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## Technical Advisory Committee (TAC)

**\*\*\* SPECIAL MEETING \*\*\***

### AGENDA

Thursday, January 24, 2013  
1:00 p.m.

625 Burnell Street  
Napa CA 94559

### General Information

*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 5:00 p.m., except for NCTPA 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.*

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### ITEMS

1. Call to Order
2. Pledge of Allegiance
3. Public Comments
4. TAC Member and Staff Comments

**REGULAR AGENDA ITEMS**

**RECOMMENDATION**

5.	Regional Transportation Plan (RTP) Cycle 2 One Bay Area Grant (OBAG) Call for Project Submittals (Danielle Schmitz) <i>(Pages 3-13)</i>	ACTION
TAC will continue the discussion from its January 10, 2013 meeting to determine the 1) prioritization of submitted projects and 2) explore funding opportunities available to jurisdictions.		



January 24, 2013  
TAC Agenda Item 5  
Continued From: January 2013  
**Action Requested: INFORMATION/ACTION**

## NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY TAC Agenda Letter

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**TO:** Technical Advisory Committee (TAC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Associate Program Planner  
(707) 259-5968 / Email: [dschmitz@nctpa.net](mailto:dschmitz@nctpa.net)  
**SUBJECT:** Review of Regional Transportation Plan (RTP) Cycle 2 One Bay Area Grant (OBAG) Project Submittals

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### **RECOMMENDATION**

TAC will perform a first round review of the OBAG project submittals and provide feedback on how to proceed.

### **EXECUTIVE SUMMARY**

The NCTPA Board opened a call for Cycle 2 projects at their October 17, 2012 meeting. Project submittals were due to NCTPA by 5:00 PM on December 14, 2012. The NCTPA Technical Advisory Body (TAC) is the review committee for Cycle 2 projects and will recommend a final list of projects to the NCTPA Board.

NCTPA received 18 project submittals totaling \$15.7 million dollars. Of the 18 projects, 7 of them, totaling \$8 million dollars, meet the PDA minimum requirement of \$2 million dollars.

At the last TAC meeting, each jurisdiction was asked to resubmit their projects in priority order. This new prioritization will be considered as part of the January 24<sup>th</sup> Special TAC meeting.

In addition, NCTPA staff will explain the nuances of the OBAG and federal funding requirements should a funding exchange be pursued with the County.

### **FISCAL IMPACT**

Is there a Fiscal Impact? The applications will determine which projects are best suited to receive federal aid funding through Cycle 2.

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## **BACKGROUND AND DISCUSSION**

The Metropolitan Transportation Commission (MTC) receives federal funding for local programming through the state from federal transportation legislation currently known as Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). This includes Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), Transportation Alternatives (TA), and Safe Routes to School (SR2S) funding. The Cycle 2 OBAG Program is a new funding approach being introduced as part of the RTP currently under development.

The OBAG Program will allocate approximately \$6 million to Napa County jurisdictions for the 4-year cycle FY 2012-13 through FY 2015-16. The OBAG Program will require that Napa County Transportation and Planning Agency (NCTPA) program at least 50% of the countywide OBAG funds in Priority Development Areas (PDA) or to projects that provide "proximate access" to PDAs. All OBAG funds will be contingent on a series of requirements, including the establishment of a local "Complete Streets" program as well as having a General Plan housing element approved by the State Housing and Community Development Department. NCTPA will be responsible for ensuring compliance of these requirements.

The OBAG Program strives to better integrate the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy (SCS) mandated by that legislation. According to MTC, funding distribution to the nine (9) Bay Area counties will consider progress toward achieving local land-use and housing policies by:

- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing using transportation dollars as incentives.
- Supporting Bay Area SCS by promoting transportation investments in PDAs and by initiating a pilot program that will support open space preservation in Priority Conservation Areas (PCA). Additional funding for each county has been set aside to support these efforts and additional information regarding these opportunities will follow in December.
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program investment targets (the OBAG program allows each county the flexibility to invest in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SR2S) and PCA.

The OBAG Program establishes program commitments and policies for investing roughly \$320 million over RTP Cycle 2, a 4-year period (FY 2012-13 through FY 2015-16), funded through the new federal transportation legislation, "MAP-21".

