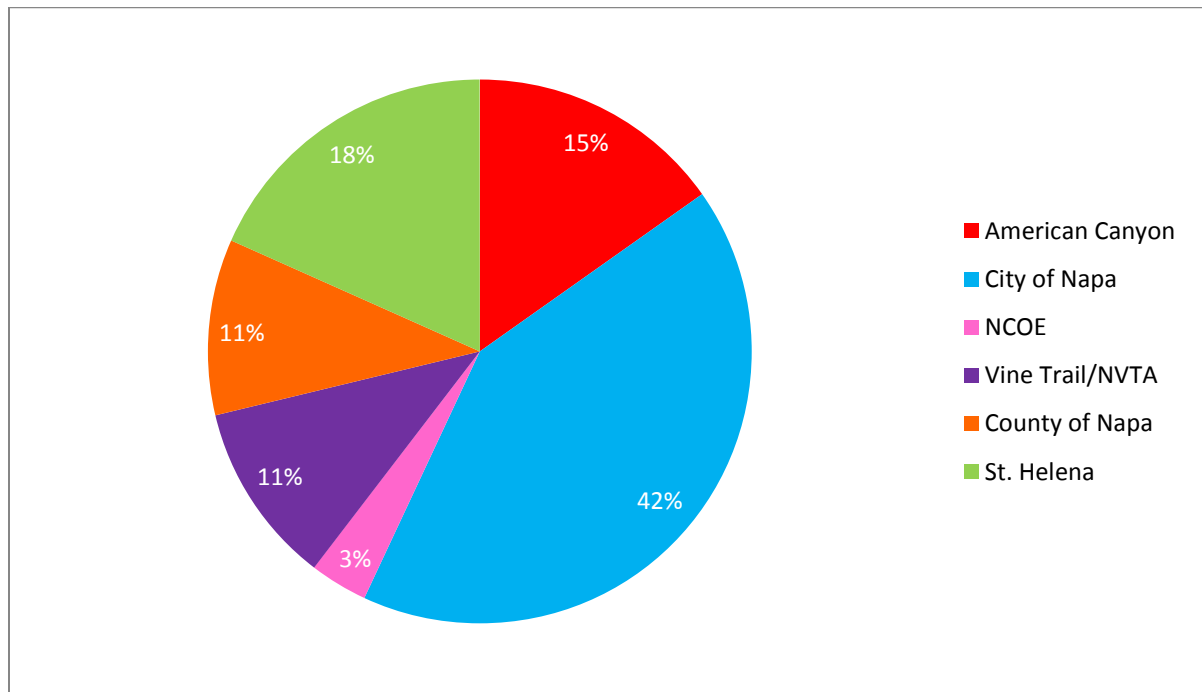
Funding for OBAG 2 Projects	
Safe Route to School (SRTS)	\$620,000
Priority Conservation Area (PCA)	\$2,050,000
Discretionary Funding	\$3,813,000
<i>PDA min. threshold</i>	\$840,000
<i>Anywhere</i>	\$2,973,000
TOTAL	\$6,483,000

The OBAG 2 funding sources are federal and require a local match of 11.47%. Local agency sponsors must also 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

NVTA received fourteen (14) OBAG 2 project submittals totaling \$27.6 million dollars. The project submittals can be found in Attachment 2 of this report. Staff reviewed the proposals and grouped them in two categories: (1) fully eligible projects and (2) projects better funded with other sources. These groupings were based on projects meeting the eligibility requirements of OBAG 2.

Staff arranged the fully eligible projects into three evaluation perspectives for consideration at the February TAC meeting. At the March TAC meeting, staff provided a staff recommended option that had gone through all the NVTA's committees. The staff recommendation further evaluated projects based on their fulfillment of the NVTA adopted scoring criteria and the OBAG 2 prioritization criteria. In Attachment 2, under the column "OBAG Priorities," a justification for selected projects is provided. Staff also created a contingency project list consisting of two projects that can be funded in the case a selected project cannot be delivered.



