



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
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SUBJECT: State Route 37 Financial Opportunities Analysis – Presentation by PFAL

RECOMMENDATION

Information and Discussion

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

State Route 37 (SR 37) is a key transportation corridor linking the four North Bay counties. Due to its strategic transportation role and environmentally sensitive natural footprint, SR 37 has been the subject of a long-range planning study conducted by UC Davis (UCD) and the California Department of Transportation (Caltrans). In addition, staff and elected officials from the four North Bay counties entered into a Memorandum of Understanding to work cooperatively to define a project that addresses congestion and sea-level rise along the corridor. As part of those efforts, PFAL was awarded a contract to develop funding scenarios and develop a high level approach to delivering the project which is the subject of today's presentation.

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comment
3. Discussion

FISCAL IMPACT

Is there a Fiscal Impact? No.

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

The corridor is broken up into 3 segments. Segment A is from Highway 101 to Highway 121 with is 3.4 miles in Marin and 3.9 miles in Sonoma. Segment B is from Highway 121 to Mare Island with 2.3 miles in Sonoma and 7 miles in Solano. Segment C is 4.4 miles entirely in Solano.

In October 2015, NVTA entered a memorandum of understanding (MOU) with the Solano Transportation Authority (STA), the Sonoma County Transportation Authority (SCTA) and the Transportation Authority of Marin (TAM). The intent of the MOU is to define how the four agencies will work together in cooperation to successfully promote and expedite the delivery of improvements in the SR 37 Corridor to address the threat of sea level rise, traffic congestion, transit options and recreational activities. It constitutes a guide to the intentions and strategies of the parties involved and provides the overall framework, including outlining their respective roles, responsibilities and potential funding strategy for the SR 37 Corridor. The MOU also created the SR 37 Policy Committee on which Supervisor Alfredo Pedroza, Supervisor Belia Ramos, and Mayor Leon Garcia serve representing NVTA.

In March 2016, the Policy Committee hired Project Finance Advisory Ltd. (PFAL) to complete a financial feasibility analysis on SR 37. PFAL's Richard Kerrigan will review consultant findings (Attachment 1) at today's board meeting.

Parallel to the Financial Feasibility Analysis work, in March 2017 NVTA entered an agreement with the three other North Bay Counties and the Metropolitan Transportation Commission (MTC) to complete the SR 37 Transportation and Sea Level Rise Corridor Study (also referred to as the Design Alternatives Analysis (DAA)) to be conducted by MTC's consultant Kimley Horn with AECOM as a sub consultant. The scope of work is near \$1 million in consulting services; the bulk of the funding comes from MTC, and includes:

1. Corridor Plan from Hwy 101 to Hwy 80
 - a) Data Collection
 - b) High level frame work
 - I. Capacity Constraints
 - II. Sea Level rise, Storm Surge, Flooding
 - c) Identify Priority Segment(s)

2. Design Alternative Assessment of Priority Segment for near and long term projects

a) Definition and detailed analysis:

- I. Traffic operation
- II. Design
- III. Cost Estimates
- IV. Environmental Screening

The Corridor Plan will be released at the September 7, 2017 SR 37 Policy Committee meeting. Caltrans has hired MIG as a communications consultant to carry out several public outreach components that will take place starting in September. NVTA will be holding a public open house in late September to review the Corridor Plan. The DAA will be released this winter followed by another public workshop, an online survey, focus groups and a telephone town hall.

SUPPORTING DOCUMENTS

None