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At its last meeting, TAC members were asked to give thought to prioritizing their OBAG project submittals and to submit a project list in priority order. These priorities will be discussed at the January 24<sup>th</sup> Special TAC meeting.

TAC members have also voiced concerns about the challenges and costs associated with delivering federal projects. NCTPA staff has been working with County staff to identify a means for exchanging the funds. The County has requested a 25% premium for this service and has noted that federal projects cost as much as 40% more to deliver. TAC will discuss terms and evaluate the pros and cons of pursuing a funding exchange.

### **SUPPORTING DOCUMENTS**

- Attachments: (1) Project Submittals  
(2) Cycle 2 Funding Breakdown  
(3) Criteria for Federal OBAG Program vs. Funding Exchange OBAG

#	RTIPID	Sponsor	Project Title	Project Description	Funding Request	Local Match	Total Project Cost	Category	Start Year	PDA Credit	FAS/Non-FAS
1	230695	Napa County	Airport Blvd. Overlay from SR 29	Asphalt overlay and retrofit existing curb ramp; new traffic striping; enhance class II bike lane and sidewalk	\$1,697,000	\$220,000	\$1,916,000	LS&R preservation/Bike Ped Imprv - Pavement Rehab	FY 13/14	Yes	FAS
2	230695	Napa County	Silverado Trail Phase "G" Overlay	Overlay from Calistoga City limits to Larkmead Lane; Existing Class II bike lane will be enhanced	\$2,505,000	\$325,000	\$2,829,000	LS&R preservation - pavement rehab	FY 13/14	No	FAS
3	230695	Napa County	Silverado Trail Phase "H" Overlay	Overlay from Howell Mountain Rd. to Zinfadel Lane; Existing class II bike lanes will be enhanced	\$1,491,000	\$192,000	\$1,684,000	LS&R preservation - pavement rehab	FY 13/14	No	FAS
4	22417/ 240612	Napa City	Browns Valley Road Sidewalk Improvements	Install New Sidewalk, Curb, Gutter, bike lanes and Curb Ramp along north side of Browns Valley Road between Spring Ct. and Rowena	\$250,000	\$33,000	\$283,000	RSRTS/ Bike Ped Imprv	FY 13/14	No	FAS
5	240612	Napa City	Napa City/North South Bike Connection	Class II bike lane on California Between Pueblo and Permanente Way	\$300,000	\$312,000	\$884,000	Bicycle and Pedestrian	FY 13/14	Yes	FAS
6	22746	Napa City	California Blvd. Roundabouts	Construct Roundabouts on California and 1st and 2nd streets.	\$1,574,000	\$2,945,000	\$4,519,000	Congestion Management/TLC	FY 13/14	Yes	FAS
7	240057	American Canyon	Eucalyptus Drive Extension	Extends Eucalyptus Dr. from Theresa Rd. to SR 29; removes signal at Rio del Mar; constructs auxillary lane on southbound SR 29; reroutes peds to Eucalyptus Dr. SR 29 crosswalk	\$3,594,000	\$490,000	\$4,084,000	PDA Development	FY 13/14	Yes	FAS
8	240123	American Canyon	Green Island Road Rehabilitation	Rehab of 3,400 ft. of pavement from Devlin Rd. to Jim Oswalt Dr.	\$193,600	\$26,400	\$1,430,000	LS&R - Pavement Rehab	FY 13/14	Yes	FAS
9	230695	American Canyon	Donaldson Way West Rehabilitation	Rehab 850 ft. of pavement from Benton Way to Rio del Mar	\$222,600	\$35,300	\$257,900	LS&R - Pavement Rehab	FY 13/14	Yes	FAS
10	230695	American Canyon	Flosden Road Rehabilitation	Rehba 3,000 ft. of pavement from City limits to American Canyon Rd.	\$501,600	\$75,400	\$577,000	LS&R - Pavement Rehab	FY 13/14	Yes	FAS
11	230518	Calistoga	Petrified Forest Road Intersction Improvement	Improvement of SR128 and Petrified Forest Road Intersection	\$300,000	\$35,000	\$3,000,000	Congestion Management	FY 15/16	No	FAS
12	230695	Calistoga	Grant St./Myrteldale Rd. Rehabilitation	Rehab on Grant St./Myrteldale Rd. from City limits to Michael Way	\$440,000	\$60,000	\$500,000	LS&R - Pavement Rehab	FY 14/15	No	non-FAS
13	240612	St. Helena	Oak Street Extension and Pedestrian Bridge	Extension of Oak Street Pedestrian and Bike facilities from Mitchell to Grayson over Sulphur Creek	\$1,200,000	\$148,200	\$1,400,000	Bike/Ped Imprv.	FY 13/14	No	non-FAS
14	230695	St. Helena	Charter Oak, Allison and Edwards Pavement Rehabilitation	Charter Oak Ave. East, Allison Ave. and Edwards St. pavement rehabilitation	\$563,200	\$76,800	\$640,000	LS&R - Pavement Rehab	FY 13/14	No	non-FAS
15	230695	St. Helena	Micro Seal Resurfacing	Micro Seal Resurfacing 38,000 sq yards of street with current PCI of good	\$59,000	\$8,000	\$67,000	LS&R - Preventative Maintenance	FY 13/14	No	non-FAS