Priority Conservation Area Projects			
Sponsor	Project Name	OBAG \$	Total Project \$
Vine Trail/NVRTA	St. Helena to Calistoga	\$711,000	\$9,911,000
Soscol Gap Vine Trail	City of Napa	650,000	750,000
County of Napa	Silverado Trail Phase L	689,000	2,478,000
Total		\$2,050,000	

OBAG Projects			
Sponsor	Project Name	OBAG \$	Total Project \$
City of Napa	Silverado five-way	\$2,000,000	\$9,500,000
NCOE	SRTS Program	227,000	270,000
St. Helena	Main Street Pedestrian Improvements	1,206,000	1,557,000
American Canyon	Green Island Rd. rehabilitation and active transportation facilities	1,000,000	12,000,000
Total		\$4,433,000	

Contingency list			
Sponsor	Project Name	OBAG \$	Total Project \$
County of Napa	Airport Blvd. rehabilitation	\$1,606,000	\$1,824,000
Town of Yountville	Washington Park Accessibility Improvements	405,000	465,000

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote

FISCAL IMPACT

Is there a Fiscal Impact? Yes, \$6,483,000

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

Approximately every six (6) years, U.S. Congress enacts a surface transportation authorization act. On December 4, 2015, President Obama signed the latest transportation authorization 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 NVRTA planning area has two designated PDAs – Downtown Napa – Solsol 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 NVRTA 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 through a qualitative process, and has used a consistent process for projects submitted under OBAG 2. 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	
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	Update to the PDA Investment & Growth Strategy to be adopted by NVTA
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

- Attachments:
- (1) Resolution No. 17-06
 - (2) OBAG 2 Recommended Project List
 - (3) OBAG 2 Evaluation Criteria
 - (4) Project Applications <http://www.nvta.ca.gov/sites/default/files/OBAG%202%20and%20PCA%20All%20Project%20Applications.pdf>
 - (5) MTC Resolution 4202 http://www.nvta.ca.gov/sites/default/files/RES-4202_approved.pdf

RESOLUTION No. 17-06

**A RESOLUTION OF THE
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTa)
ADOPTING THE ONE BAY AREA GRANT (OBAG) 2 PROGRAM UNDER “FIXING
AMERICA’S SURFACE TRANSPORTATION ACT (FAST)”
SURFACE TRANSPORTATION ROAD MAINTENANCE FUNDING PROGRAM
FOR THE NAPA COMMUNITIES**

WHEREAS, Fixing America’s Surface Transportation Act (Pub. L. No. 114-94), signed into law by President Obama on December 4, 2015 continues the Surface Transportation Program (23 U.S.C. § 133), and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, pursuant to FAST, and the regulations promulgated thereunder, eligible project sponsors wishing to receive Surface Transportation Program (STP), and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO’s Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the MPO for the San Francisco Bay region; and

WHEREAS, MTC has requested projects for the One Bay Area Grant 2 and the Priority Conservation Area Programs to be funded with FAST monies, requiring NVTa to recommend programming to MTC for consideration; and

WHEREAS, the City of American Canyon, the City of Napa, the City of St. Helena, County of Napa, the Napa Valley Vine Trail Coalition and the Napa County Office of Education wish to submit an application to MTC for funds from the One Bay Area Grant 2 and Priority Conservation Area Programs for the following projects:

PCA Projects				
Sponsor	Project	Funding		
		Funding Request PCA	Other Funds	Project Total
City of Napa	Soscol Vine Trail Gap Closure	\$650,000	\$100,000	\$750,000
Vine Trail/NVTa	Vine Trail St. Helena to Calistoga	\$711,000	\$9,200,000	\$9,911,000
Napa County	Silverado Trail Phase L	\$689,000	\$1,789,000	\$2,478,000
TOTAL		\$2,050,000		\$13,139,00

OBAG 2 Projects				
Sponsor	Project	Funding		
		Funding Request OBAG 2	Other Funds	Project Total
City of Napa	Silverado Trail Five-Way	\$2,000,000	\$7,500,000	\$9,500,000
NCOE/NVTA	Napa County Safe Routes to School Program	\$227,000	\$42,000	\$270,000
St. Helena	Main St. Pedestrian Improvements	\$1,206,000	\$351,000	\$1,557,000
American Canyon	Green Island Rd. Reconstruction and complete streets	\$1,000,000	\$11,000,000	\$12,000,000
TOTAL		\$4,433,000		\$23,327,000

WHEREAS, The County of Napa and the Town of Yountville have projects that are recommended as contingency projects in case requirements of OBAG cannot be met by project sponsors of the recommended project list; and

Contingency List				
Sponsor	Project	Funding		
		Funding Request	Other Funds	Project Total
Napa County	Airport Boulevard Rehabilitation	\$1,606,000	\$208,000	\$1,824,000
Yountville	Washington Street Park Accessibility Improvements	\$405,000	\$60,450	\$465,000
TOTAL		\$2,011,000		\$2,289,000

WHEREAS, the City of American Canyon, the City of Napa, the City of St. Helena, the County of Napa, the Napa Valley Vine Trail Coalition, and the Napa County Office of Education are ready and able to meet all of the federal, state and regional requirements for accessing and using these funds.

