



**OBAG 2 Workshop – Thursday, November 3, 2016 – 3:00PM  
Napa Valley Transportation Authority – Board Room**

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>Priority Development Area min. threshold</i>	\$840,000
<i>Anywhere</i>	\$2,973,000
<b>TOTAL</b>	<b>\$6,483,000</b>

**Eligible Project Types:**

**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 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 available at [www.nvta.ca.gov/OBAG2/](http://www.nvta.ca.gov/OBAG2/)). Project sponsors must provide a minimum 11.47% match. 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 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 Priority Development Areas (PDAs). NVRTA has two designated PDAs – Downtown Napa – Soscol Gateway Corridor and American Canyon Hwy 29 Corridor. The PDA minimum threshold is \$840,000 that must be spent in or in proximate access

to a PDA, though projects that serve a PDA will be given priority in the scoring criteria. Under OBAG 1 68% of Napa County investments were made in PDAs.

### **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, as well as infrastructure projects. Under OBAG 1, NVRTA programmed 100% of the SRTS funds to non-infrastructure programs. Both non-infrastructure and infrastructure needs have been identified in the recently adopted Napa Countywide Pedestrian Plan and the Napa Countywide Bicycle Plan. There is a \$620,000 set-aside for SRTS projects though bike and pedestrian infrastructure projects are not limited to the SRTS funding.

### **Local Streets and Roads Preservation**

OBAG funding can be used for the preservation of local streets and roads on the federal-aid system. To be eligible for funding of any LSR preservation project, the jurisdiction must have a certified PMP. In addition, selected pavement projects should be based on the needs analysis resulting from the PMP. Eligibility requirements for specific project types are included below:

- Pavement Rehabilitation – all pavement rehab projects, including projects with pavement segments with a PCI below 70, must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction’s PMP.
- Preventative Maintenance – Only projects where pavement segments have a PCI of 70 or above are eligible for preventative maintenance. Furthermore, the local agency’s PMP must demonstrate that the preventive maintenance strategy is a cost effective method of extending pavement life.
- Non-pavement – eligible non-pavement activities and projects include rehabilitation or replacements 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.

### **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.

### **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.

### **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 (May 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:

CMAAs 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).

<b>Project Sponsor’s Required Documents and when they are needed:</b>	
Complete Streets Checklist <a href="http://completestreets.mtc.ca.gov/external_user_sessions/new">http://completestreets.mtc.ca.gov/external_user_sessions/new</a>	Application Submittal – December 23 <sup>rd</sup>
Project Map	Application Submittal – December 23 <sup>rd</sup>
Resolution of Local Support	Project approval by NVTA – May 2017
Surplus Lands Act Resolution	Project approval by NVTA – May 2017
Housing Element Annual Report	Due every April 1 <sup>st</sup> - April 2017
Certified Pavement Management Plan	Ongoing

<b>County Program Milestones and Timeline</b>	
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
March	Bring draft project recommendations to committees – PCC, ATAC, CAC and TAC
April/May	Bring OBAG 2 draft project selections to NVTA Board for approval and submittal to MTC

	Timeline continued on next page
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.

**Questions on Napa OBAG 2 Program –**

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