#	RTIPID	Sponsor	Project Title	Project Description	Funding Request	Local Match	Total Project Cost	Category	Start Year	PDA Credit	FAS/Non-FAS
16	240152	St. Helena	Lighted Pedestrian Crosswalks	Lighted pedestrian crossings at Hunt/Main, Elmhurst/Main, and Mariposa/Pope	\$195,000	\$26,600	\$221,600	TLC/Bike & Ped Impv	FY 13/14	No	FAS
17	230695	Yountville	Local Street and Road Rehabilitation	Overlay in various town streets including Monroe, Adams, Yount, and Heritage Court	\$204,000	\$26,000	\$230,000	LS&R - Pavement Rehab	FY 13/14	No	non-FAS
18	22417	NCOE	Regional Safe Routes to School Program	Continue and expand the non-infrastructure service that NCOE already offers for the next 3 years	\$420,000	\$48,174	\$468,174	RSRTS	FY 13/14	No	N/A
<b>Totals</b>					<b>\$15,710,000</b>	<b>\$5,082,874</b>	<b>\$24,990,674</b>				

**RTP- Cycle 2 Funds**

**1) All Cycle 2 Funds FY 12/13 through FY 15/16:**

SR2S	STP	TE	CMAQ	TOTAL
\$420,000	\$4,787,000	\$431,000	\$1,443,000	\$7,081,000

This does not include PCA funds which is a \$5 million dollar competitive program for 4 North Bay Counties

**2) One Bay Area Grant Funds (does not include SR2S or PCA):**

Napa County	STP	CMAQ	RTIP TE	Total
<b>Specific Projects TBD by Napa</b>	<b>\$2,114,000</b>	<b>\$1,443,000</b>	<b>\$431,000</b>	<b>\$3,988,000</b>
<i>CMA Planning Activities (NCTPA)</i>	<i>\$2,673,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$2,673,000</i>
<b>Total</b>	<b>\$4,787,000</b>	<b>\$1,443,000</b>	<b>\$431,000</b>	<b>\$6,661,000</b>

**3) Planning Funds (NCTPA) – STP \$\$**

	FY 12-13	FY 13-14	FY 14-15	FY 15-16	STP TOTAL
NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000

**4) STP/CMAQ split**

	STP - 72%	CMAQ - 22%	TE – 7%	Total
Napa County	\$4,787,000	\$1,443,000	\$431,000	\$6,661,000

**5) PDA Minimum Requirement**

	OBAG funds	PDA/Anywhere split	PDA	Anywhere
Napa County	\$6,661,000	50/50	\$3,330,500*	\$3,330,500

\*50% of NCTPA planning funds (\$1,336,500) *can* count toward the PDA minimum requirement

**6) OBAG funds: STP/CMAQ/TE after planning funds are taken off the top**

	FY 12-13	FY 13-14	FY 14-15	FY 15-16	TOTAL
Napa County	\$997,000	\$997,000	\$997,000	\$997,000	\$3,988,000