NOW, THEREFORE, BE IT RESOLVED by the Napa Valley Transportation Authority that the City of American Canyon, the City of Napa, the County of Napa, the Napa Valley Vine Trail Coalition and the Napa County Office of Education are authorized to execute and file an application for funding under the One Bay Area Grant 2 and Priority Conservation Area Programs in the amounts and for the projects shown above; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

Passed and Adopted the 19th day of April, 2017.

Peter White, NVTA Chair

Ayes

Nays:

Absent:

ATTEST:

Karalyn E. Sanderlin, NVTA Board Secretary

APPROVED:

Jennifer Gore, NVTA Legal Counsel

OBAG 2 Recommended Project List

Priotiy order	Project Title	Project Sponsor	Project Description	Project Location	Complete Streets	SRTS	PDA	PCA	COC	Project Type	OBAG Request	Proposed Award	Local Match	Other Funds	Total Cost	% match	RTP	Map	Date of Request	OBAG Priorities	
PCA Projects																					
1	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	\$8,340,000	\$9,911,000	20%	✓	✓	FY CON 19/20	High performer for PCA Program; leveraging \$8.85 in other funding (\$6.1m federal)	
2	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	\$0	\$750,000	15%	✓	✓	CON 18/19	High performer for PCA Program	
3	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 existing rumble dots along the bike lane.	Silverado Trail from Hardman to Oak Knoll	✓			✓		LSR/Active Transportation	\$2,184,000	\$689,000	\$294,000	\$1,495,000	\$2,478,000	13%	✓	✓	PE 17/18; CON 19/20	lower performer for PCA program	
											\$2,834,000	\$2,050,000									
OBAG 2 Projects																					
1	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	\$2,000,000	\$2,372,000	\$5,128,000	\$9,500,000	100%	✓	✓	PE FY 17/18; ROW FY 19/20; CON FY 21/22	Prioirty project for the City; regionally significant serves multi-modal and is a SRTS project; in the PDA; has secured matching funds	
2	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 encouragement activites, bicycle rodea, community building activities, etc. promote walking school bus chaperones and regular teacher-parent engagement.	Countywide with emphasis at 5 elementary schools	✓	✓			✓	SRTS/Active Transportation	\$227,000	\$227,000	\$42,000	\$0	\$270,000	18.5%	✓	✓	FY 17/18 - 19/20	Multiple jurisdictions; high matching percentage; serves school located in COC, minimal investment high return	
3	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	\$1,206,000	\$187,000	\$164,000	\$1,557,000	14%	✓	✓	PE 18/19; CON 20/21	Regionally significant, serves a main thoroughfare; serves as a SRTS and COC project; identified in CTP as a priority project	
4	Green Island Road Reconstruction Project	American Canyon	Reahbilitate and update railroad crossings on Green Island Road between 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	\$1,000,000	\$9,000,000	\$2,000,000	\$12,000,000	300%	✓	✓	CON FY 19/20	Cannot fund additional vehicle lanes with OBAG funds but all active transportation elements are eligible; In the PDA and addresses LS&R and bike and ped in one project	
												\$4,433,000									
											\$6,897,000										
	Contingency List																				

	Airport Blvd. Pavement Rehabilitation and Complete Streets	County of Napa	SR 29/12 to the Napa County Airport; reconstruct existing 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	\$1,606,000	\$208,000	\$0	\$1,824,000	13%	✓	✓	PE 18/19; CON 20/21	Does not score as high meeting OBAG 2 evaluation criteria like serving a PDA, COC or SRTS; Can be funded with Measure T or STIP dollars
	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	\$0	\$465,000	15%	✓	✓	PE 17/18; CON 18/19	Better funded with TDA 3 or local sources, not a regional proejct and does not score as high in OBAG criteria like serving a PDA or COC.

	Project Title	Project Sponsor
1	Soscol Vine Trail Gap Closure	City of Napa
2	Silverado Trail Five-way	City of Napa
3	Napa County SRTS Program	NCOE/NVTA
4	Vine Trail St. Helena to Calistoga	Vine Trail/NVTA
5	Silverado Trail Phase L	County of Napa
6	Green Island Road Reconstruction Project	American Canyon

7	Airport Blvd. Pavement Rehabilitation and Complete Streets	County of Napa
8	St. Helena Main St. Pedestrian Improvements	St. Helena
9	Washington Park Accessibility Improvements	Yountville
10	Grayson Ave. Resurfacing and Bike/Ped Improvements	St. Helena

[illegible]

All OBAG 2 Sub

Project Description	Project Location	Complete Streets
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.	✓
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	✓
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 encouragement activities, bicycle rodea, community building activities, etc. promote walking school bus chaperones and regular teacher-parent engagement.	Countywide with emphasis at 5 elementary schools	✓
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	✓
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 existing rumble dots along the bike lane.	Silverado Trail from Hardman to Oak Knoll	✓
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	✓

SR 29/12 to the Napa County Airport; reconstruct existing asphalt and concrete pavement, upgrade curb ramps to current ADA standards, and close sidewalk gap on north side	Airport Boulevard	✓
Pedestrian facilities improvement and traffic calming devices along Main Street between Mitchell Dr. and Pine St.	Main St. from Mitchell Dr. to Pine St.	✓
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.	✓
E		
Rehabilitate existing pavement, upgrade ADA curb ramps, repair sidewalk, and expand the existing sidewalk by 113 feet; install midblock crossings with LED signage; construct class II and III bike lanes which will connect to Valley View and Grayson Ave.	Grayson from Main St. to Valley View	✓

[illegible]

mittals

SRTS	PDA	PCA	COC	Project Type	OBAG Request	Local Match
Fully Eligible						
✓	✓	✓	✓	PCA/Active Transportation	\$650,000	\$100,000
✓	✓			TLC/Active Transportation	\$2,300,000	\$2,372,000
✓			✓	SRTS/Active Transportation	\$227,000	\$42,000
		✓		Active Transportation	\$711,000	\$149,000
		✓		LSR/Active Transportation	\$2,184,000	\$294,000
	✓			LSR/Active Transportation	\$3,000,000	\$9,000,000

				LSR/Active Transportation	\$1,606,000	\$208,000
✓			✓	TLC/Active Transportation	\$1,370,000	\$187,000
✓				Active Trans.	\$404,550	\$60,450
Better Funded with Other Sources						
✓			✓	LSR/Active Transportation	\$913,000	\$124,000

✓	✓			TLC/Active Transportation	\$10,000,000	\$22,000,000
✓	✓		✓	TLC/Active Transportation	\$2,000,000	\$6,500,000
✓				TLC/Active Transportation	\$1,500,000	\$2,000,000
✓	✓		✓	Active Transportation	\$750,000	\$150,000
					\$27,615,550	
					\$12,452,550	

Total Cost	% match	RTP	Map	Date of Request	OBAG Priorities
\$750,000	200%	✓	✓	CON 18/19	High performer for PCA Program
\$9,500,000	100%	✓	✓	PE FY 17/18; ROW FY 19/20; CON FY 21/22	Priority project for the city, located in the PDA; SRTS project; can use CMAQ funds
\$270,000	18.5%	✓	✓	FY 17/18 - 19/20	Multiple jurisdictions; high matching percentage; serves school located in COC, minimal investment high return
\$860,000	20%	✓	✓	FY CON 19/20	High performer for PCA Program; leveraging \$8.85 in other funding (\$6.1m federal)
\$2,478,000	13%	✓	✓	PE 17/18; CON 19/20	lower performer for PCA program
\$12,000,000	300%	✓	✓	CON FY 19/20	Cannot fund additional vehicle lanes with OBAG funds but all active transportation elements are eligible; In the PDA and addresses LS&R and bike and ped in one project

\$1,824,000	13%	✓	✓	PE 18/19; CON 20/21	Does not score as high meeting OBAG 2 evaluation criteria like serving a PDA, COC or SRTS; Can be funded with Measure T or STIP dollars
\$1,557,000	14%	✓	✓	PE 18/19; CON 20/21	Regionally significant, serves a main thoroughfare; serves as a SRTS and COC project; identified in CTP as a priority project
\$465,000	15%	✓	✓	PE 17/18; CON 18/19	Does not score as high in meeting OBAG priorities; not a regionally significant project; better funded with TDA 3 or local sources
\$1,037,000	14%	✓	✓	PE 18/19; CON 20/21	Not as far in the development process; deferred to other local priority project

[illegible]

NAPA VALLEY TRANSPORTATION AUTHORITY
 OBAG 2 Evaluation 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"> • LS&R • Bicycle and Pedestrian Improvements • Transportation for Livable Communities • Safe Routes to Schools (or Transit) • Transit Improvements • Priority Conservation Areas 	<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 Evaluation 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.