**7) OBAG Funding Breakdown Options**

	TOTAL FUNDS (STP,CMAQ, TE)	PDA	Anywhere
<b>Option 1</b>	<b>\$3,988,000</b>	<b>\$3,330,500</b>	<b>\$657,500</b>
<b>Option 2 - 50% of Planning funds count toward PDA Minimum</b>	<b>\$3,988,000</b>	<b>\$1,994,000</b>	<b>\$1,994,000</b>

Cycle 2 Funds Criteria:

**STP Funds: \$2,114,000** – Available for projects – subject to One Bay Area Grant (OBAG) requirements

Eligible projects are any project on the any federal aid highway, including the national highway system; bridges on any public highway; transit capital projects; and inter-city/intra-city bus terminals and facilities.

Eligible project types (Title 23 USC, Chapter 1, Section 133) include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements for highway and bridge projects, including bridge seismic retrofit, painting and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions. Also included are the necessary engineering, right-of-way and environmental mitigation for these activities.
- Transit capital projects under Chapter 53 of 49 USC including vehicles and facilities, whether publicly or privately owned, that are used to provide inter-city passenger service by bus.
- Carpool projects, fringe and corridor parking facilities, bicycle facilities and non-construction projects, pedestrian walkways, and modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).
- Highway and transit safety infrastructure projects, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossing elimination or improvement.
- Highway and transit research and development and technology transfer programs.
- Capital and operating costs for traffic monitoring, management and control facilities and programs.
- Surface transportation planning programs.
- Transportation enhancement activities.
- Transportation control measures listed in Section 108(f)(1)(A) of the Clean Air Act excluding clause (xvi).
- Development and establishment of management systems under Title 23 USC, section 303.
- Wetlands mitigation and natural habitat efforts related to projects funded under Title 23 USC.
- Capital improvements for infrastructure-based intelligent transportation systems.
- Environmental restoration and pollution abatement projects, including retrofit or construction of stormwater treatment facilities (limited to 20% of the total cost of reconstruction, rehabilitation, resurfacing, or restoration projects).

**CMAQ: \$1,443,000** – subject to OBAG requirements

The general eligibility criteria for CMAQ funding is for projects to have expected reductions in carbon monoxide, ozone precursor, or PM emissions.

Eligible Project Types:

- Transportation Control Measures (TCMs)
- Extreme Low-Temperature Cold Start Programs
- Alternative Fuels and Vehicles
- Congestion Reduction & Traffic Flow Improvements
- Transit Improvements
- Bicycle and Pedestrian Facilities and Programs

- Travel Demand Management
- Public Education and Outreach Activities
- Transportation Management Associations
- Carpooling and Vanpooling
- Freight/Intermodal
- Diesel Engine Retrofits & Other Advanced Truck Technologies
- Idle Reduction
- Training for Transportation Workforce
- Inspection/Maintenance (I/M) Programs
- Experimental Pilot Projects

**TA: \$431,000** – subject to OBAG requirements

Transportation Enhancement activities must have a direct relationship – by function, proximity or impact – to the surface transportation system. Activities must be over and above normal projects, including mitigation.

This list is exclusive. Only these activities are eligible to be accounted for as Transportation Enhancement activities. They are:

1. Provision of facilities for pedestrians and bicycles.
2. Provision of safety and educational activities for pedestrians and bicyclists.
3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
5. Landscaping and other scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals).
8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
9. Inventory, control and removal of outdoor advertising.
10. Archaeological planning and research.
11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
12. Establishment of transportation museums.

**SR2S: \$420,000** –

Eligible projects include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. SR2S is CMAQ funded and therefore has an emphasis on air quality improvement rather than children's health and safety. Nevertheless CMAQ can fund all specific improvements that are eligible in the State and Federal SR2S Programs with the following exceptions: walking audits and other planning activities, crossing guards and vehicle speed feedback devices, traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians, and material incentives that lack an educational message or exceeding a nominal cost. Refer to the following link for detailed examples of eligible projects: <http://www.mtc.ca.gov/funding/STPCMAQ>

**PCA: Competitive –**

This is a \$10 million dollar grant of which the first \$5 million is only available to the 4 North Bay counties: Marin, Sonoma, Napa, and Solano.

*Priority Conservation Areas-* This is an outgrowth of the new regional pilot for the development of Priority Conservation Area (PCA) plans and projects to assist counties to improve outward development expansion and maintain their rural character. A CMA may use OBAG funding to augment grants received from the regionally competitive program or develop its own county PCA program. Generally, eligible projects will include planning, land/easement acquisition, open space access, and farm-to-market capital projects.

**Project Delivery and Monitoring -**

MTC's guidelines for project delivering and monitoring are outlined below. In addition to the guidelines below, projects that are not obligated 2 months prior to the deadline will be re-programmed to an existing federalized project. The first priority will be to another jurisdiction in the county. Future programming may be reduced for project sponsors with project revenues that are not obligated by the deadline or in any way result in the loss of STP CMAQ funding to the countywide funds. NCTPA has implemented a project monitoring process and will remind project sponsors of specific deadlines associated with managing the STP/CMAQ revenues. Jurisdictions are responsible for reviewing, understanding and adhering to the guidelines in MTC's Resolution 3606 and OBAG Resolution 4035.

MTC Guidelines: Cycle 2 funding is available in the following four federal fiscal years: FY 2012-13, 2013-14, 2014-15, and FY 2015-16. Funds may be programmed in any one of these years, conditioned upon the availability of federal apportionment and obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in coordination with the Partnership and project sponsors. However, funds MUST be obligated in the fiscal year programmed in the TIP, with all Cycle 2 funds to be obligated no later than March 31, 2016. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.

All Cycle 2 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at [http://www.mtc.ca.gov/funding/delivery/MTC\\_Res\\_3606.pdf](http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf)). Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy. 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 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 Cycle 2 funding will need to identify a staff position that serves as the single point of contact 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 federal TIP. 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 Cycle programming or including any funding revisions for the agency in the federal 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 Cycle 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 funding timeframe.

**Local Match –**

Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is currently 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the required match, which is subject to change.

Original Federal OBAG Program

STP- \$2.1 million (less restrictive)  
CMAQ - \$1.4 million (moderate restrictive)  
TA - \$431,000 (most restrictive)  
Total \$3,988,000

Requirements:

- 50% of funds must be spent in a PDA or in proximate access to a PDA
- Jurisdiction receiving funds must have:
  1. HCD Certified Housing Element
  2. Complete Streets Resolution or GP that complies with Complete Streets
  3. Have a certified PMP
- Project must comply with Federal Requirements including:
  1. Be on FAS
  2. 11.47% local match
  3. Meet minimum project size of \$100,000 (or total program project average of \$250,000)
- Project must go through Caltrans local assistance process
- Project sponsors must adhere to MTC Resolution 3606
- Funds are restricted by source:
  1. STP - \$2.1 million – used on LS&R, Bike/Ped, planning activities, TDM&TCM, etc.
  2. CMAQ - \$1.4 million - used on Bike/Ped, TDM&TCM, alternative fuels, traffic flow imprv., rideshare activities, etc.
  3. TA - \$431,000 – used on construction, planning and design of Bike/Ped

OBAG Program with Funding Exchange

Federal funds would be exchanged with local County of Napa dollars; exchange Rate TBD  
Total \$3,988,000

Requirements:

- 50% of funds must be spent in a PDA or in proximate access to a PDA
- Jurisdictions receiving funds must have:
  1. HCD Certified Housing Elements
  2. Complete Streets Resolution or GP that complies with Complete Streets
  3. Have a certified PMP
- Project must comply with Federal Requirements including:
  1. Be on FAS
  2. 11.47% local match
  3. Meet minimum project size of \$100,000 (or total program project average of \$250,000)

MTC requires that NCTPA submits one program, regardless of the exchange, that totals the amount of federal funds received for this purpose (\$3,988,000). The proposed program will consist of the total projects approved by the NCTPA Board for all of the jurisdictions and the element that the County of Napa would have received (including exchange premium) under a normal programming process. The balance of the federal funds going to the County still must meet the fund source requirements and be on the FAS but only the projects included in the NCTPA adopted program are subject to the certified HE requirement. The County would be able to deliver all other federal funds without receiving the HCD certification.

**Benefits:**

- No restrictions because of fund source for jurisdictions (other than County)
- No Caltrans local assistance process
- No Resolution 3606